CULTURAL RESOURCES INVENTORY
FOR THE
VALLEY HIGHWAY EIS
DENVER, COLORADO

This Volume Includes:

Cultural Resources Inventory Report - March 2004

Addenda:

- **Inventory Form: Third Avenue Bridge (5DV9169) - July 2004**
- **Reevaluation Form: Gates Rubber Company Historic District (5DV48) - April 2005**

Prepared for:

Federal Highway Administration
Colorado Department of Transportation

Prepared by:

Felsburg Holt & Ullevig

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March 10, 2004

ABSTRACT

Cultural resource investigations were conducted by Felsburg Holt & Ullevig (FHU) in 2002-2004, in support of an Environmental Impact Statement (EIS) being prepared for the proposed Valley Highway Project in the City and County of Denver. The project involved a Class I file search, several reconnaissance surveys of the proposed Area of Potential Effects (APE) during development of the project's design alternatives, and a Class III intensive-level inventory of historical resources.

The file search revealed that the APE contains 42 previously recorded architectural properties, including 33 residential properties, seven commercial properties, one industrial property, and one governmental property. The APE also contains eight historical highway bridges, three historical railroad bridges, segments of two historical railroads, and a segment of the historical Valley Highway. Twenty-seven (27) of these sites are buildings situated along South Lincoln Street and Exposition Avenue in the West Washington Park area that have been determined to be contributing elements of a potential (undefined) historic residential district. Other significant previously recorded sites include the Gates Rubber Company complex (999-1001 South Broadway) and the U.S. Postal Service Vehicle Maintenance facility (915 South Logan Street), both of which have been determined officially eligible for the National Register of Historic Places (NRHP). Three railroad bridges spanning Alameda Avenue as well as the Alameda Avenue bridge over I-25 have also been previously determined to be NRHP-eligible. Two railroads that pass through the project area – the Atchison, Topeka & Santa Fe, and Denver & Rio Grande lines – are designated as officially eligible linear historic districts.

FHU completed intensive-level documentation for 65 historical resources including 59 previously unrecorded architectural properties, one structure and segments of five (5) historical linear transportation features. Only one site, the West Alameda Subway, was judged to qualify as individually eligible for the NRHP, although three (3) houses in the 600 block of S. Lincoln Street were evaluated by FHU as contributing to a potential historic residential district in the West Washington Park neighborhood.

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1.0 INTRODUCTION

In 2002-2004, Felsburg Holt & Ullevig (FHU) completed an intensive-level (Class III) cultural resource survey of the Area of Potential Effect (APE) encompassing proposed improvements to Interstate 25 (I-25) in Denver, between Logan Street and 6th Avenue, and to 6th Avenue, between I-25 and Federal Boulevard. The proposed improvements are referred to herein as the Valley Highway Project. The inventory was conducted on behalf of the Colorado Department of Transportation (CDOT).

CDOT has identified the need for improvements to this portion of the Valley Highway in Denver, as well as improvements to adjacent connecting streets. The highway improvement project requires approval from the Federal Highway Administration (FHWA), and therefore qualifies as a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act (as amended), and associated regulations published in 36 CFR Part 800 (revised January, 2001).

The survey was conducted by Jason Marmor, M.A., Cultural Resources Specialist for FHU. Mr. Marmor is authorized to perform archaeological surveys in Colorado east of the Continental Divide under Colorado Archaeological Permit Nos. 2002-34, 2003-40, and 2004-33. Mr. Marmor served as Principal Investigator, and was responsible for all aspects of the investigation, including obtaining the file search, conducting the field survey and archival research, and preparing inventory forms and this report of findings. Possible impacts to cultural resources will be addressed in the Environmental Impact Statement (EIS) being prepared for the project.

2.0 PROJECT AREA

2.1 Environmental Setting

The project area encompasses a portion of I-25 in Denver, extending from 6th Avenue on the north, to Logan Street on the south, and a segment of 6th Avenue between I-25 and Federal Boulevard. This portion of the I-25 closely parallels the South Platte River, which flows in a northerly direction through the Denver area. The project area mostly lies within the South Platte Valley, but also includes higher terrain on the western edge of valley, where 6th Avenue extends to Federal Boulevard. Elevations in the project area range from a high of 5,335 ft in the northwest corner, on 6th Avenue, just west of Federal Blvd., to a low of 5,200 ft in the valley floor east of the river, directly southeast of the I-25/Alameda Avenue interchange.

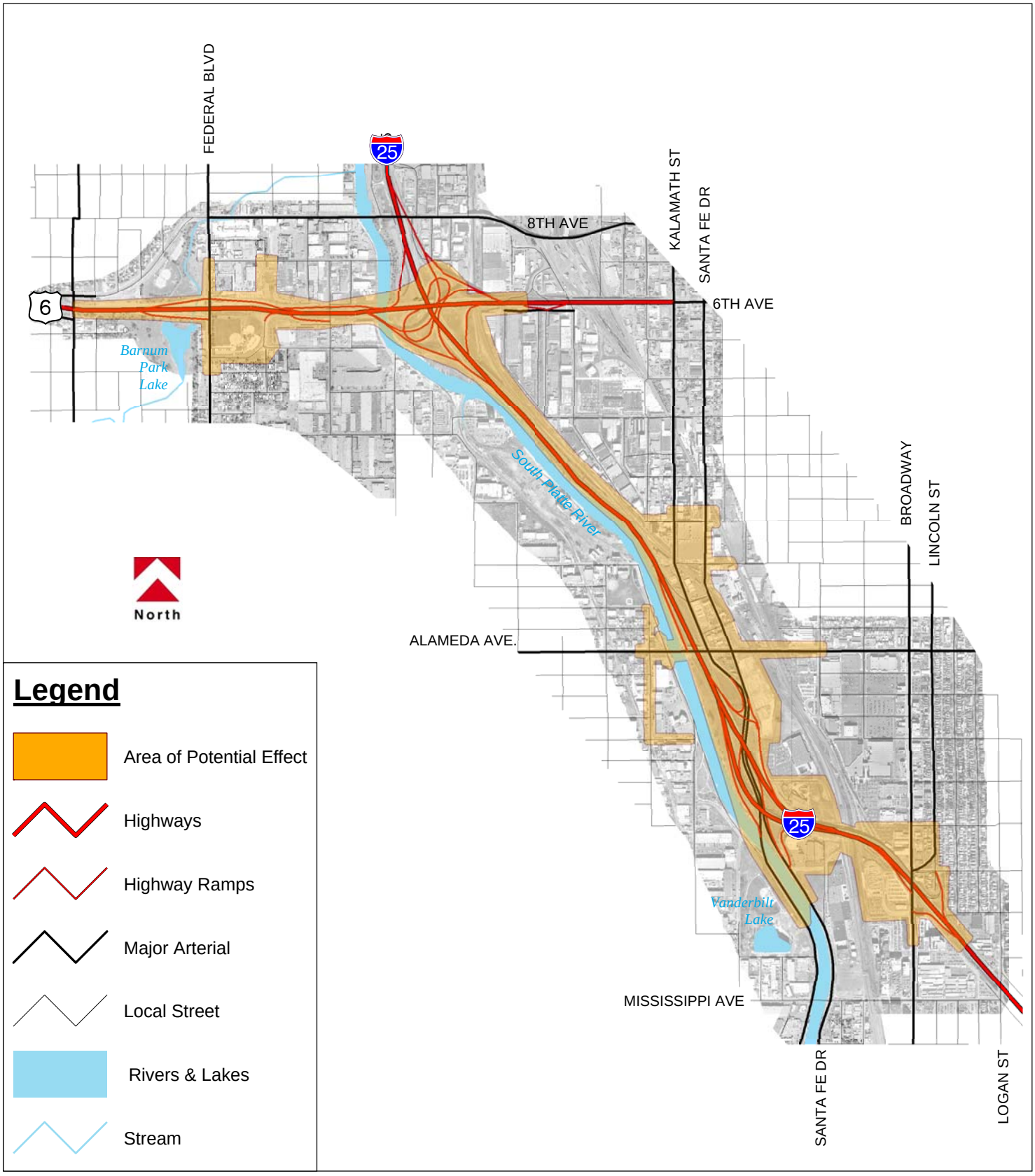
The project area is situated in the Great Plains physiographic province, and comprises a portion of the South Platte River drainage. A tributary of the Missouri River, the South Platte River is a major regional watercourse with headwaters in Douglas County; it drains a considerable area of foothills and plains in east-central and northeastern Colorado. The river's flow is now regulated by Chatfield Dam and Lake. In the project area, the South Platte River occupies its historic channel, except south of Alameda Avenue, where the channel was artificially straightened in the 1950s during construction of the Valley Highway. The river has created a riparian corridor, with a thin growth of deciduous trees at depth, covered by Pleistocene and Holocene alluvium as well as imported artificial fill.

The natural landscape of the project area has been almost completely obscured by historical and modern development. I-25 is the dominant manmade feature in the project area. Also included are interchanges and ramps, such as at 6th Avenue, Alameda Avenue, and Santa Fe Drive/Kalamath Street. Several railroads also parallel I-25 in the S. Platte River valley. A network of city streets on the east and west sides of I-25 provides access to commercial, residential, and industrial areas. Light industrial and commercial development is concentrated in a corridor along the margins of I-25 and the South Platte River, and is provided with railroad access (spurs and sidings). Major industrial facilities in and immediately adjacent to the project area include the Gates Rubber Company complex on South Broadway; the former Continental Can Company plant on the corner of Alameda Avenue and Cherokee Street; and the General Chemical Company plant, occupying a strip of bottomland along the South Platte River, between 6th Avenue and Alameda Avenue. Warehouses, all built after 1950, are abundant along the east side of I-25, such as along Rio Grande Boulevard.

Other significant manmade features in the project area include the monumental concrete Denver Water Department building near the river's west bank, north of the General Chemical property. The project area touches a corner of the West Washington Park Neighborhood, a historic residential area containing a high concentration of brick single family dwellings built mainly between 1890 and 1930. The project area also includes a number of public parks, almost all lying on the west side of I-25. These include Barnum, Barnum East, and Barnum North parks, at the SW, SE, and NW quadrants of the 6th Avenue/ Federal Boulevard interchange; and Fred Milstein Park, Valverde Park, Habitat Park and Vanderbilt Park located along the west side of I-25 and the river.

2.2 Area of Potential Effect

An Area of Potential Effect (APE) was delineated to encompass all properties potentially subject to impacts from the Valley Highway Project. The APE (Figure 1) is based upon the maximum perimeter surrounding all of the design alternatives under consideration in the Environmental Impact Statement (EIS) for the project. The APE is defined as a line located 100 feet from, and parallel to, the perimeter encompassing the design alternatives. All properties meeting the minimum age requirement located within, or transected by, the APE line have been evaluated in this cultural resources report.



0 2,500 5,000 Feet

Area of Potential Effect

Valley Highway - Logan to 6th Ave. Environmental Impact Statement (EIS)

Figure 1

3.0 PREHISTORIC AND HISTORIC CONTEXTS

The area occupied by the modern, sprawling city of Denver has experienced human occupation extending back to the late Pleistocene/early Holocene epochs. Archaeological evidence reveals that Native American groups exploited the plains surrounding the South Platte River until their displacement by westward advancing Euro-American settlement in the mid-nineteenth century. Among the first permanent Euro-American settlements in the region, Denver has grown over the span of a century and a half into one of the principal population centers and transportation hubs in the central United States. The human history of the project area is summarized in the following sections.

3.1 Prehistoric Context

The project area is situated within the Platte River Basin culture area, a large portion of northeast Colorado encompassing expanses of plains, a belt of foothills and hogbacks, and the flanks of the Rocky Mountains extending east of the Continental Divide. The prehistoric record of this drainage basin is presented by Gilmore et. al (1999), and is summarized below. Table 1 shows the culture sequence and nomenclature for the prehistoric chronology of the Platte River Basin.

Table 1. Prehistoric chronology for the Platte River Basin (from Gilmore et. al 1999).

Stage	Period	Date Range
Paleoindian		12,000 - 5500 B.P.*
	Clovis	12,000 – 11,000 B.P.
	Folsom	11,000 – 10,000 B.P.
	Plano	10,000 – 7,500 B.P.
Archaic		7500 B.P. – A.D. 150
	Early Archaic	7500 – 5,000 B.P.
	Middle Archaic	5000 – 3000 B.P.
	Late Archaic	3000 B.P. – A.D. 150
Late Prehistoric	Early Ceramic	A.D. 150 – 1150
	Middle Ceramic	A.D. 1150 – 1540
Protohistoric		A.D. 1540 – 1860

* "Before Present"

The Denver area may have been occupied by Native Americans as early as c. 12,000 years B.P. The earliest cultural stage recognized in the region is referred to as Paleoindian (c. 12,000 – 7,500 years B.P.) and is distinguished by standardized forms of fluted, finely made lanceolate projectile points indicative of a subsistence strategy oriented towards the hunting of megafauna, including such extinct species as mammoth, giant bear, dire wolf, and camel. The Paleoindian Stage in western North America is subdivided into three periods defined primarily by distinctive projectile point types, with names derived from the locations where they were first discovered. These early cultural manifestations include Clovis (11,500 – 11,000 years B.P.), Folsom (11,000 – 10,000 years B.P.), and Plano (10,000 – 7,500 years B.P.).

Clovis points have mainly been associated with large mammal kill or butchering sites on the high plains, including eastern Colorado. The disappearance of the Clovis point and appearance of a smaller fluted spear point identified as "Folsom" around 11,000 years B.P. may correspond to the extinction of the mammoth and a shift in emphasis towards the hunting of *Bison antiquus*, an evolutionary predecessor of the modern bison (*Bison bison*), as well as smaller animals, including pronghorn and horse. One of the most significant Folsom sites located to date – known as the Lindenmeier site – is situated on the high plains approximately 80 miles north of Denver.

The final expression of the Paleoindian stage, termed "Plano," is characterized by a variety of large, unfluted lanceolate stone points and blades. Plano period sites are dominated by bison kill sites on the plains which testify to the adoption of organized game drives, a sophisticated approach suggestive of a greater degree of social organization than was evident with their predecessors.

A transition from the Paleoindian, big game hunting stage to a more diverse subsistence strategy occurred around 7,500 years B.P. The advent of the Archaic Stage corresponds to a climatic shift referred to as the *Altithermal*, when warmer and drier conditions induced ecological changes and human adaptations to those changes. During the Altithermal, which extended for approximately two millennia, aboriginal groups in western North America apparently adopted a more diverse hunting and gathering subsistence strategy accompanied by a toolkit featuring smaller, cruder projectile points, as well as groundstone tools including manos and metates used primarily for processing seeds. Archaeological evidence reveals a drastic reduction in reliance upon big game, a trend which scholars have attributed to climatic change and possibly over-hunting by humans (Cassells 1983:73). Along with changes in subsistence strategy, a variety of new features appear in the archaeological record at Archaic sites, including hunting blinds, stone boiling pits, stone circles, and possibly dwellings as evidenced by patterned postmolds. The Archaic Stage has been classified into three distinct periods, including the Early Archaic (c. 7,500-5,000 years B.C.), the Middle Archaic (c. 5,000-3,000 B.C.), and the Late Archaic (c. 3,000 B.C. – A.D. 150).

The Early Archaic period is distinguished mainly by a group of large, side-notched and corner-notched dart points that would have been used with an *atlatl*, or dart thrower. In contrast to the earlier Paleoindian Stage, scant evidence of Early Archaic occupation has been found to date on the plains of eastern Colorado (Gilmore et al. 1999:102). Climatic change may have caused aboriginal groups in the Early Archaic period to move into the Colorado Rockies, where a distinct culture referred to as the Mount Albion Complex developed (Benedict and Olson 1978; Cassells 1983:95). The Middle Archaic period is associated with climatic change, as cooler and wetter conditions gradually returned following the ablation of the Altithermal. The Middle Archaic is marked by the appearance of chipped stone end-scrapers and side-scrapers, and abundant groundstone tools attest to the increasing exploitation of plant food resources. A number of diagnostic projectile point types are associated with the Middle Archaic period, particularly those characteristic of the McKean Complex, such as the McKean lanceolate, Duncan, and Hanna types. Other archaeological manifestations, such as roasting and/or boiling pits, have been found in sites from this time period.

The terminal (Late) phase of the Archaic period is distinguished archaeologically by a prevalence of large notched dart points and by a further increase in the frequency of groundstone artifacts. Faunal remains from this period reveal a diverse, opportunistic hunting strategy.

A significant transition in lifeways is evident in the archaeological record in Colorado beginning around 150 A.D. The Late Prehistoric Stage is distinguished by major technological innovations, including ceramics and the bow and arrow, apparently introduced through contact with Woodland people of the Midwest and Central Plains. Another aspect of the Woodland Tradition – horticulture capable of supporting sedentary villages – was not manifested in eastern and central Colorado. Late Prehistoric archaeological sites reveal a diverse hunting and gathering subsistence strategy, with new types of diagnostic artifacts such as small chipped stone arrow points as well as pottery shreds derived from conical, cord-impressed vessels.

As presently defined, the Late Prehistoric Stage is divided into two periods: the Early Ceramic Period (A.D. 150-1150) and the Middle Ceramic Period (A.D. 1150-1540). A technological transition from atlatl to bow and arrow use is evident in archaeological sites from the first few centuries of the Early Ceramic Period. The Middle Ceramic Period of the Late Prehistoric Stage is associated with the development and spread of the "Central Plains tradition." The Central Plains tradition, which originated to the east of Colorado, was initiated by climate change that permitted increased cultivation of corn and other cultigens; the integration of limited agriculture into the aboriginal hunting and gathering subsistence strategy in turn fostered the development of more permanent settlements. In the more arid Platte River Basin of Colorado, neither agriculture nor villages with permanent architecture were established, although sites from this period reveal artifacts similar to those developed in the Central Plains area. Middle Ceramic Period artifact assemblages in open and sheltered campsites of northeastern Colorado commonly included such diagnostic items as small, side-notched projectile arrow points, and shouldered, globular pots with partially to completely erased cord marks and flaring rims (Gilmore et al,. 1999: 180). An important development that began during the Late Prehistoric Stage was an emphasis on the exploitation of bison, an abundant source of meat as well as hides.

The final phase of aboriginal prehistory, the Protohistoric/Historic Stage (A.D. 150 – 1560) is associated with the effects of contact with Europeans and Euro-Americans. During this stage, a succession of Plains Indian tribes, including the Plains Apache, Comanche, and Pawnee, occupied portions of the Colorado plains as far west as the foothills of the Rocky Mountains until approximately 1830, when the Arapaho and Cheyenne achieved dominance on the eastern plains of Colorado (Cassells 1983; Noel 1994:45). The dynamic territorial shifts occurring on the plains from the seventeenth through the early nineteenth centuries were the direct result of the introduction of horses from the Spanish, who had gained a foothold in the Southwest, and firearms obtained through trade with British and French fur traders on the eastern and northern margins of the Great Plains. The spread of these commodities gave rise in the nineteenth century to the stereotypical militaristic "horse and gun" cultural pattern that enabled the Plains Indians to temporarily resist the advance of Euro-American settlement (Secoy 1953). However, by the late 1870s, virtually all of the Plains Indian tribes had been removed to reservations in Oklahoma, Montana, and Texas.

3.2 Historic Context

Early Settlement, c. 1858-1870

The bustling metropolis of Denver had its beginnings in 1858, when several parties of prospectors arrived in the area in search of gold along the South Platte River and its tributaries. This gold rush was preceded by a series of prospecting parties who succeeded in finding small amounts of placer gold in the Denver area, including a group of Georgians bound for the California goldfields on the Cherokee Trail who discovered gold in 1850 on Ralston Creek. In 1857 by a party of Missourians found paydirt along Cherry Creek, and in the same year Indian trader John S. Smith and a group of Mexican prospectors reportedly recovered promising amounts of gold in 1857 from the east bank of the Platte River, approximately three miles above the mouth of Cherry Creek; their camp was later referred to as the "Mexican Diggings". Incited by news of these discoveries, veteran prospector William G. Russell led an overland expedition consisting of 104 men from Georgia to Denver in June 1858 (Smiley 1901).

After finding traces of gold, Russell and his associates established a small settlement called Placer Camp near the confluence of Dry Creek and the South Platte River. Russell's party was followed by another group of prospectors departing from Lawrence, Kansas in late spring of 1858. The prospecting party from Lawrence established a rival camp in late summer about a mile to the north of Placer Camp, which they christened Montana City. A few weeks later a group of prospectors from Montana, led by William McGaa and John Simpson Smith, founded the camp of St. Charles near the confluence of Cherry Creek and the South Platte River (Smiley 1901).

On November 1, 1858, dwellers of all three camps united to organize the town of Auraria, named after William Russell's hometown in Georgia. Later in November, town promoter William H. Larimer of Leavenworth, Kansas arrived with the intention of establishing another settlement. On November 22 Larimer's group formed the Denver City Town Company – named after then Kansas governor James William Denver — and laid out a 640-acre townsite that challenged Auraria's preeminence (Smiley 1901).

Enthusiastic testimonials succeeded in luring thousands of argonauts to Colorado and the new city, many of whom were faced with disappointment and financial hardship as the meager South Platte River gold placers played out. The town was saved, however, by promising discoveries of gold in the mountains west of Denver, along Chicago and Clear Creeks, in mid-1859. These discoveries, including John Gregory's "diggings" at the future site of Black Hawk, spawned the famous "Pikes Peak Gold Rush" and led to the founding of several mining towns including Black Hawk, Central City, and Idaho Springs. Denver was well positioned to serve as the principal supply and service center for the burgeoning mining district. By 1860, the nascent city of Denver boasted a population of 4,749; that same year Auraria was annexed to Denver. The future of Denver was further assured in early 1861 by the signing of the Treaty of Fort Wise.

The treaty gave the United States control over lands in northeastern Colorado originally inhabited by the indigenous Cheyenne and Arapaho peoples, and established Colorado Territory. In September of 1861, approximately six months after the outbreak of the Civil War, the U.S. government established a military post in the Denver area, on a 30 acre site just west of Lake Archer. Named Camp Weld in honor of Lewis L. Weld, first Secretary of Colorado

Territory, the camp was occupied by volunteer infantry and cavalry troops organized initially by Governor William Gilpin to aid the Union cause and counter the Secessionist threat. In January of 1862 the First Regiment of Colorado Volunteer Infantry was dispatched southward to engage the Confederate forces led by General H.H. Sibley. Sibley's forces had left Texas intending to seize control of New Mexico and Colorado. In late March the Union forces decisively defeated the Confederate troops in a battle at La Glorieta, New Mexico. The victory ended thus thwarting the South's plans to wrest the western territories away from the union. Subsequently, and until its abandonment in 1865, Camp Weld played a significant role in the American military's efforts to suppress Native American hostilities in central Colorado. The abandonment of Camp Weld was hastened by two devastating fires in late 1864 that destroyed most of the post buildings (Smiley 1901; Brandes 1973; Sanford 1934).

Railroad Building Transforms Denver, 1870-1890

Denver remained a small frontier city before the arrival of the railroad. From 1860 to 1870, Denver increased by only ten people, bringing the city's population to 4,759. Relying entirely upon slow stages and wagon trains to transport freight and passengers, Denverites tried unsuccessfully to convince engineers for the nation's first transcontinental railroad to extend the new rail line through the city; however, the Rocky Mountains west of Denver presented a formidable barrier. The Union Pacific Railroad (UPRR) chose instead to skirt the mountains and build the line across southern Wyoming, with Cheyenne as a major division point.

Not willing to allow the city to languish, prominent Denver citizens John Evans, David Moffat, Walter Cheesman, and others organized the Denver Pacific Railway, which would extend north 100 miles from Denver to connect with the UPRR mainline at Cheyenne. The railroad was completed on June 22, 1870, and two months later a second railroad – the Kansas Pacific – had reached Denver. The latter route connected Denver with the important Midwest cities of Kansas City and St. Louis. John Evans also was responsible for the establishment of the short-lived Denver & New Orleans Railroad (D&NO), which connected Denver to the Gulf of Mexico. This railroad, which extended southeastward from Denver, later was subsumed by the mighty UPRR empire. Perhaps the most important railroad in terms of promoting Denver as a regional nexus was the Denver & Rio Grande Railroad (D&RG), a north-south road organized in 1870 and championed by General William Jackson Palmer. This new railroad was initially intended to reach El Paso, Texas on the Rio Grande River, and within two years had reached Pueblo and resulted in the founding of Colorado Springs. Like the D&NO, the D&RG was later incorporated into the vast Union Pacific rail empire.

The flurry of railroad building also included the construction of lines serving the mining communities in the mountains west of Denver, such as the Colorado Central, a narrow gauge line completed in 1872 to the Black Hawk-Central City mining area, and extended to Georgetown in 1877. In 1872, Denver pioneers John Evans, David Moffat, and Walter Cheesman incorporated another narrow gauge line, the Denver, South Park & Pacific Railway (DSP&P), which followed the South Platte Canyon into the mountains. Although the DSP&P never made it to the west coast, the enterprise provided rail links to Breckenridge, Dillon, Keystone, Fairplay, Leadville, and Buena Vista. The D&RG also capitalized on far-flung mining booms in Colorado during the last three decades of the nineteenth century; it extended lines to

Leadville as well as Durango and Silverton in the San Juan Mountains. Rail development was crucial to the development and future of Denver. Colorado historian Tom Noel observed, "More than any other factor, this spiderweb of steel explains Denver's nineteenth-century transformation from a mining camp to a regional metropolis" (Leonard and Noel 1990:39). Railroads rapidly facilitated both urban growth and economic prosperity in Denver. The city's population skyrocketed in the 1870s, reaching 35,629 by 1880.

With rail lines extending to the once-remote precious metals mining communities, Denver soon became a major ore-refining center. The first of these refining operations was the Argo Smelter, owned by Nathaniel Hill and erected four miles north of downtown at the junction of the Colorado Central and Denver Pacific rail lines. Other, competing smelters were built, including the Globe Smelting and Refining Company plant and the Omaha and Grant Smelter. Small industrial settlements sprang up near the smelters, including Argo, platted in 1878, and Globeville, platted in 1889. By 1890 ore smelting was Denver's largest industry, and several tall, smoke-belching brick smokestacks were prominent municipal landmarks (Noel 1993:49; Leonard and Noel 1990:39).

Denver's future was further secured after Colorado achieved statehood in 1876. Initially designated as a temporary capital of the 38th state, Denver was chosen to be the permanent center of state government in 1881. Five years later, in 1886, construction began on a stately granite capitol building designed by Elijah E. Myers (Leonard and Noel 1990:45; Noel 1997:42-43).

The growth of Denver required infrastructure including a reliable water supply for domestic purposes as well as fire suppression. The city's first water works system was organized and financed by the Denver City Water Company and constructed in 1871-72. Prior to this time Denver residents obtained water for various purposes from wells as well as from ditches fed by the South Platte River and Cherry Creek. The city's first water works utilized a brick pumping station located on 15th Street adjacent to the river; however, the capacity of the system had to be enlarged repeatedly to keep up with growing demand. This early water system was also plagued by contamination of the river by adjacent industrial facilities as well as general refuse disposal. The pumping station was ultimately replaced by a new system in 1880 (Smiley 1901:794-795).

The new water supply system was developed under the auspices of the Denver City Irrigation & Water Company (organized in November 1878). A new pumping plant was constructed at a point close to the South Platte River, approximately two miles above the mouth of Cherry Creek and more than a mile beyond the city limits. The new site was chosen to minimize water contamination, and to allow for the use of hydraulic power to drive the pumps. A two mile-long canal conveyed river water to a shallow storage reservoir named Lake Archer, named in honor of Colonel James Archer, who played a leading role in the development of Denver's first water works. Lake Archer was located within the Valley Highway APE, extending northward from approximately Ellsworth Avenue on the south to midway between 7th and 8th Avenues, generally between Quivas and Navajo Streets (Figure 2). A plant building known as the West Denver pumping station was erected on West 12th Avenue, containing pumps with a daily capacity of 5,000,000 gallons (Smiley 1901).

Water was pumped from Lake Archer to supply Denverites beginning in May 1880. As demand continued to increase and water quality declined, modifications were made to the system. In 1883 the city installed subterranean sand and gravel filter galleries next to the river at Mississippi Street, and a 48 inch pipe conveyed purified water to a new reservoir constructed close to the West Denver pumping station. Lake Archer was abandoned as a water supply source at that time, and the land it occupied was later reclaimed as valuable real estate (Smiley 1901:795-798).

Denver experienced prolific growth in the 1880s; according to historians Stephen J. Leonard and Tom Noel (1990:44), an average of 7,000 new residents arrived annually in the 1880s. By 1890, Denver's population had climbed to 106,713 (Table 2). In the span of approximately 30 years the former prospector's camp was ranked the twenty-sixth largest city in the nation.

Table 2. Population Growth in Denver, 1870-2000.

Year	Population	% Change
1860	4,449	---
1870	4,759	+17
1880	35,629	+649
1890	106,713	+200
1900	133,859	+25
1910	213,381	+59
1920	256,491	+20
1930	287,861	+12
1940	322,412	+12
1950	415,786	+29
1960	493,887	+19
1970	514,678	+4
1980	492,365	-4
1990	467,610	-5
2000	554,636	+19

To accommodate the population influx, real estate speculators and developers platted new additions and subdivisions. Constrained by the South Platte River as well as railroad tracks, most of this urban expansion occurred to the east and south of the downtown core. One of the early subdivisions was the Byers Subdivision, platted in 1874 by prominent Denverites William and Elizabeth Byers. William Byers was one of Denver's earliest permanent settlers; he arrived in 1859 after helping to lay out the town of Omaha, Nebraska, intending to start a newspaper in the burgeoning mining camp on Cherry Creek. Byers went on to promote and invest in numerous civic improvements, and amassed quite a fortune from his diverse business enterprises (Dorsett 1977:1-3). Other early subdivisions in the vicinity of the Valley Highway project area include the Lake Archer Subdivision, platted in 1880 by William M. Bailey; Gallup's South Broadway Subdivision, platted in 1882 by Avery and Charlotte Gallup; Richtofen's Addition to the Lake Archer Subdivision, platted in 1882 by Jameson Richtofen; and the Sherman Subdivision, also platted in 1882 by the Denver Circle Real Estate Company.

The Denver Circle Real Estate Company was affiliated with another early transportation enterprise: the Denver Circle Railroad. The Denver Circle Railroad Company was incorporated in November of 1880 under the leadership of W.A.H. Loveland and T.C. Henry. Envisioned as a belt line encircling the city, this narrow-gauge railroad was only partially built before the company encountered financial difficulties and foundered. The trackage constructed by the Denver Circle Railroad was acquired later in the decade by the Atchison, Topeka, and Santa Fe Railway (Smiley 1901:624-625).

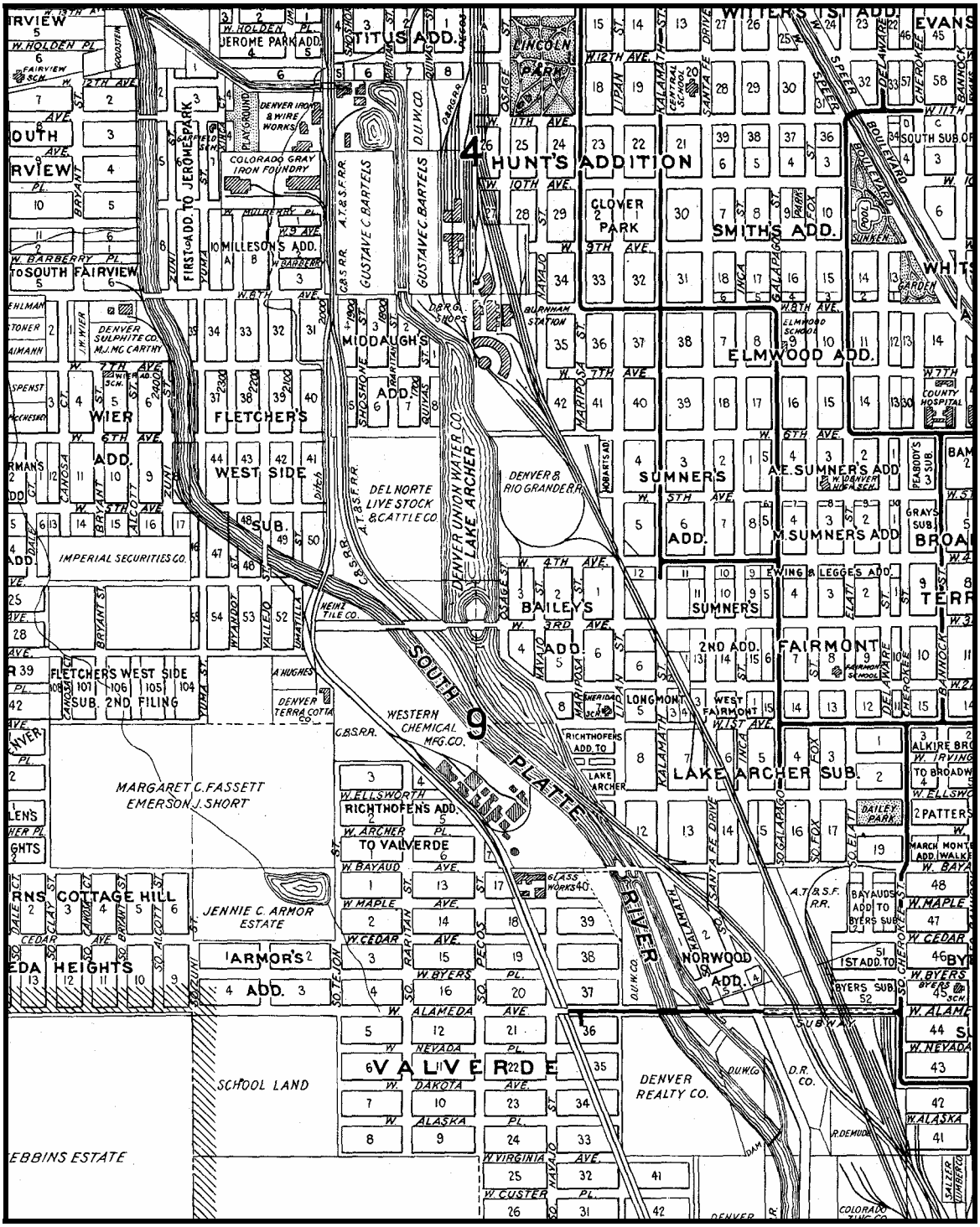
Denver's urban growth in the late nineteenth century was aided by the development of an elaborate street railway system, beginning with the Denver Horse Railroad Company (later renamed the Denver City Railway Company), installed in 1871 and providing access from downtown Denver to the Curtis Park subdivision. Other lines followed in 1873 and 1874, enabling passengers to travel across the South Platte River to the Highland area as well as the fashionable Capitol Hill neighborhood. By 1884 the Denver City Railway owned more than 15 miles of track over which no fewer than 45 horse-drawn streetcars traveled. The system evolved rapidly, and by mid-1886 the city's first electrically-powered streetcars were introduced by a rival company, the Denver Tramway Company (DTC). Several years later, the extensive DTC system was converted to a cable car system using underground cables as the source of motive power (Leonard and Noel 1990:54-55).

A series of streetcar suburbs and communities sprang up on the fringes of Denver, including several in the vicinity of the Valley Highway project. The construction of bridges and viaducts over the South Platte River fostered the development of lands lying west of the city. One such suburb, Valverde, was platted to the southwest of Denver in 1882 by Edward A. Reser (in 1902 Valverde was annexed, along with a number of other suburbs, to the City of Denver). A short distance northwest of Valverde was Barnum, platted in the 1880s by circus entrepreneur Phineas T. Barnum, who reportedly had considered basing his circus in this area. Barnum was annexed to the City of Denver in 1896 (Muntz and Wuth 1983:35-36; Leonard and Noel 1990:60).

The largest streetcar suburb established in Denver was South Denver, platted in 1886 and encompassing nine square miles, bounded by Alameda Street on the north, Yale Avenue on the south, Colorado Boulevard on the east and Pecos Street on the west. The vast subdivision was incorporated in August of 1886. James A. Fleming was elected as mayor of South Denver, and donated his handsome stone mansion as its town hall. South Denver was later annexed to Denver in 1893. Fleming's mansion was located in a portion of South Denver later known as the Platt Park neighborhood (Van Wyke 1991:42; Leonard and Noel 1990:60; Noel 1996:122).

In 1887-88 the Atchison, Topeka and Santa Fe Railway (ATSF) constructed a new rail line north from Pueblo to Denver. Five years earlier, in 1882, the ATSF attempted to gain access to the Denver market by laying a third rail on the existing, narrow gauge D&RGW tracks. This arrangement proved unsatisfactory, and a new 116-mile long railroad line was completed. The ATSF also purchased the eight mile long Denver Circle Railroad for $800,000, which provided the company with strategic traffic connections (Bryant 1974:140-41).

Figure 2. 1913 map of Denver showing location of Lake Archer.



Economic Diversification and Prolific Growth, c. 1895-1930

The so-called "Panic of 1893" crippled the silver mining industry and plunged Colorado into an economic depression until 1897. The pace of construction in Denver suddenly stalled, but recovered toward the end of the decade. In spite of the depression, Denver experienced significant population growth during the 1890s, with the addition of 27,146 new residents between 1890 and 1900.

Following the depression of 1893, Denver's economy diversified. Mining and railroads – the city's principal industries - diminished in importance – as agriculture, manufacturing and tourism filled the void. Between 1900 and 1920 Denver became an important livestock processing and transportation center, and initiated an annual 10 day stock show in January to promote the industry. Manufacturing also grew during this period, with grain milling, meat packing, brewing, and brick-making among its principal industries. However, this sector of Denver's economy was hindered by relatively high transportation costs due to the city's relative isolation from the heavily populated areas on the east and west coasts. One of the great businesses successes from this period was the establishment of the Gates Rubber Company plant at 999 South Broadway in 1914 (Leonard and Noel 1990: 15, 117-118).

Between 1900 and 1920, Denver's population nearly doubled, soaring from 133,859 to 256,491. Another 31,370 people were added to the City during the 1920s. During this period the proliferation of the family-owned automobile altered the complexion and economy of Denver. Numerous garages and filling stations sprang up throughout Denver, and the Gates Rubber Company plant on South Broadway met the growing demand for automotive tires, belts and hoses.

Infrastructure improvements necessarily accompanied urban growth, and an important impetus was the need to extend services and transportation links to neighborhoods on both sides of the South Platte River. Annexed to Denver in 1902, Valverde lay on the west side of the South Platte, and was separated from the rest of the city by the river as well as a busy, 11-track railroad corridor.

The problem was solved by construction of a massive grade separation structure on West Alameda Avenue in 1910-12. Known as the "West Alameda Subway", this structure consists of a 61 ft wide cut with 28 ft high concrete retaining walls. The subway originally carried the Denver City Tramway Company's trolley line to Valverde, as well as a roadway for vehicular traffic. Three iron girder railroad bridges spanned the cut, carrying a total of eleven tracks for three separate railroads: the Atchison Topeka & Santa Fe, Denver & Rio Grande, and Colorado & Southern. The cost of this ambitious undertaking was shared by the City of Denver, the Denver City Tramway Company, and the three affected railroads (The Denver Republican 1909; City of Denver 1910; City of Denver 1911).

Like major cities all across America, Denver endured acute economic stagnation during the Great Depression. Unemployment increased sharply as prices for Colorado's agricultural and mining commodities fell, and by 1933 one in every four Coloradoans was out of work. During the 1930s, numerous unemployed and homeless people settled in ramshackle clusters of shanties and makeshift dwellings known generically as "Hoovervilles." These squalid camps were concentrated along the South Platte River bottoms. One such bachelor enclave located

about two miles west of Capitol Hill was known as Petertown, and was inhabited largely by "junkers" who collected discarded materials in Denver's alleys (Noel 1990:204; Leonard 1993:15, 32; Noel 1980:142).

A variety of federally-sponsored programs developed as part of President Frankin Roosevelt's "New Deal" provided temporary employment and welcome financial relief to Denverites. Some programs, like the Civil Works Administration (CWA), the Works Progress Administration (WPA), the Public Works Administration (PWA), and the National Youth Administration (NYA) put people to work making valuable municipal improvements. In 1933-34, for example, the CWA hired numerous men to place rip-rap for erosion control along the banks of the South Platte River. Desperation forced many people to seek new and unusual ways to obtain income. With encouragement from the government, numerous Coloradoans tried their luck at gold prospecting. Colorado Agricultural College instructors taught the rudiments of placer mining to thousands of hopeful men and women, who in the spring and summer of 1932 tried their luck panning along the South Platte River and streams that decades earlier had yielded flecks of yellow metal (Rocky Mountain News 1933; Leonard and Noel 1990:213-214; Leonard 1993:34-35, 38; Miller 1998).

Transportation Challenges and Development, c. late 1930s - Present

In spite of the Depression, Denver's population continued to climb; nearly 35,000 new residents were added to the city's rolls during the 1930s. With a population of 322,412 in 1940, the sprawling city experienced worsening traffic congestion. In 1938 city planners attempted to design a new north-south route following the South Platte River corridor north from Santa Fe Drive. Two sections of this road were built by the WPA in 1939-40, but the traffic problem was far from resolved. Additional studies and planning for transportation improvements in Denver were conducted in the 1940s. Inspired by the success of Detroit's Davison Freeway, Colorado State Highway Engineer Charles D. Vail championed the idea of a limited access expressway, or "freeway" as a promising solution to Denver's traffic congestion problem (Hermsen Consultants and Fraser Design 1999).

In 1941 the state legislature authorized construction of controlled access highways through the Freeway Act. America's entry into World War II temporarily suspended work on transportation improvements in Denver, but by the fall of 1944, as the Axis powers were in retreat, Vail commissioned consulting engineers Herbert S. Crocker and Alfred J. Ryan to report on the feasibility of creating a north-south, limited access highway through Denver. Crocker and Ryan's report evaluated a range of alternatives and laid out a conceptual plan for the new expressway, which they called the Valley Highway. They went on to specify the general design for the highway, which would restrict access to designated interchanges, and would feature a very wide right-of-way containing two lanes in each direction along with a 44 ft wide median providing room for constructing additional traffic lanes in the future. The Valley Highway followed a portion of the old Denver & New Orleans Railway route, and extended for a distance of 11.2 miles between West 52nd Street on the north and Evans Avenue on the south Hermsen Consultants and Fraser Design 1999).

Despite some resistance from wary citizens, the Denver City Council ultimately approved the detailed plans developed by Ryan and Crocker on June 30, 1947. Construction of the Valley Highway commenced in September 1948 at the project's northern terminus, and proceeded southward. The new highway closely paralleled the South Platte River, and a curving, half-mile

long stretch extending south of Alameda Avenue was straightened by creation of a new, excavated channel. North of Alameda Avenue, the river was left untouched. When completed in 1958, the new freeway included thirteen major interchanges, four minor interchanges, and no fewer than 62 bridges and grade separations. The project also included design and construction of 6th Avenue from Kalamath Street on the east to Federal Boulevard on the west. The total cost of the project at the time of its dedication was $33 million dollars, making it at the time the costliest non-defense public works project built in Colorado (Denver Post 1957; Rocky Mountain News 1957; Hermsen Consultants and Fraser Design 1999: 29-30, 38, 44-45).

By 1960, a little more than a year after the Valley Highway officially opened, Denver boasted a population of nearly half a million. More than 20,000 new residents were added in the 1960s, fueling widespread residential and commercial development in the expanding metropolitan area. A major event during this dynamic decade occurred on June 16, 1965, when torrential rains caused the South Platte River to overflow its banks, with catastrophic results. The 1965 flood causes property damage estimated at $130 million (Rocky Mountain News 1965).

Denver's population shrank in the 1970s and 1980s. In 1990, the federal census counted only 467,610 residents. However, economic prosperity in the 1990s resulted in an influx of new residents and prolific urban growth, accompanied by numerous large-scale highway improvement projects.

New suburban communities were developed to accommodate the newcomers, and in the early 1980s the Colorado Department of Transportation built two belt-loop freeways (I-270 and I-225) on the city's northeastern and southeastern outskirts. In the late 1980s, after a lull caused by an economic downturn, construction of additional major transportation improvements resumed. In 1990, the southwest beltway, C-470, was completed, spurring a development boom in neighboring Arapahoe, Douglas, and Jefferson counties (Leonard and Noel 1990:273-275). Development on the east side of Denver was aided by construction of E-470, a 48 mile-long toll-financed freeway. Other major transportation projects were completed in the 1990s, including Denver International Airport (1995), and segments of a light rail network offering an alternative to commuters. At the start of the 21st century, the Denver metropolitan area sprawled over 50 miles from the Rocky Mountain foothills to the plains, and nearly from Boulder on the north to Castle Rock on the south (Leonard and Noel 1990:273-275; Leonard and Noel 1993:276).

Maintaining adequate transportation facilities to handle ever-increasing volumes of traffic has been one of Denver's greatest challenges. This is especially true for the Valley Highway, which was incorporated as a segment of Interstate 25, a major regional transportation route that serves through traffic as well as local traffic. After four decades of service and numerous improvements, Interstate 25 in Denver (including the Valley Highway) requires expansion to accommodate present and projected future traffic volumes.

4.0 RESEARCH DESIGN AND FILE SEARCH RESULTS

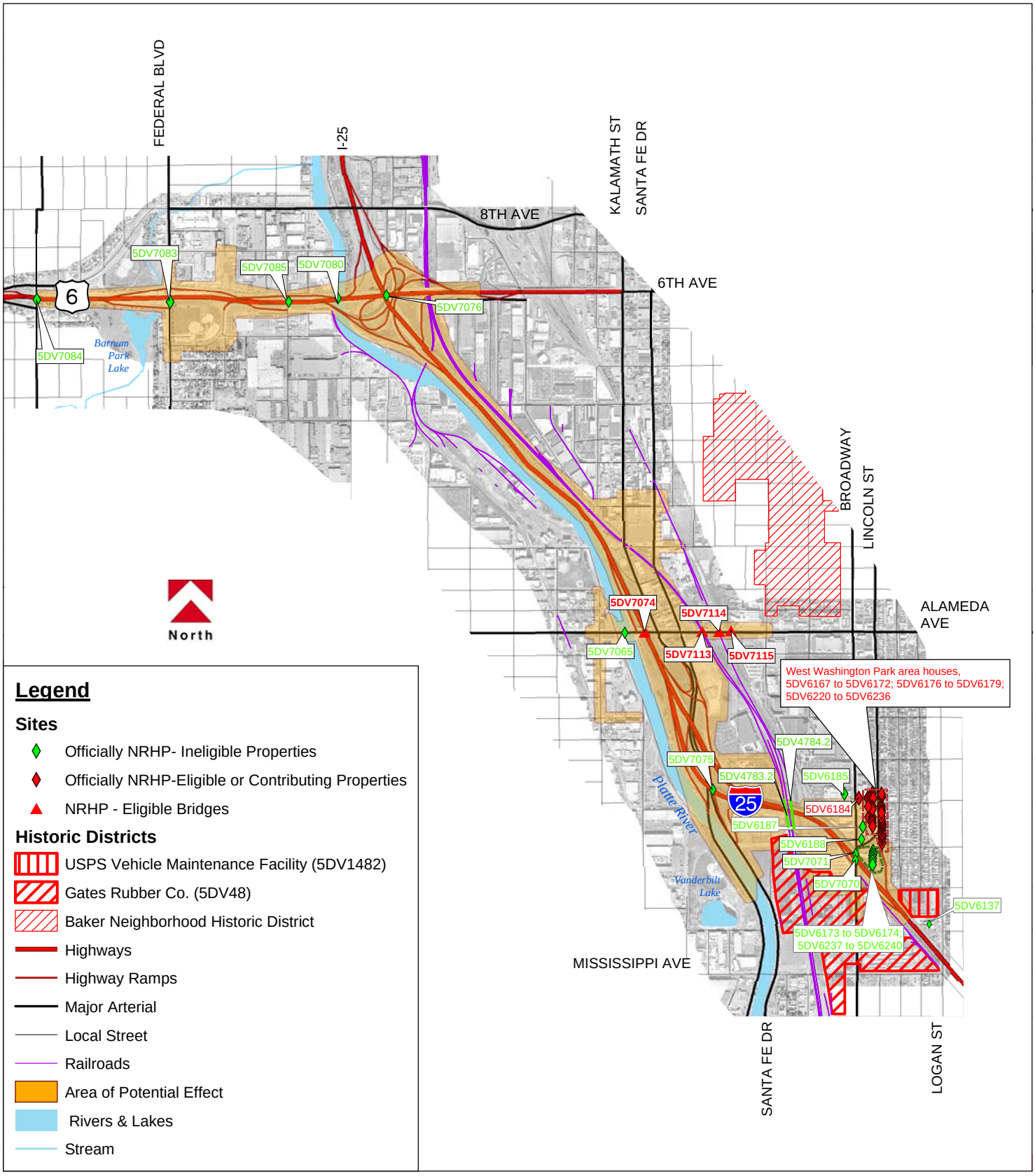
The objectives of the cultural resource inventory for the Valley Highway Project were to identify all cultural resources occurring within a pre-defined Area of Potential Effects (APE) encompassing the project area, and to evaluate the significance of each cultural resource in the APE in terms of eligibility for inclusion in the National Register of Historic Places (NRHP). The documentation and significance assessments are intended to facilitate determination of the proposed project's effects on historic properties (properties listed in or eligible for inclusion in the NRHP).

Because the project was driven by the need to comply with federal historic preservation legislation, historical inquiry was not the primary focus of the cultural resource investigations. Nevertheless, the inventory was expected to yield data about the history of specific areas of Denver located adjacent to the Valley Highway and along portions of Alameda Avenue and 6th Avenue. Historical information derived from this project could potentially be used to address such questions as the impact of the Valley Highway upon the general development pattern in Denver. Another potential use of the survey data is to identify and explain sequential changes in land use in specific areas (e.g., from residential to commercial or industrial).

The APE evolved over time. Preliminary environmental investigations, including reconnaissance and intensive-level surveys of cultural resources, were employed to identify potential problems as numerous highway and system design alternatives were evaluated. During the alternative design review process, various expansions were made to the study area, and supplemental cultural resource surveys were conducted.

A file search for T4S, R68W, Sections 4, 5, 8, 9, 10, 15, 16, and 22 was conducted by the Colorado Historical Society on July 31, 2002. As expected, previous cultural resource surveys within these sections have recorded numerous cultural resources within these sections, including 770 sites and two historic districts. Historic bridges (not yet entered in the OAHP cultural resources database) were identified by reviewing statewide bridge survey documentation on file at CHS/OAHP.

The preliminary project study area, which served initially as the APE, contained a relatively small number of previously recorded sites. These include two historic districts, 39 historic architectural properties, eight highway bridges, three railroad bridges, segments of two historic railroads, one commemorative marker, and one historic archaeological site. Summary data about these sites are presented in Table 3, and their locations are shown on Figure 3. Several sites shown and discussed outside of the current APE were identified during the preliminary phases of project development. Detailed information about previously recorded NRHP-eligible properties that are still extant is provided in Section 4.1. Previously recorded archaeological sites are discussed in Section 4.2.



Previously Recorded Cultural Resources

4.1 Previously Recorded NRHP-Eligible Properties

Gates Rubber Company (5DV48)

The Gates Rubber Company plant (999-1001 South Broadway, Figure 4) was initially recorded in 1980 by Vicki Rottman for the Colorado Department of Highways in conjunction with the Mississippi Railroad Grade Separation project. A boundary was delineated by Rottman around the major plant buildings occupying 63 acres both east and west of South Broadway. It was re-recorded in 1993 by Hermsen Consultants and on September 21, 1993 the Gates Rubber Company property was officially determined eligible for the NRHP under criteria A, B, and C. Since its approximate boundary was first defined in 1980, no subsequent surveys have been completed to identify contributing and noncontributing elements of the Gates property. Begun in 1911 by industry pioneer Charles C. Gates, the Gates Rubber Company developed into a leading manufacturer of rubber products including garden hoses, tires, fan belts, and automotive hoses. The large site with numerous major architectural features is considered a historic district. With its monumental scale buildings and water tank bearing a cursive neon-lit “Gates” sign, the property is a prominent visual landmark, especially to travelers on the elevated I-25 Broadway Overpass.

Figure 4. Gates Rubber Company plant (5DV48)

U.S. Postal Service Vehicle Maintenance Facility (5DV1482)

This complex of brick buildings, located at 915 South Logan Street (Figure 5), was constructed between 1936 and 1939 by the (federal) Bureau of Public Roads as a shop, garage, and warehouse facility to maintain and store the agency’s large regional fleet of cars, trucks, and road-building equipment. The U.S. Postal Service acquired the property around 1960, and has used it since that time as a vehicle maintenance and repair facility. The site was inventoried by Hermsen Consultants in 1999, at which time it was officially determined eligible for the NRHP under Criteria A and C.

Figure 5. U.S.P.S. Vehicle Maintenance Facility (5DV1482)

Railroads

Segments of two Officially Eligible historic railroads occur within the APE. These include two "noncontributing" segments of the Atchison, Topeka & Santa Fe (ATSF) railroad, an Officially Eligible historic district (5DV4783). These NRHP-ineligible segments are designated as 5DV4783.1 and 5DV4783.2. Another railroad, the Denver & Rio Grande (D&RG), has been determined to be an Officially Eligible historic district (5DV4784). Two "noncontributing" segments have been inventoried in the project vicinity (5DV4784.1 and 5DV4784.2), the latter recorded by Centennial Archaeology for the Broadway Viaduct Replacement Project.

Houses in the West Washington Park Neighborhood

The project area includes a portion of the western edge of West Washington Park, a historic residential area characterized by rows of generally well-preserved, modest-sized (predominantly brick) dwellings built mainly between 1900 and 1930. Approximately 90 historical dwellings in this area were inventoried in 1999 by Centennial Archaeology in conjunction with the Broadway Viaduct Replacement Project. Centennial's 1999 survey included an area of S. Lincoln Street included in the APE for the present project, recording (34) historic houses in the 600, 700 and 800 blocks of South Lincoln Street, and on one block of Exposition Avenue, between Broadway and Lincoln. Centennial did not find any of these homes to qualify as individually eligible for the NRHP, but evaluated most of them as contributing to a potential, but as yet undefined, historic residential district. The CHS/OAHP officially concurred with Centennial's evaluations of these West Washington Park houses on October 12, 1999.

The six historical residences (three single family dwellings and three duplexes) situated on the east side of the 800 block of South Lincoln Street, within a loop offramp from I-25, were re-evaluated for NRHP-eligibility in 2003 (Figure 6). Due to their visual and physical isolation from the rest of the residential district, the NRHP-eligibility of the six houses was officially changed by the CHS/OAHP in March of 2003, from "contributing" to "noncontributing" to a historic district.

Figure 6. Historical Dwellings in the 800 block of South Lincoln Street

Bridges

Four NRHP-eligible historical bridges are located within the APE. All of these were previously inventoried and evaluated for significance during a recently completed statewide survey of historic bridges in Colorado (FraserDesign 2000). Seven other bridges (see Table 3) were evaluated as NRHP-ineligible.

All four NRHP-eligible bridges are located along Alameda Avenue. These include the State Highway 26 (Alameda Avenue) Underpass (5DV7074), designed by Denver consulting engineer Clifford Johnson and built in 1958 as part of the original Valley Highway project. The Alameda Avenue Underpass (Figure 7) is a two span, concrete, rigid frame bridge structure that carries Alameda Avenue over the Valley Highway. The bridge has reinforced concrete abutments, retaining walls and spill-through pier, twin 70-foot spans with slightly arched profiles, a concrete deck with asphalt overlay, and decorative steel beam guardrails. Concrete sidewalks were provided along each side of the roadway. The unornamented design of the Alameda Avenue Underpass followed general guidelines developed by Herbert S. Crocker and Alfred J. Ryan, the engineers charged with designing the Valley Highway in the 1940s. One of 62 grade separation structures built over the 11-mile long freeway, the Alameda Avenue Underpass was determined eligible for the NRHP in 1999 under Criterion A because of its association with the Valley Highway, a significant transportation engineering accomplishment, as well as under Criterion C as a well-preserved example of a concrete rigid frame bridge — a technologically important structural configuration developed principally for spanning urban streets. (Note: a similar, NRHP-eligible bridge carrying Logan Street over the Valley Highway (5DV6033.1) was demolished in March, 2003).

Figure 7. Alameda Avenue Underpass/ Bridge (5DV7074)

The three other NRHP-eligible bridges (5DV7113, 5DV7114 and 5DV7115) are bolted steel spans designed to carry railroad traffic over a depressed section of Alameda Avenue, extending west of S. Cherokee Street. The westernmost of the three railroad bridges is 5DV7113 (Figure 8). This bridge features a steel plate stringer superstructure, concrete abutments, a seven-leg steel bent pier, steel angle guardrails and a deck covered with railroad track ballast. The bridge was constructed around 1910 when the Atchison, Topeka, and Santa Fe (ATSF) Railroad and the City of Denver collaborated on the design and construction of the underpass at Alameda Avenue to separate rail and vehicular traffic. The bridge also carried parallel tracks operated by the Colorado & Southern Railroad, successor to the Denver & New Orleans Railroad. Still in use nearly a century later as a railroad bridge (by the ATSF's successor, the Burlington Northern Santa Fe), the structure was determined eligible in 2000 under Criterion A for its association with the railroad industry and its role in the development of Denver, and under Criterion C because it represents a rare example of a bridge in Colorado utilizing built-up steel plate construction in both the spans and the piers.

Bridge 5DV7114 (Figure 9) is located just east of bridge 5DV7113. This grade separation structure supports tracks of the Union Pacific Railroad as well as the Regional Transportation District's Southwest Corridor light rail line. The bridge consists of two steel-plate stringer spans of varied length, supported by concrete abutments and a four-leg steel bent pier. The bridge was originally constructed around 1910 for the Denver & Rio Grande Railroad, and it remains in use today, nearly a century later, as a railroad bridge. The structure was determined eligible in 2000 under Criterion A for its association with the railroad industry and its important role in the development of Denver, and under Criterion C because it represents a rare example of a bridge in Colorado utilizing built-up steel plate construction in both the spans and the piers.

Figure 8. Westernmost railroad bridge (5DV7113) spanning Alameda Avenue "subway"

Figure 9. Central railroad bridge (5DV7114) spanning Alameda Avenue "subway"

The easternmost railroad bridge (5DV7115) spanning Alameda Avenue was built around 1910 for the Colorado & Southern Railroad. This bridge (Figure 10) is no longer in use. The bridge consists of two steel-plates through girder spans of varied length, supported by concrete abutments and a three-leg steel bent pier. The design of this bridge differs slightly from the two other railroad bridges spanning Alameda Avenue, and may represent the only example of its kind in Colorado. The structure was determined eligible in 2000 under Criterion A for its association with the railroad industry and its important role in the development of Denver, and under Criterion C because it represents a rare and possibly unique example of a bridge in Colorado utilizing built-up steel plate construction in both the spans and the piers.

Figure 10. Easternmost railroad bridge (5DV7115) spanning Alameda Avenue "subway"

4.2 Archaeological Sites

The file search completed in September 2001 revealed that no prehistoric or historic archaeological sites have been identified to date within the study area. No undisturbed vacant parcels with the potential to contain archaeological remains were identified by the field survey in the project area.

Table 3. Previously Recorded Cultural Resources in Project Area

Site No.	Site ID	Site Type	NRHP-eligibility	Date Evaluated	Remarks
5DV48	Gates Rubber Co.	Industrial – Factory	Officially Eligible Historic District	4/9/1980; 8/12/1993	
5DV1482	USPS Maintenance facility	Governmental	Officially Eligible	11/1/1983; 10/25/1999	
5DV4783.1	ATSF Railroad	Transportation – Railroad	Non-contrib. to Officially Eligible district	3/27/1995	
5DV4783.2	ATSF Railroad	Transportation – Railroad	Non-contrib. to Officially Eligible district	10/12/1999	
5DV4784.1	Denver & Rio Grande Railroad	Transportation – Railroad	Non-contrib. to Officially Eligible district	3/27/1995	
5DV4784.2	Denver & Rio Grande Railroad	Transportation – Railroad	Non-contrib. to Officially Eligible district	10/12/1999	
5DV6033	Valley Highway	Historic/ Linear – Transportation	Not Eligible (but SRHP-eligible)	4/20/1999	
5DV6137	985 S. Logan St. – Centennial Wood Co.	Commerce and Trade	Officially Not Eligible	7/22/1999	
5DV6167	696 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6168	701/705 S. Lincoln	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6169	711 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6170	725 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6171	725½ S. Lincoln Street	Commercial – Garage	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6172	741/745 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6173	805 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	Re-evaluated as non-contrib. to district in March 2003
5DV6174	827 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	Re-evaluated as non-contrib. to district in March 2003
5DV6176	25 Exposition Ave.	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6177	29 Exposition Ave.	Residential – Single	Officially Not Eligible/ contrib. to	10/12/1999	

Site No.	Site ID	Site Type	NRHP-eligibility	Date Evaluated	Remarks
		Dwelling	district		
5DV6178	35 Exposition Ave.	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6179	39 Exposition Ave.	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6184	690/696 S. Broadway	Commercial	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6185	685 S. Broadway	Commercial	Officially Needs Data/ contrib. to district	10/12/1999	
5DV6186	725 S. Broadway	Commercial	Officially Not Eligible/ Non-contrib. to district	10/12/1999	
5DV6187	754 S. Broadway	Commercial	Officially Not Eligible/ Non-contrib. to district	10/12/1999	
5DV6188	788 S. Broadway	Commercial	Officially Not Eligible/ Non-contrib. to district	10/12/1999	
5DV6220	700 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6221	706 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6222	712 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib.. to district	10/12/1999	
5DV6223	720 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6224	726 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6225	734 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6226	735 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6227	736 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6228	738/740 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6229	742 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6230	746/750 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6231	749 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6232	768 S. Lincoln Street	Residential – Multiple	Officially Not Eligible/ Non-contrib.	10/12/1999	

Site No.	Site ID	Site Type	NRHP-eligibility	Date Evaluated	Remarks
		Dwelling	to district		
5DV6233	772 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6234	776 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6235	782 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6236	794 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6237	801-803 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	Re-evaluated as non-contrib. to district in March 2003
5DV6238	807 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	Re-evaluated as non-contrib. to district in March 2003
5DV6239	819-823 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	Re-evaluated as non-contrib. to district in March 2003
5DV6234	776 S. Lincoln Street	Residential – Single Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	
5DV6240	831-833 S. Lincoln Street	Residential – Multiple Dwelling	Officially Not Eligible/ contrib. to district	10/12/1999	Re-evaluated as non-contrib. to district in March 2003
5DV7065	SH 26 - S. Platte River Bridge	Highway Bridge	Officially Not Eligible	2000	
5DV7070	Broadway Overpass– I-25 Southbound	Highway Bridge	Officially Not Eligible	2000	To be replaced by new structure
5DV7071	Broadway Overpass- I-25 Northbound	Highway Bridge	Officially Not Eligible	2000	To be replaced by new structure
5DV7074	State Hwy 26 (Alameda Ave.) Underpass	Highway Bridge	Officially Eligible	2000	
5DV7075	US 85 Overpass – I-25 Northbound	Highway Bridge	Officially Not Eligible	2000	
5DV7076	U.S. 6 Underpass	Highway Bridge	Officially Not Eligible	2000	
5DV7080	US 6 – S. Platte River Bridge	Highway Bridge	Officially Not Eligible	2000	
5DV7085	US 6 - Bryant Street Overpass	Highway Bridge	Officially Not Eligible	2000	
5DV7113	Alameda Avenue Underpass	Railroad Bridge	Officially Eligible	3/31/2000	Still in use
5DV7114	Alameda Avenue	Railroad Bridge	Officially Eligible	3/31/2000	Still in use

Site No.	Site ID	Site Type	NRHP-eligibility	Date Evaluated	Remarks
	Underpass				
5DV7115	Alameda Avenue Underpass	Railroad Bridge	Officially Eligible	3/31/2000	Abandoned in place

5.0 METHODOLOGY

The cultural resource investigation for the Valley Highway Project included a series of reconnaissance surveys, intensive-level inventory of selected buildings and structures, archival research, and preparation of architectural inventory forms and the survey report. The study was carried out in accordance with the guidelines of the Colorado Historical Society/Office of Archaeology and Historic Preservation (CHS/OAHP), as published in the *Colorado Cultural Resource Survey Manual* (1998). The methods employed in the investigation are detailed below.

Reconnaissance Survey

A preliminary reconnaissance survey of the project area was completed between July 16-19, 2002. This effort involved the identification of all historic and potentially historic resources occurring within the APE. Each building and structure within the APE was examined and all (92) properties that appeared to exceed 44 years of age were briefly described and plotted on an aerial photograph of the project area. Subsequently, the list of historic and potentially historic resources was refined by reviewing the online property record database maintained by the City and County of Denver Assessor's Office (http://www.denvergov.org/realproperty.asp).Uncertain dates of construction were resolved in some cases by examining Sanborn fire insurance maps of the project area as well as building permit records, in the Denver Public Library's Western History Department.

The project study area was changed repeatedly as design alternatives underwent development, and supplemental surveys were required to identify significant cultural resources warranting protection from project impacts. Supplemental reconnaissance surveys were conducted on July 30, 2002, when 11 properties were investigated, and another 13 potentially historic properties were identified in a survey on April 18, 2003 involving expansion of the study area in the Kalamath Street-Santa Fe Drive area. An additional reconnaissance survey was conducted on August 5, 2003, resulting in the investigation of 23 potentially historic properties in the vicinity of W. Alameda Ave. and Lipan Street, and on the south side of the 6th and Federal Blvd. interchange.

Field Inventory Methods

The architectural attributes of buildings selected for intensive-level survey were recorded in detail. Architectural recording included narrative description, stylistic analysis, assessment of structural and cosmetic modification, and evaluation of exterior condition and integrity. Determinations of style primarily followed the classification system provided in A Guide to Colorado Architecture, by Sarah J. Pearce (1983). Wherever possible, each property was photographed in black and white from at least two angles, to show multiple sides of the building or structure. In addition, any unique or noteworthy architectural details were photographed.

Photographs were taken using a 35 mm format single lens reflex (SLR) camera and high resolution black and white film (Kodak Plus-X or T-Max 100). A minimum of two 4 x 6 inch black and white prints were produced for each property. All prints and negatives were labeled and placed in archivally stable sleeves.

Archival Research Methods

Historical information about the project area and about specific historical resources within the APE was collected at various information repositories in Denver. Information sources consulted included existing site forms and survey reports on file at the CHS/OAHP in Denver. Dates of construction, ownership, lot size and other information about the inventoried buildings were obtained from property records maintained by the Denver County Assessor's Office. Sanborn fire insurance maps and other historical maps, city directories, building permit records, published histories of Denver, and newspaper clippings were reviewed at the Denver Public Library, Western History Department.

Significance Evaluation

All cultural resources identified within the project area were evaluated for significance in terms of eligibility for inclusion in the National Register of Historic Places (NRHP). The NRHP was established in 1966 as part of the National Historic Preservation Act, and is administered by the National Park Service. The criteria properties must meet to be eligible for listing on the NRHP are specified in the Code of Federal Regulations, Title 36, Part 60:

"The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A) That are associated with events that have made a significant contribution to the broad patterns of our history; or

B) That are associated with the lives of persons significant in our past; or

C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) That have yielded, or may be likely to yield, information important in prehistory or history."

Inventory Form Preparation

Colorado cultural resource inventory forms were prepared for each historical resource identified within the APE. CHS *Management Data Forms* (OAHP 1400) were prepared for each resource. *Architectural Inventory Forms* (OAHP 1403) were completed for each architectural property, while *Linear Component Forms* (OAHP 1418) were filled out for each linear site (e.g. railroad). Site-specific historical and architectural information collected during the investigation was summarized on these inventory forms. Narrative architectural descriptions, historical summaries, and significance assessments for each resource are repeated in the Results section (Section 6.0) of this report.

6.0 RESULTS

A total of 65 historical resources were newly inventoried for the Valley Highway Project. These include 59 historical buildings, one historical structure and five linear transportation features. Summary data about these resources are presented in Table 4. Locations of newly inventoried historical resources are depicted on Figure 11. Detailed descriptive and historical information about each resource is presented below, alphabetically arranged by street name and in ascending order by street number.

Table 4. Newly Recorded Cultural Resources in the Project Area

Address or Name	Site No.	Site Type (original use)	NRHP Eligibility Recommendation	Contrib. to NRHP District?
Historical Buildings and Structures				
1197 W. Alameda Ave.	5DV8997	Commercial	Not Eligible	No
1200 W. Alameda Ave.	5DV8998	Commercial	Not Eligible	No
1201 W. Alameda Ave.	5DV8999	Commercial	Not Eligible	No
1234 W. Alameda Ave.	5DV9000	Commercial	Not Eligible	No
1243 W. Alameda Ave.	5DV9001	Commercial	Not Eligible	No
723 S. Broadway	5DV9002	Commercial	Not Eligible	No
755 S. Broadway	5DV9003	Commercial	Not Eligible	No
601 Bryant Street	5DV8325	Commercial	Not Eligible	No
919 W. Byers Place	5DV8326	Residential	Not Eligible	No
1210 W. Byers Place	5DV9061	Residential	Not Eligible	No
649 Canosa Court	5DV8327	Residential	Not Eligible	No
235-241 S. Cherokee Street	5DV9093	Industrial	Not Eligible	No
301 S. Cherokee Street	5DV9094	Industrial	Not Eligible	No
933 W. Ellsworth Ave.	5DV8328	Residential	Not Eligible	No
937 W. Ellsworth Ave.	5DV8329	Residential	Not Eligible	No
943 W. Ellsworth Ave.	5DV8330	Residential	Not Eligible	No
499 Federal Blvd	5DV9065	Commercial	Not Eligible	No
2 Kalamath Street	5DV8332	Commercial	Not Eligible	No
25-33 Kalamath Street	5DV8990	Residential	Not Eligible	No
37-43 Kalamath Street	5DV8991	Residential	Not Eligible	No
49 Kalamath Street	5DV8992	Residential	Not Eligible	No
1 S. Kalamath Street	5DV8331	Commercial	Not Eligible	No
23 S. Kalamath Street	5DV8333	Commercial	Not Eligible	No
31 S. Kalamath Street	5DV8334	Residential	Not Eligible	No
120-144 S. Kalamath St.	5DV8335	Commercial	Not Eligible	No
677 S. Lincoln Street	5DV9004	Residential	Not Eligible	Yes
684 S. Lincoln Street	5DV9005	Residential	Not Eligible	Yes
690 S. Lincoln Street	5DV9006	Residential	Not Eligible	Yes
715-717 S. Lincoln St.	5DV9007	Residential	Not Eligible	No
389 S. Lipan Street	5DV9060	Industrial	Not Eligible	No
985 S. Logan Street	5DV6137	Commercial	Not Eligible	No
50 Rio Grande Blvd.	5DV8994	Industrial	Not Eligible	No
70 Rio Grande Blvd.	5DV8995	Industrial	Not Eligible	No
90 Rio Grande Blvd.	5DV8996	Industrial	Not Eligible	No
201 Rio Grande Blvd.	5DV8336	Industrial	Not Eligible	No
285 Rio Grande Blvd.	5DV8337	Industrial	Not Eligible	No
4 S. Santa Fe Drive	5DV8338	Commercial	Not Eligible	No

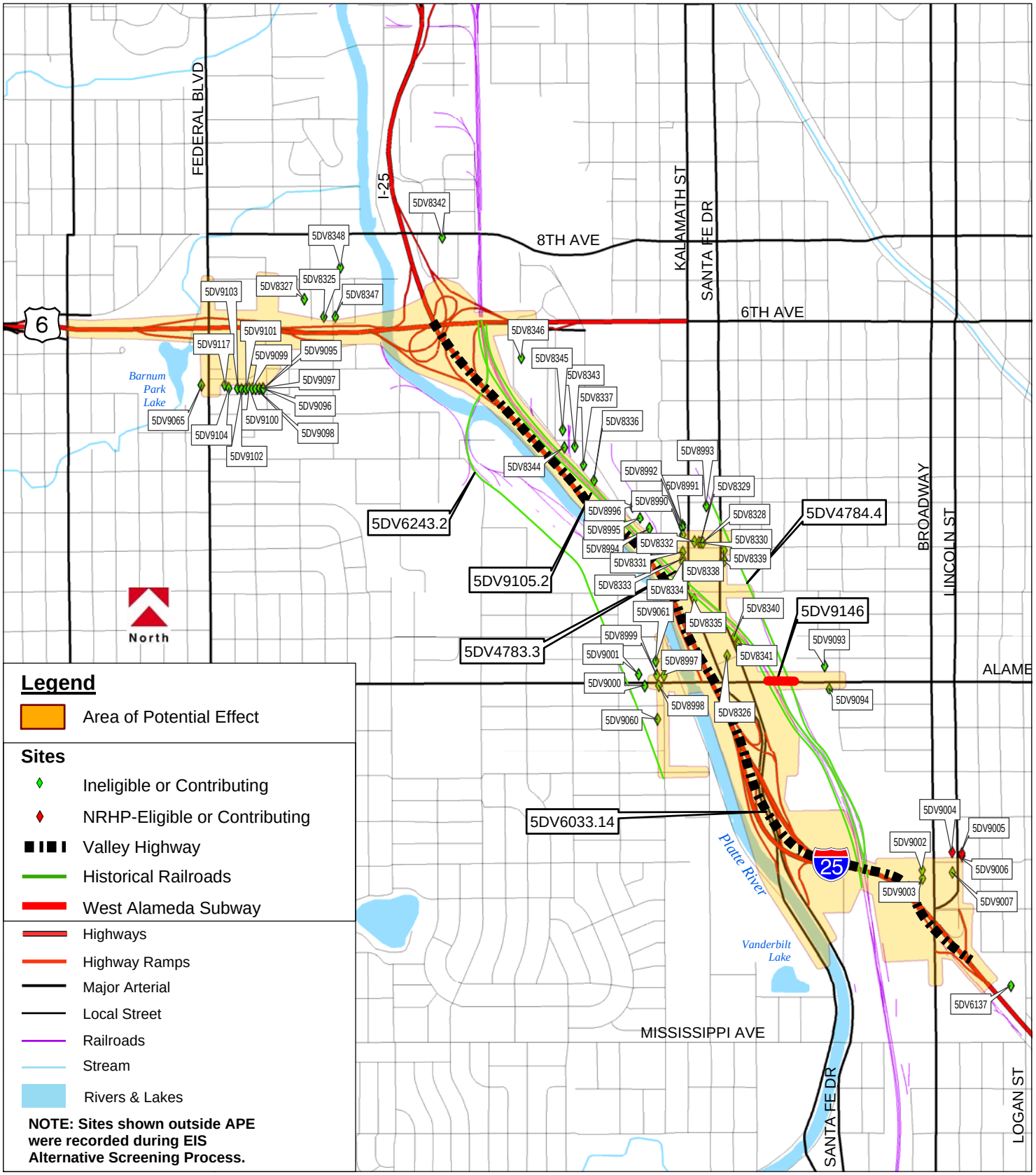
Address or Name	Site No.	Site Type (original use)	NRHP Eligibility Recommendation	Contrib. to NRHP District?
6 S. Santa Fe Drive	5DV8339	Industrial	Not Eligible	No
230 S. Santa Fe Drive	5DV8340	Commercial	Not Eligible	No
262-B S. Santa Fe Drive	5DV8341	Commercial	Not Eligible	No
2803 W. Short Place	5DV9095	Residential	Not Eligible	No
2809 W. Short Place	5DV9096	Residential	Not Eligible	No
2831 W. Short Place	5DV9097	Residential	Not Eligible	No
2833 W. Short Place	5DV9098	Residential	Not Eligible	No
2835 W. Short Place	5DV9099	Residential	Not Eligible	No
2901 W. Short Place	5DV9100	Residential	Not Eligible	No
2909 W. Short Place	5DV9101	Residential	Not Eligible	No
2921 W. Short Place	5DV9102	Residential	Not Eligible	No
2929 W. Short Place	5DV9103	Residential	Not Eligible	No
2931 W. Short Place	5DV9104	Residential	Not Eligible	No
2933 W. Short Place	5DV9117	Residential	Not Eligible	No
788-796 Vallejo Street	5DV8342	Commercial	Not Eligible	No
924 W. 1st Avenue	5DV8993	Commercial	Not Eligible	No
1440 W. 3rd Avenue	5DV8343	Industrial	Not Eligible	No
1480 W. 3rd Avenue	5DV8344	Industrial	Not Eligible	No
1661 W. 3rd Avenue	5DV8345	Industrial	Not Eligible	No
1780 W. 6th Avenue	5DV8346	Industrial	Not Eligible	No
2535 W. 6th Avenue	5DV8347	Industrial	Not Eligible	No
2505 W. 7th Avenue	5DV8348	Industrial	Not Eligible	No
West Alameda Subway	5DV9146	Transportation	Not Eligible	No
Historical Linear Sites				
ATSF Railway	5DV4783.3	Transportation – Railroad	Not Elig. Segment	No
Denver & Rio Grande RR	5DV4784.4	Transportation – Railroad	Officially Elig. Dist.	No
Valley Highway	5DV6033.14	Transportation – Highway	Officially Not Elig.	N/A
Denver, South Park & Pacific Railroad	5DV6243.2	Transportation – Railroad	Officially Not Elig.	N/A
Denver & New Orleans RR	5DV9105.2	Transportation – Railroad	Not Eligible	No

6.1 Historical Buildings and Structures

1197 West Alameda Avenue (5DV8997)

Legal Location: T4S, R68W, Section 9 (SWSWSESE)
UTM Coordinates: Zone 13; 499920 mE/ 4395530 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Valverde Feed Store
Current Property Name: Mini-Market

Description: Located on the northeast corner of West Alameda Avenue and S. Lipan Street, this commercial building is a single story, rectangular plan structure made with a flat roof and a flat parapet on the façade (Figure 12). The building is constructed of buff-colored brick with red brick trim. The façade is asymmetrically arranged, with the main entry offset to the left. The glazed, metal frame front door is flanked by large, fixed, 2-light display windows. Most of the doors and windows on this building are covered by security bars.



Newly Recorded Cultural Resources

Figure 12. 1197 West Alameda Avenue (5DV8997)

Red brick is used as coping on the side walls as well as trim around the display windows on the façade. A substantial sloped awning clad with red-painted wood shingles is affixed to the façade.

The building's east elevation has two entries with dissimilar doors, each accessing a different business. The door nearest to the front is a stained wooden unit with security bars, while the door placed further back is made of painted wood with three narrow, diagonally arrayed lights. The east elevation is fenestrated with two small, 6-light metal sash windows with brick header sills. One of these windows supports a small air conditioning unit. The west elevation is equipped with one centrally placed entry that is sealed with a painted door containing one fixed light. Near the front corner of the building is a large, 2-light fixed display window with sloped red brick header sill. Two small, high, 6-light, metal sash windows are offset towards the rear. The building's rear (north) side features a freight doorway and loading dock crudely equipped with parallel steel vehicle ramps. Also on the rear elevation are one plain painted entry door offset to the east, and two 6-light metal sash windows similar to others installed on the building.

Historical Summary: Located along one of Denver's busier thoroughfares, this small brick commercial building has housed a series of small businesses over a span of nearly five decades. Built in 1955, it replaced an earlier masonry commercial building that housed the Valverde Feed Store. The Valverde Feed Store operated from this location from c. 1945 - c. 1961. Subsequently, the building was occupied by a succession of businesses, including Surplus Super Mart (1962-1963); General Automotive Warehouse (1964-65); and Nationwide Transmissions (1966). From 1968 through 1994 the building was used mainly as a furniture store, first by the Furniture & Appliance Outlet (1968), followed by City Sales, Inc. (1969-1972) and Admi Furniture Rental (1973-1994). Beginning in 1996 the building was occupied by its current occupants, Yazdi, Inc. and Metro Page, Inc. Several other short-lived businesses have also leased space in the building between 1996 and 2003.

Significance Assessment: This small masonry building is not a noteworthy or unique example of commercial architecture in Denver, nor were any of its occupants or uses important contributors to the economic development of Denver or the Valverde Subdivision. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

1200 West Alameda Avenue (5DV8998)

Legal Location: T4S, R68W, Section 16 (NENENWNE)
UTM Coordinates: Zone 13; 499890 mE/ 4395470 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Leon W. Riley blacksmith shop/ automotive garage; Alameda Service Station
Current Property Name: Best Car Buys, Ltd.

Description: Located on the southwest corner of West Alameda Avenue and South Lipan Street, this historical property consists of a small, single story commercial building now serving as an office in a used car lot (Figure 13). The rectangular plan building is clad with artificial stone masonry, painted white. The building's façade (north elevation) has a flat parapet with taller corner columns, between which is a small, sloped decorative awning clad with asphalt shingles. The main entry is centrally placed on the façade, and is equipped with a glazed wooden door, with one large light that has been sealed. To the left of this entry is a very large, square, glass block "window" placed above a painted brick veneer panel. To the right of the main entry is a tandem set of multi-light metal sash windows. The west elevation includes a very large fixed multi-light window, a large entryway with a substantial shed-roofed canopy, as well as a garage door near the rear end of the building. The building's east elevation (facing South Lipan Street) is fenestrated with three windows, including two 1x1 sliding sash units as well as a composite window consisting of three lights placed beneath a 4-light transom (an air conditioning unit is now installed in the central part of this window).

Figure 13. 1200 West Alameda Avenue (5DV8998)

Historical Summary: This property has been utilized continuously by a succession of automotive-related businesses from c. the early 1920s to the present. The small building located near the northeast corner of the property was evidently constructed sometime prior to 1920, and served as Leon W. Riley's blacksmith shop and auto repair facility until c. 1933, when the original shop building was either remodeled or replaced by a new filling station. The Alameda Filling Station was operated by Glen S. Parker until 1940, when it was taken over by Ray J. Shira and Michael Ospoff W.D. Herman replaced Mr. Ospoff as a business partner in 1941, and in 1942 the city directory indicates that W.D. Herman sold tires from this building. By the mid-1940s, the building housed the Glen Service Garage. The use of the property apparently changed to a used car sales lot around 1948, when it was occupied by M&M Auto Sales. In the 1950s the property was utilized by such businesses as Webb's Auto Repair (1950), Stephenson Auto Repair (c. 1951-?). The property has been used continuously as a used car lot since the early 1960s, by a variety of dealerships including Skyland Used Cars (?-1963), Car Land (1964-1965); Bob Olds Motors (1968-1972); Inter Mountain Sales (1973); and Jack Gorrings Motors (1976-1977). The most recent business, Best Car Buys Ltd., has sold used cars from this location since 1978.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This used car lot, including the small masonry building used as an office and garage, is not a noteworthy or unique example of commercial architecture in Denver, nor were any of its occupants or uses important to the economic development of Denver or the Valverde Subdivision. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

1201 West Alameda Avenue (5DV8999)

Legal Location: T4S, R68W, Section 9 (SESESWSE)
UTM Coordinates: Zone 13; 499880 mE/ 4395520 mN
Topographic Quadrangle*: Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Alvin J. Gordon Plumbing; Valverde Coal & Feed Co.
Current Property Name: Best Car Buys, Ltd.

Description: Located on the northwest corner of West Alameda Avenue and South Lipan Street, this relatively nondescript small commercial building has a rectangular plan, a flat roof, and a glazed storefront (Figure 14). The façade has a flat parapet which is nearly spanned by a substantial, sloped awning clad with painted wood shingles. The façade is clad with white-painted brick, and features a centrally-placed entry equipped with a glazed, metal frame door. To the left of this entry is a large, 3-light fixed display window; to then right is a fixed 1-light window that may have originally contained three lights (two lights may have been covered over by painted wood or concrete). The base of the façade is embellished with decorative brickwork. The building's east side faces Lipan Street, and is clad with non-original artificial stone masonry veneer. No doors or windows are present on the east elevation, although the presence of a small porch concrete slab suggests the former presence of an entry that was sealed. The building's west elevation abuts another (non-historic) commercial building (1215 West Alameda Avenue). The rear (north) end of the building features a garage door, a plain, painted personnel door, and a crude, plywood-clad shed with a sloped roof.

Figure 14. 1201 West Alameda Avenue (5DV8999)

Historical Summary: Originally built in 1938 along one of Denver busier thoroughfares, this building was occupied until 1951 or 1952 by plumber Alvin J. Gordon. From 1938 to approximately 1943, Gordon shared the building with a feed store operated by John A. Willis. During the early 1940s this feed business was identified in city directories as the Valverde Coal & Feed Company. During the mid-1940s the feed store closed or moved out, and in the late 1940s through 1951 or 1952 Alvin Gordon's business was known as the Gordon Plumbing & Home Supply Company. By 1953 the building was vacant, but from c. 1954 through at least 1958 another plumbing business, H.J Hodes & Co. operated from this address. The building again sat vacant, from 1961-1965, and in 1966 it was remodeled. In 1967-68 the Roll Form Machine Manufacturing Co. occupied the building, followed by the Orkin Exterminator Co., Inc., which conducted its pest control business from this location from 1969 through 1981. Subsequently, Admi Furniture Rental used the building from 1982 through at least the mid-1980s and possibly later. Gil's Construction was based in this building from c. 1996-2002, and a used car lot called Best Car Buys, Ltd. has maintained an office at 1201 West Alameda Avenue since 2000.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This small, relatively plain masonry commercial building is not a noteworthy or unique example of commercial architecture in Denver, nor were any of its occupants or uses important to the economic development of Denver or the Valverde Subdivision. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

1234 West Alameda Avenue (5DV9000)

Legal Location: T4S, R68W, Section 16 (NENENWNE)
UTM Coordinates: Zone 13; 499825 mE/ 4395470 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Rocky Mountain Tile Company
Current Property Name: High Country Transmission

Description: Located on the south side of West Alameda Avenue, this property consists of a relatively nondescript masonry commercial building comprised of three separate sections (Figure 15). The front portion of the building is a single-story, flat-roofed office and showroom with a glazed façade. The façade is clad with painted, vertically-grooved wood paneling. The main entry is centrally located on the façade, and consists of a glazed, metal frame door. To the right of the main entry is a multi-light metal frame window; to the left is a large expanse of fixed display windows. A flat awning slightly projects from the façade over the front office. Behind the front office section is a narrower and taller (two story) section, which is fenestrated on its front side with two large multi-light metal sash windows. The building's east elevation features a series of vertical brick piers or buttresses, between which are placed multi-light windows consisting of large central panes flanked by narrower sashes. Attached to the building's west elevation is a large, flat-roofed automotive repair garage constructed with precast concrete walls. This garage addition is set back considerably from the front of the main building, and is equipped with a large garage opening and a concrete driveway from West Alameda Avenue.

Figure 15. 1234 West Alameda Avenue (5DV9000)

Historical Summary: This relatively nondescript masonry commercial building was probably built in the 1940s, and its original use is uncertain. In the 1950s the building was occupied by a succession of flooring stores, including Rocky Mountain Tile Co. (1953); Harry Short Tile Co. (1954); and Artcraft Linoleum & Tile Co. (c. 1956-1958). During the early 1960s, Chiefs Furniture store operated from this location (1961-1962), followed by Empire Glass Co. (1964-1965). The Clark Equipment Company, manufacturers of material handling equipment such as forklifts, occupied 1234 West Alameda from 1966-1968. Subsequent occupants include the American Fire Protection Co. (1969-1985), and Coy's Custom Wheels and Tires (c.1988-1989). The most recent business, High Country Transmission, has occupied the building since 1991.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This relatively plain masonry commercial building is not a noteworthy or unique example of commercial architecture in Denver, nor were any of its occupants or uses important to the economic development of Denver or the Valverde Subdivision.

The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

1243 West Alameda Avenue (5DV9001)

Legal Location: T4S, R68W, Section 9 (SESESWSE)
UTM Coordinates: Zone 13; 499825 mE/ 4395530 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Zesch restaurant; Carl A. Wagner Manufacturing Company
Current Property Name: Carl A. Wagner Manufacturing Company

Description: Located on the north side of West Alameda Avenue, this property is a small, relatively nondescript, single-story, flat-roofed commercial building (Figure 16). The structure's walls are composed of stucco-covered concrete block. It is nearly rectangular in plan, the only deviation being a small, projecting, square-sided room on its west elevation (offset towards the front of the building). The façade (south elevation) is symmetrically arranged, and features a centrally-placed main entry flanked by identical, large 15-light windows covered by heavy gauge metal mesh security screens. The front door is an unglazed, painted wooden unit. A wooden plank extends across the top of the façade, and supports hardware that presumably was used to mount a sign or awning structure that is no longer extant.

The building's west elevation features a small projecting room, the west side of which is fenestrated with a tandem set of small windows. Further back on the west side are two large 1/1 light, double-hung windows covered by metal mesh security screens. The east elevation is fenestrated with five windows of unknown type, all covered with security screens. The rear (north) elevation is penetrated by a garage doorway (sealed by a wood panel garage door with three lights) on the west side, and by two 1x1 light, sliding sash windows with security screens.

Figure 16. 1243 West Alameda Avenue (5DV9001)

Historical Summary: This building was erected in the early 1930s and originally served as a restaurant operated by Ernest and Nora Zesch. The Zesch family ran the business from c. 1934-1936., and were followed by other restaurant owners including Anton and Veronica Barr (1937-1938), Elmer and Sena Lemmon (1939), and Don and Dora Shedden (1940-41).

After a period of vacancy in the 1940s, the Carl Wagner Manufacturing Company began manufacturing awnings from this location in 1947. Carl Wagner's awning business has remained in business at this location for more than 50 years, and the Wagner family still owns the building.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This very plain, stuccoed masonry commercial building is not a noteworthy or unique example of commercial architecture in Denver, nor were any of its occupants or uses important to the economic development of Denver or the Valverde Subdivision. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

723 South Broadway (5DV9002)

Legal Location: T4S, R68W, Section 15 (NENENESW)
UTM Coordinates: Zone 13; 501080 mE/ 4394650 mN
Topographic Quadrangle: Englewood,Colorado (1997)
Historic Property Name(s): Derf Motors
Current Property Name: El Paso Import Company

Description: Located on the west side of South Broadway, this nondescript building (Figure 17) is essentially comprised of two single-story additions to the adjoining two story commercial building (725 South Broadway). The building is set back considerably from the street, and consists primarily of a large, rectangular plan stuccoed concrete block building with a very low-pitched front gable roof. This building is accessed through an elevated entry on its east side, via a substantial, wide set of concrete stairs flanked by stuccoed sidewalls with painted pipe handrails.

The front door is a modern, glazed metal frame unit with full-height sidelights. Directly left of the stairs, at the junction of this building with the adjoining two story building is a small, L-shaped concrete block room containing a north-facing entry equipped with a glazed/stained wooden door and metal sash casement windows. The north elevation of the main, front-gabled building lacks entries but is fenestrated with a variety of windows, including a huge, multi-light fixed tinted, metal frame window; two fixed 6-light metal sash windows; and one large 3-light fixed window. A large evaporative cooler is also affixed to the exterior on the building's north side. Loading docks and freight doors are found on the building's rear (west) elevation as well as on the south side of a wing that is attached to the rear of adjoining 725 South Broadway.

Figure 17. 723 South Broadway (5DV9002)

Historical Summary: This property originally served as a used car dealership, a use which persisted from c. 1941 through c. 1958. The original portion of this building may have been built in 1940 or 1941 for the Johnson & Alexus used car dealership. By 1947 the dealership was operated by Johnson's Used Car Company. Around 1951 the large showroom and garage addition was completed, and the building was occupied by another used car dealership, Derf Motors, from c. 1952 through c. 1958 or 1959. The property's use from 1961-1998 is unknown. The present commercial occupant, the El Paso Import Co., a dealer is Southwestern-style home furnishings, moved into the building in 1999.

Significance Assessment: This relatively nondescript commercial building does not appear to be associated with historically significant patterns of events or people, nor is it a noteworthy example of commercial architecture in Denver. For these reasons the property does not qualify as individually eligible for the NRHP, nor is it located within an existing (designated) or potential historic district.

755 South Broadway (5DV9003)

Legal Location: T4S, R68W, Section 15 (NENENESW)
UTM Coordinates: Zone 13; 501080 mE/ 4394600 mN
Topographic Quadrangle*: Englewood, Colorado* (1997)
Historic Property Name(s): Western Plywood-Lumber Inc. lumber yard
Current Property Name: Performance Radiator

Description: Located on the west side of South Broadway, this large, plain, one story commercial building consists of a long, front gabled warehouse with an attached, more recently constructed front gabled addition (Figure 18). The front section of the main building has red brick walls, while the remainder of the building as well as the adjoining south addition is clad with painted ribbed sheet metal siding. The building is covered by a moderately-pitched front gable roof also clad with ribbed sheet metal. Its façade is asymmetrically arranged, with the main entry offset to the far right. The front door is a modern, glazed metal frame unit set beneath an opaque glass transom bearing the building's address number.

Occupying the façade to the left of the main entry are two large fixed windows, each consisting of three large panes separated by metal strips. These windows lack sills or lintels, and are fitted with reflective glass. A curved vinyl awning on a metal framework is affixed to the façade above the windows. The upper portion of the façade is clad with corrugated fiberglass. Projecting from the center of the façade is a neon sign box that states the name of the business contained within the building: "Performance Radiator." Each side of the brick-walled front section of the building is fenestrated with two sliding metal sash windows. The building's long north elevation is penetrated by numerous 9-light metal sash hopper windows. The south side of the main building is equipped with a large garage door. The south side addition has a garage door and a sliding glass door on its front side, while its south elevation is fenestrated with seven multi-light metal sash windows. Two large evaporative coolers are mounted on the south wall of this addition.

Figure 18. 755 South Broadway (5DV9003)

Historical Summary: According to the Denver County Assessor, this property was constructed in 1955, and its original occupant is unknown. Western Plywood-Lumber Inc. operated a lumber yard here from at least as early as 1961, through 1973. Subsequently, Budget Office Furniture operated a retail store from this location from 1974 through 1981. Another business, Stearns Catalytic, occupied the property in the 1980s. The current occupant, an automotive radiator shop called Performance Radiator, Inc., moved into the building in the 1990s.

Significance Assessment: This relatively nondescript commercial building does is not associated with historically significant patterns of events or people, nor is it a noteworthy example of commercial architecture in Denver. For these reasons the property does not qualify as individually eligible for the NRHP, nor is it located within an existing (designated) or potential historic district.

601 Bryant Street (5DV8325)

Legal Location: T4S, R68W, Section 5 (SESWSESE)
UTM Coordinates: Zone 13; 498420 mE/ 4397130 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Unknown
Current Property Name: RMD Signs

Description: Located on the northwest corner of Bryant Street and 6th Avenue, this property consists of a large, one story brick and cinder block industrial/commercial building (Figure 19). The building consists of two large sections, including an original front (southern) section covered by a vaulted roof, and a flat-roofed rear warehouse addition.

The east elevation contains the main entry near the building's southeast corner. The main entry consists of a dark burnished metal frame (tinted) glass door, flanked by large, square, fixed, tinted sidelight windows. No other windows occur on the east elevation. Near the center of the original front section is a glazed/ painted metal door with an accompanying sign declaring "Employees Only." Further back on the east elevation, near the junction of the front section and rear addition, is a large freight doorway sealed with a roll-up sheet metal door. Large "swamp coolers" are mounted on the vaulted roof of the front section.

The south elevation is an expanse of tan-painted brick, with a ribbon of windows extending nearly across the entire elevation. This fenestration is framed by a prominent white cast concrete surround, and the windows are 2/1 light metal sash units of unknown type. Cast concrete "mullions" separate the individual windows on the south elevation. Near the east end of the south elevation is a solitary 2/1 window placed in a white cast concrete surround.

The east side of the flat-roofed rear section is penetrated by two large freight doorways as well as two personnel doors. Two widely spaced windows covered by security bars are also placed high on the wall. A large, open, sign storage yard occupies the area in front of this warehouse addition. A non-historic small cinder block masonry wing with a flat roof projects perpendicularly from the rear/north end of the building. The east façade of this rear/north wing has an elevated entry equipped with a glazed, aluminum frame door that is accessed via a set of concrete steps with a painted pipe handrail. To the left of this entry is a large fixed window, a greenish tile panel, and another very large fixed window. To the right of the entry is a projecting portion of the façade containing a large fixed window. This rear wing appears to be used presently for storage.

The building occupies an industrial setting. An alley runs along the building's west side.

Historical Summary: According to the Denver County Assessor and Sanborn maps, this industrial building was constructed in 1957, and the north warehouse addition was completed in 1959. The original occupant(s) of the building are unknown. In 1967 the building's southern portion was used as a machinery warehouse, while the north addition served as a rubber products warehouse. City directories indicate that from 1977 through 1981, the L.R. Dodds Construction Company occupied the building. By 1985 the building housed the Public Service Company of Colorado. The Public Service Company remained at this address until 1992, when

they were replaced by a company called Energy Conservation. The present occupant, RMD Signs, moved into the building in 1997.

Figure 19. 601 Bryant Street (5DV8325)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This nondescript industrial/warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, and none of its known uses are of importance in local, state, or national history. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

919 West Byers Place (5DV8326)

Legal Location: T4S, R68W, Section 9 (NWSESESE)
UTM Coordinates: Zone 13; 500200 mE/ 4395610 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): None
Current Property Name: Heavenly Daze Brewery Employee Housing

Description: This historic house (Figure 20) is located on the south side of West Byers Place, between Santa Fe Drive and South Kalamath Street. It is a small, 1½ story, rectangular plan, stuccoed brick dwelling with a clipped gable roof. The asphalt shingle-clad roof is steeply pitched, with widely overhanging, boxed eaves. The gable is clipped only on the front (south) side; the rear/north end of the roof is an ordinary gable.

Large gables are also present on the side elevations. Other distinctive features include arched window openings with dressed sandstone sills, and a projecting, stuccoed brick semicircular arched surround for the main entry on the façade.

The façade is symmetrically arranged, with a centrally located main entry – equipped with a painted wooden panel door – over which is installed a decorative wrought-iron security door.

The main entry is flanked by identical small 1/1 double-hung windows. Another, similar upper story window is placed beneath the clipped gable.

The east elevation is fenestrated with two, 1/1 double-hung first floor windows, and a smaller 1/1 double-hung upper story window. The west elevation also is fenestrated with three windows, including a large, centered 1/1 double-hung window and one tiny fixed 1-light window near the front corner on the first floor, and a very narrow 1/1 double-hung upper story window beneath the large side gable.

Attached to the back of the dwelling is a large, one story wood frame addition covered by a low-pitched gable roof. This rear addition is sided with plywood and battens, and its only opening is a doorway on the east side.

Figure 20. 919 West Byers Place (5DV8326)

A paved alley runs along the west side of the house. Adjoining the east side is a small dirt-surfaced yard enclosed by a recently constructed 6 ft cedar privacy fence. A concrete driveway is located in front of this fenced yard.

This old house is located in an industrial/commercial setting. Its integrity is poor as a result of alterations to the exterior of the structure, including covering with stucco, and construction of a large and relatively incompatible rear addition.

Historical Summary: Sanborn maps suggest that this building was constructed prior to 1893. Its occupancy history prior to 1924 is undetermined. The building served as a dwelling until 1963, during which time its use was marked by frequent turnover.

Occupants in the 1920s included Ralph and Georgia Sumner (c. 1924-1926), Mrs. Estrella Potter (1927), William and Belle Adams (1928), and Charles and Lillie Poers (1929). During the 1930s the house was occupied by Lloyd and Mary Wheatley (1930) and Harry and Rosabelle McBride (1932), and it was reportedly vacant in 1931, 1933, and 1934. From c. 1935-1936 the home was inhabited by Clyde and Agnes Keiser, followed by James and Jessie Dawson (1937-1941). Tenants in the 1940s, 1950s, and 1960s included Daniel and Nellie LaGrange (1942),

Harold and Rosella Powell, and Eugene and Marie Stewart (1947). William and Pearl Stanton occupied 919 W. Byers Place from c. 1950-1963. After the departure of the Stantons, the home sat vacant before being adapted for commercial use in 1966 by JD Industrial Insulation and JD Demonstrators. From c. 1969-1977 the building was used as an office by Gateway Plumbing Co., Inc. More recent uses are not clear from city directory data, although the building was acquired relatively recently by the owners of the adjacent Heavenly Daze Brewery and adapted into employee living quarters.

Significance Assessment: This small converted dwelling is an isolated relic of late 19th-early 20th century residential land use in the Norwood Addition (platted in 1889). The conversion of this area from predominantly residential to industrial land use has resulted in a severe loss of integrity of setting. Additionally, the architectural integrity of this house has been diminished somewhat by exterior alterations including the application of stucco over the brick walls. As a result of all these changes, the property does not retain sufficient integrity to qualify individually for inclusion on the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

1210 West Byers Place (5DV9061)

Legal Location: T4S, R68W, Section 9 (SESESWSE)
UTM Coordinates: Zone 13; 499860 mE/ 4395590 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Gordon House
Current Property Name: None

Description: This small, one story wood frame dwelling is a simplified Craftsman style building (Figure 21). The side-gabled structure has a moderately pitched roof with wide overhanging eaves, exposed rafter tails and triangular knee braces on the gable ends. The exterior walls are clad with very narrow drop siding.

The front/north elevation features a large open front porch covered by a shed roof supported by three 4”x4” wood posts set into the concrete deck. A partial rail with three balusters spans two of the porch posts.

The façade is symmetrically arranged, its centrally-placed main entry flanked by large 5/1 sash-and-transom windows with narrow upper lights. The fenestration of the side elevations is not clearly visible from W. Byers Street. An enclosed porch with a shed-roof is attached to the rear/south end of the house.

The dwelling is perched above street level, and is accessed via a set of concrete steps ascending through the lawn-covered front yard. There are no associated outbuildings.

Historical Summary: This modest wood frame dwelling was likely erected around 1925. Its first known occupant was plumber Alvin J. Gordon and his wife Martha. Beginning in 1927 the Gordons occupied a secondary dwelling at the rear of the lot (no longer extant), and the house was rented (?) to Martha A.L. Hanes, widow of Gabriel Hanes. Alvin Gordon occupied the rear dwelling until c. 1937, while Mrs. Hanes stayed until c. 1939. The house was vacant in 1940, but by 1941 it was inhabited by another widow named Carrie M.K. Waggoner. Mrs. Waggoner lived at 1210 West Byers Place until 1946 or 1947. Subsequent occupants include Elvern and

Clara Smith (c. 1948-1950); Harold M. Moser (c. 1951); P.E. and Lila Walker (c. 1952-53), and Isidoro and Felisitas Juarez (c. 1954-c. 1958). Its occupancy in the 1960s is not clear from city directory listings; however, by 1972 the home was being utilized by Julius R. Apodaca. Mr. Apodaca remained in the home for approximately 14 years, until 1985. During the last 15 years of the 20th century, the home served as a rental property, occupied by a series of relatively short-term tenants.

Figure 21. 1210 West Byers Place (5DV9061)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor is it located within an existing (designated) or potential historic district.

649 Canosa Court (5DV8327)

Legal Location: T4S, R68W, Section 5 (SWSWSESE)
UTM Coordinates: Zone 13; 498325 mE/ 4397160 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Alstatt House
Current Property Name: None

Description: This property is a single story, rectangular plan, brick dwelling with a high, flat parapet, projecting enclosed front porch, and decorative brickwork (Figure 22). The house rests on a concrete foundation that is exposed approximately 2 ft above grade and is penetrated at intervals by basement windows surmounted by segmental brick arches. The main walls are constructed primarily of red pressed brick, set in stretcher bond. The side walls step down in height toward the rear of the structure.

Figure 22. 649 Canosa Court (5DV8327)

The façade is asymmetrically arranged, and features a large enclosed porch with red brick corner piers and a hip roof. This porch has been altered by the installation of modern stained wood paneling on its sides, and a large sliding glass door on the front. This porch is accessed via a set of red brick steps set between low concrete sidewalls capped by dressed tabular sandstone. To the left of this porch is a large, fixed 1-light window with a dressed sandstone lugsill. A pale brick stringcourse extends around the sides of the building at window sill level. The upper portion of the façade features a flat parapet accented by three courses of white brick. A short distance below this coping is a wide band of projecting white brick with two-tone corbelling. The front corners of the façade feature repeated white brick simulated quoin elements.

The south elevation features four windows and two exterior chimneys. Both exterior chimneys have corbelled collars. The chimney closest to the front of the house has a wide base that steps down to a narrower stack. Flanking this chimney are two identical, fixed, 1-light wood sash windows with dressed sandstone lugsills.

At the center of the south elevation is a large window opening containing a tandem set of 1/1 light, double-hung windows and a dressed sandstone sill. Further back, toward the rear of the house, is a relatively small 1/1 light, double-hung window, also with a dressed sandstone sill.

The north elevation was not clearly visible, but appeared to be equipped with three windows, including a large, narrow 1/1 light, double-hung unit near the front, and two others of unknown type further back. A third chimney rises along the north wall, and like the others, has a corbelled collar.

The front yard is enclosed by a low chain link fence, and contains a grass lawn as well as an ailing cedar or Juniper tree and a raised brick planter placed in front of the façade. The lawn extends along the south side of the house, where two large, unidentified deciduous trees grow.

Behind the house is a highly modified, historic brick garage. This outbuilding, which abuts the alley, has a gable roof clad with corrugated sheet metal, a stuccoed rear (west) wall with

decorative glass blocks, and a substantial front addition extending nearly to the rear wall of the dwelling.

Now used as a rental property, it is now the only dwelling on the block and is surrounded by industrial buildings. A huge factory or warehouse is located directly across the street. The property is flanked on the south by a gravel-paved parking lot for a small commercial building, and on the north by a chain link fence-enclosed parking area serving another industrial building. A narrow concrete sidewalk extends in front of the property and bears a stamped date of 1956.

Historical Summary: This small brick dwelling was reportedly erected in 1907, although the earliest city directory listing for this address appeared in 1916. The home was occupied from at least as early as 1916 until 1942 or 1943 by the Alstatt family. Patriarch Carl M. Alstatt was employed in the ice business prior to his death around 1919. Subsequently, Carl's widow, Martha M. Alstatt lived alone in the house. By the early 1940s Mrs. Alstatt had either passed away or relocated, and the house was occupied thereafter by retirees Henry L. and Rose S. Williams until c. 1969-70. The house sat vacant in 1972 and 1973, after which it was inhabited by John A. Feltes (c. 1974-1985). The house apparently has served as a rental property since the late 1980s.

The house is the last remaining dwelling in the 600 block of Canosa Court. This block was part of a residential area developed in the Wier Addition, platted in 1889 by James W. Wier. The block was only partially filled with houses by the 1930s, and earlier in the century it contained a two story school building at the corner of Canosa Court and West 7th Avenue (the school was torn down sometime between 1904 and 1929). However, after 1950 the character of the block containing this house changed markedly from residential to industrial, and by 1967 only three dwellings remained. Currently (2002), industrial enterprises occupy nearly the entire block, leaving the dwelling at 649 Canosa Court as an anachronism.

Significance Assessment: This property has not been previously recorded or evaluated for significance. Now located in the midst of an industrial area of Denver near the elevated portion of the West 6th Avenue expressway, this small brick house has completely lost integrity of setting. Incompatible alteration of the front porch has also diminished the property's integrity of design. Historical research did not reveal associations with important events or people.

Due to its lack of integrity and associations, this house cannot qualify as individually eligible for the NRHP, nor is it located within an existing (designated) or potential historic district.

235-241 South Cherokee Street (5DV9093)

Legal Location: T4S, R68W, Section 10 (SESESWSW)
UTM Coordinates: Zone 13; 500640mE/ 4395540mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Chevrolet Motor Company
Current Property Name: Denver Pro Photo (#235); Denver Studio Complex/ Lighting Services, Inc. (#241)

Description: Located northwest of the intersection of West Alameda Avenue and South Cherokee Street, this industrial facility consists of a cavernous, rectangular-plan masonry building with a complicated series of rear additions (Figure 23). The front of the building features a taller flat parapet wall. A projecting, lower-height masonry office section with a flat roof occupies the south southern 1/3 of the façade. This projecting office section displays possible International Style elements, including bands of stacked 4-light metal frame awning or hopper windows beneath a horizontal band of ribbed sheet metal. The window sills are cast concrete, and similar material is used for roof coping as well as for stringcourses on the front/east elevation. On the north side of the projecting office is a taller foyer clad with coursed orange sandstone veneer. The foyer contains a recessed main entry equipped with glazed, metal frame double doors, partially surrounded by large fixed panes of glass. Another entry with double, glazed metal frame doors is located to the right (north) of the projecting office section.

The south elevation is equipped with at least five large freight doors and loading docks, and adjoins a wide paved area accessible by large trucks. Several of these freight doors are placed on the lower-height, flat-roofed, irregular plan rear addition, along with numerous 9-light metal frame casement windows. Similar windows are placed on the building's north elevation.

Historical Summary: This large industrial facility was constructed prior to 1929, and its original use is unknown. By 1924, the property was occupied by the Jackson Compressor Company. The Oswald Machine Company utilized the property from c. 1926-1931. Owned by Ed Oswald, the Oswald Machine Co. manufactured agricultural harvesters and offered general machining services from this location. During the late 1920s, the southern portion of the building was occupied simultaneously by two businesses: the Eversman Manufacturing Company, producers of land levels, and Davis & Son Manufacturing Company, manufacturers of "oil fountains." In 1930, the Kreager Manufacturing Company also utilized this industrial facility, and in 1931 the building was briefly occupied by the Chevrolet Commercial Body Company. The property was completely vacated from 1932-1934, perhaps as a result of widespread economic stagnation during the Great Depression. The Continental Can Company acquired the property in the mid-1930s, and opened a food can factory here that operated continuously for a period of 50 years, from 1935-1985. After the departure of the Continental Can Co., the building sat vacant in 1986. During the late 1980s the facility was occupied by a wholesale flooring dealership called M&F Supply and the Colorado Paint Company. Since 1991, the spacious building has been utilized for indoor television and video production, and was renamed the Denver Studio Complex. Another business, Lighting Services Inc., has also shared space on the property since 1991 the northern portion of the building has been occupied since c. 2000 by a photographic laboratory called Denver Pro Photo.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This large, relatively nondescript industrial building lacks architectural and historical importance. It is not a noteworthy example of industrial architecture in Denver, nor is it associated with historically significant patterns of events or persons. None of the businesses that occupied the property, including the Oswald Machine Co. and the Continental Can Co., were of extraordinary importance in the context of Denver history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

Figure 23. 235-241 South Cherokee Street (5DV9093)

301 South Cherokee Street (5DV9094)

Legal Location: T4S, R68W, Section 15 (NENENWNW)
UTM Coordinates: Zone 13; 500620mE/ 4395450mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s):
Current Property Name: Upsher-Smith Laboratories pharmaceutical plant

Description: Located on the southwest corner of West Alameda Avenue and South Cherokee Street, this manufacturing facility contains three large masonry buildings (Figure 24). The main building (Feature 1) is a large, flat-roofed, rectangular-plan brick structure with a two story northeast office section. This building has orange-red brick walls, its flat parapets capped with cast concrete coping. The east and north elevations are divided into a series of window bays by the repeated use of projecting vertical buttresses or pilasters capped with tapered concrete capitals. Each window bay contains large, fixed, modern, 3-light side-by-side tinted windows with dark burnished metal frames and cast concrete sills. Similar fenestration is used on both levels of the two story northeast section.

The main entry is located on the east elevation near the building's northeast corner, and consists of a recessed entryway surrounded by projecting/stepped brickwork. The entry is equipped with double, modern, tinted glazed, metal frame doors beneath a large transom of similar glass. A carved slab of pale white sandstone forms the floor of the recessed entryway. Affixed to the rear of this building is a large concrete block addition containing a small loading dock and a personnel entry

A similar-sized brick building (Feature 2) is located directly west of the main building. While partially hidden from view by the main building, it also appears to be a large, rectangular plan single story industrial building. It appears to be more recently built, and is simpler in design, with plain red brick walls, flat parapets, and similar grouped, large fixed tinted windows (at least on the north elevation). A large rear addition includes a wide sheet metal-clad section with a shed-roofed loading dock.

Figure 24. 301 South Cherokee Street (5DV9094)

The third building on the site (Feature 3) is a rectangular plan brick warehouse covered by a relatively low vaulted roof. A large shed dormer clad with wood or vinyl siding is located on the building's east side. The east elevation features two elevated freight doors equipped with multi-panel painted wood doors and large dimension timber truck bumpers. The east elevation is fenestrated with four multi-light, wood sash fixed windows and sloped brick header sills. The north elevation lacks openings, but the south elevation contains an elevated open concrete loading dock offset to the west. This freight doorway is equipped with an old wooden panel door. Personnel entries are placed at both ends of the south elevation. The easternmost entry has a glazed wooden door (with one large light) that is accessed by a concrete stoop with a painted pipe handrail.

Historical Summary: The main, northeastern brick industrial building was erected in 1928 to house the Parts Department and General Office of the Chevrolet Motor Company of Colorado. The building served this purpose for approximately 30 years (c. 1929-1959). By 1962 Chevrolet had been replaced by a pharmaceutical research and production company called Western Research Laboratories, Inc.

Western Research Laboratories was established by Dr. William McClymonds of Denver, and has produced drugs such as thyroid medication for widespread use. Other pharmaceutical enterprises occupying then building since the mid-1970s include Pharmaceuticals Basic, Inc., Baxa Corporation, and the Rosemont Pharmaceutical Corp., owned by Minnesota-based Upsher-Smith, Inc.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This complex of brick industrial buildings lacks sufficient architectural and historical importance to qualify for the NRHP. The integrity of the main building has been diminished to some extent by replacement of the original fenestration with modern windows. None of the businesses that occupied the property, including the Chevrolet Motor Co.'s parts department and Western Research Laboratories, were of extraordinary importance in the context of Denver history. Therefore, the property does not qualify as individually eligible for

inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

933 West Ellsworth Avenue (5DV8328)

Legal Location: T4S, R68W, Section 9 (SWNENESE)
UTM Coordinates: Zone 13; 500140 mE/ 4396110 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Schoneweis House
Current Property Name: Unknown
Description: This property is a small, one story, brick Classic Cottage (Figure 25). This rectangular-plan dwelling is the easternmost of three nearly identical Classic Cottages. Distinctive features include a bellcast hip roof clad with asphalt shingles and boxed eaves; a small projecting open front porch offset to the left (west), and a small, centrally-placed gabled dormer.

Figure 25. 933 West Ellsworth Avenue (5DV8328)

The projecting front porch is covered by a nearly flat roof, supported by white-painted wooden Tuscan columns. The base of the porch roof is embellished with dentils. The wooden porch deck has a painted wood, geometric-pattern railing and is accessed via steps on its left (west) side.

The small dormer on the front slope of the roof is quite ornate, and has a bellcast gable roof with a peaked arch cutout on the front. The dormer contains a 5/2 light attic window flanked by miniature Tuscan columns. Fish-scale shingles are applied above the window.

The dwelling rests on a concrete or plastered stone foundation, and contains at least a partial basement as evidenced by two basement window openings on the east side. The exterior walls have been painted over. Brick dentils extend around the building's perimeter along the tops of the walls. A projecting stringcourse composed of two parallel courses of brick extends around the house at window sill level.

The façade contains the main entry and one window. The main entry is offset toward the left (west), and is equipped with an unglazed, stained wood door covered by a decorative wrought-iron security/storm door. The front door opening is surmounted by a segmental brick arch. To the right of the main entry and front porch is a large 1/1 light, double-hung window with a dressed stone sill (painted white to match the brick stringcourse).

The east elevation is fenestrated with two windows, including a large 1/1 light, double-hung window placed near the center, and a narrower 1/1 double-hung window placed further back. A large painted brick interior chimney rises from the roof near the east edge of the house. Another interior chimney with a corbelled collar rises from the rear slope of the roof. The west elevation is fenestrated with four windows, including two identical narrow 1/1 light, double-hung units, plus a smaller but similar window, and another tiny window with a segmental brick arch lintel, placed near the rear end of the house.

Affixed to the rear side of the house is a projecting, enclosed wood frame porch clad with white-painted wood siding, which contains windows as well as a rear entry. No outbuildings are located on the small lot. The house is elevated several feet above the street and sidewalk. A concrete retaining wall runs along the front and east side of the front yard, and a low chain link fence encloses a grass lawn and other landscaping (flowers and vines). The property is located in a predominantly industrial area, and appears, along with its identical neighbors, to be a remnant of an early residential area. Presently, a huge warehouse building is located directly across the street from this property, and adjoining it on the right (east) side is a wide, curved driveway leading to a small industrial facility.

Historical Summary: According to the Denver County Assessor, this modest working class dwelling – along with nearly identical adjacent dwellings at 937 and 943 West Ellsworth Avenue – was erected in 1900. Its original owner and occupants prior to 1916 are undetermined. From at least as early as 1916 through1953 the home was occupied by the Schoneweis family. Christian C. Schoneweis inhabited the house with his wife Lura, and was employed as a clerk for the Denver Gas and Electric Company prior to his retirement around 1924. Mr. Schoneweis passed away around 1949, and his widow remained in the house. Mrs. Schoneweis evidently was remarried to painter Charles Armstrong around 1954, and the couple lived here another 20 years.

City directory entries suggest that Charles Armstrong may have passed away around 1972, and Lura Armstrong had either moved out or passed away by 1975. The house was vacant in 1976-77, after which it was occupied by Polly Torres, who still retains ownership as of 2002.

Significance Assessment: While retaining good physical integrity, this small brick cottage has lost integrity of setting due to the transformation of this area from residential to predominantly industrial land use. The house is a typical example of small-scale, working class residential architecture in Denver from the turn of the century. None of its known occupants would be considered important or influential in terms of local, state or national history, nor is the house directly associated with significant events or patterns of events. The property lacks sufficient historical or architectural significance to qualify as individually eligible for inclusion in the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

937 West Ellsworth Avenue (5DV8329)

Legal Location: T4S, R68W, Section 9 (SWNENESE)
UTM Coordinates: Zone 13; 500120 mE/ 4396120 mE
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Coffman House
Current Property Name: Arellano House

Description: This property is a small, one story, Classic Cottage constructed of red pressed brick (Figure 26). This rectangular-plan dwelling is the central example of three, contiguous, nearly identical Classic Cottages in the 900 block of West Ellsworth Avenue. Distinctive features include a bellcast hip roof clad with asphalt shingles and boxed eaves; a small projecting open front porch offset to the left (west), and a small, centrally-placed hipped dormer.

Figure 26. 937 West Ellsworth Avenue (5DV8329)

The projecting front porch is covered by a nearly flat roof, supported by white-painted wooden Tuscan columns. The base of the porch roof is embellished with dentils. The wooden porch deck is partially enclosed by side rails clad with vertically-grooved paneling or beadboard. The porch is accessed by a set of wooden steps.

The small, hipped dormer on the front slope of the roof contains a fixed attic window with two lower side-by-side lights beneath a set of small diamond-pattern lights. The dormer is clad with square-cut wood shingles.

The dwelling rests on a concrete or plastered stone foundation, and contains at least a partial basement. Brick dentils extend around the building's perimeter along the tops of the walls. A projecting stringcourse composed of two parallel courses of brick extends around the house at window sill level.

The façade contains the main entry and one window. The main entry is offset toward the left (west), and is equipped with a glazed, stained oak door with one large light, covered by a

decorative wrought-iron security door. The front door opening is surmounted by a segmental brick arch. To the right of the main entry and front porch is a large 1/1 light, double-hung window with a dressed stone sill. Wrought-iron security bars are installed over this window opening as well as windows on the side elevations.

The dwelling's sides are not entirely visible, but the fenestration appears similar to that placed on the adjacent Classic Cottage at 933 West Ellsworth Avenue: the east elevation contains a large 1/1 light, double-hung window placed near the center, and a narrower 1/1 double-hung window placed further back, while the west elevation is fenestrated with four windows, including two identical narrow 1/1 light, double-hung units, one smaller similar window, and another tiny window with a segmental brick arch lintel, placed near the rear end of the house.

A tall brick interior chimney stack rises from the roof near the east edge of the house. Affixed to the rear/north side of the house is a projecting, enclosed wood frame porch clad with wood siding (not readily visible). No outbuildings are located on the small lot. The house is elevated several feet above the street and sidewalk. A concrete retaining wall runs along the front and east side of the front yard, which features mortared fieldstone planters. Access to the house is via a set of concrete steps ascending through an opening in the retaining wall. The walkway at the top of the steps is flanked by large deciduous shade trees.

The property is located in a predominantly industrial area, and appears, along with its identical neighbors, to be a remnant of an early residential area. Presently, a huge warehouse building is located directly across the street from this property.

Historical Summary: According to the Denver County Assessor, this modest working class dwelling – along with nearly identical flanking dwellings at 933 and 943 West Ellsworth Avenue – was erected in 1900. Its original owner and occupants prior to 1924 are undetermined. From at least as early as 1924 until c. 1962, the dwelling served as a parsonage, and was occupied by a succession of ministers, presumably associated with a church formerly located around the corner at 26 South Kalamath Street (identified on the 1929 Sanborn map as the "John A. Clough Memorial M.E. Church," and on the 1951 Sanborn map as the "Denver 7th Day Adventist Church").

In 1924, Reverend John K. Strange inhabited this house with his wife Bernice. Other ministers who resided at 937 W. Ellsworth Avenue included the Reverend Henry M. Merkel (1926); Reverend Robert E. Bird (1927); Reverend Winston W. Edwards (1928); Reverend Fred E. Edwards (1929-1930); Reverend Adelbert Crippen (1931); Reverend Will E. Bennett (1932-1933); and Reverend J.M. Flynn (1934). In contrast to these short-term stays, the Reverend L. W. Coffman and his wife Blanch lived at this address for more than 20 years, from 1935 through 1958. The last minister to occupy this cottage was Reverend Walter B. Lunsford (1961-1962). The house sat vacant in 1963, and from 1964 through 1965 it was occupied by Lyle J. Ball. Ruben Arellano moved into the dwelling in 1966, and at the present time (2002) the Arellano family has owned the house for more than 30 years.

Significance Assessment: While retaining good architectural integrity, this small brick cottage has lost integrity of setting due to the transformation of this area from residential to predominantly industrial land use. The house is a typical example of small-scale, working class residential architecture in Denver from the turn of the century. None of its known occupants would be considered important or influential in terms of local, state or national history, nor is the

house directly associated with significant events or patterns of events. The property lacks sufficient historical or architectural significance to qualify as individually eligible for inclusion in the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

943 West Ellsworth Avenue (5DV8330)

Legal Location: T4S, R68W, Section 9 (SENWNESE)
UTM Coordinates: Zone 13; 500110 mE/ 4396120 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Schoneweis House; Vickers House
Current Property Name: Geminiano House

Description: This property is a small, one story, brick Classic Cottage (Figure 27). This rectangular-plan dwelling is the westernmost and most altered example of three, contiguous, nearly identical Classic Cottages in the 900 block of West Ellsworth Avenue. The exterior walls have been painted a light yellow color. Distinctive features include a bellcast hip roof clad with asphalt shingles and boxed eaves; a small projecting open front porch offset to the left (west), and a small, centrally-placed gabled dormer. The projecting front porch is covered by a nearly flat roof, supported by non-original cedar 4 x 4" posts with diagonal braces. The base of the porch roof is embellished with dentils.

The wooden porch deck has been recently rebuilt and features a cedar balustrade railing with thin balusters. The porch is accessed by a set of wooden steps.

The small, gabled dormer on the front slope of the roof contains a non-original attic window, over which is installed a wrought-iron security grate. The area above this window is decorated with pointed wood shingles. The dormer roof has overhanging, boxed eaves, and the entire dormer is clad with asphalt roof shingles.

Figure 27. 943 West Ellsworth Avenue (5DV8330)

The dwelling rests on a concrete or plastered stone foundation, and contains at least a partial basement. Brick dentils extend around the building's perimeter along the tops of the walls. A projecting stringcourse composed of two parallel courses of brick extends around the house at window sill level.

The façade contains the main entry and one window. The main entry is offset toward the left (west), and is surmounted by a segmental brick arch. Then front door is equipped with a wrought-iron security door. To the right of the main entry and front porch is a large 1/1 light, double-hung window with a dressed stone sill. Wrought-iron security bars are installed over this window opening as well as windows on the side elevations.

The dwelling's sides are not entirely visible, but the fenestration appears similar to that placed on the nearby Classic Cottage at 933 W. Ellsworth Avenue: the east elevation contains a large 1/1 light, double-hung window placed near the center, and a narrower 1/1 double-hung window placed further back, while the west elevation is fenestrated with four windows, including two identical narrow 1/1 light, double-hung units, one smaller similar window, and another tiny window with a segmental brick arch lintel, placed near the rear end of the house.

Affixed to the rear/north side of the house is a projecting, enclosed wood frame porch clad with wood siding (not readily visible). No outbuildings are located on the small lot. The house is elevated several feet above the street and sidewalk. A concrete retaining wall runs along the front and east side of the front yard, which contains a grass lawn with flower beds. A large unidentified deciduous shade tree is planted in front of the retaining wall.

The property is located in a predominantly industrial area, and appears, along with its identical neighbors, to be a remnant of an early residential area. Presently, a huge warehouse building is located directly across the street from this property.

Historical Summary: According to the Denver County Assessor, this modest working class dwelling – along with nearly identical adjacent dwellings at 933 and 937 West Ellsworth Avenue – was erected in 1900. Its original owner and occupants prior to 1913 are undetermined. From at least as early as 1916 through1953 the home was occupied by Christian C. Schoneweis, Jr. Mr. Schoneweis was employed as a locator for the Denver Gas and Electric Company. In 1916 he moved with his wife Lura two doors down to 933 West Ellsworth Avenue. The next known occupants of 943 West Ellsworth Avenue were George Miller, a driver for the Bilbrough-Jones Hardware Company, and his wife Annie. The Millers lived at this address at least as early as 1922, through 1926. The house sat vacant in 1927, and was briefly occupied in 1928 by Joseph J. Janner and his wife Minnie. Then, from 1929 through 1933 the house was inhabited by Charles W. Vickers and his wife Elsie May. By 1934, during the Great Depression, the house was again vacant.

From 1935 to 1961 a succession of relatively short-duration tenants lived in the house, including Alvin and Arlene Davis (1935); Orsen and Maude Davis (1936); Orville and Martha Burdick (1937-1938); John and Emma Davis (1939); Fred and Lora Jones (1940-c. 1942); Mrs. Fern E. West (1945); Laurence and Bertha Mason (1947); Helen Stone (1948); Everett and Helen Stroupe (c. 1949-1953); Charles and Marjorie Johnson (1954); and Reuben and Marie Martinez (c. 1956-1958). Subsequently, John and Elsie Lopez lived at 943 West Ellsworth Avenue from c. 1961-1972. The house sat vacant again in 1973. The present owner, Tarin Geminiano,

moved in around 1974. When recorded in September of 2002, the house was being advertised for sale.

Significance Assessment: While retaining good physical integrity, this small brick cottage has lost integrity of setting due to the transformation of this area from residential to predominantly industrial land use. The house is a typical example of small-scale, working class residential architecture in Denver from the turn of the century. None of its known occupants would be considered important or influential in terms of local, state or national history, nor is the house directly associated with significant events or patterns of events. The property lacks sufficient historical or architectural significance to qualify as eligible for inclusion in the NRHP.

499 Federal Boulevard (5DV9065)

Legal Location: T4S, R68W, Section 8 (SENENENW)
UTM Coordinates: Zone 13; 497860 mE/ 4396940 mN
Topographic Quadrangle*: Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Calomino Motor Co.
Current Property Name: BBB Mart

Description: This commercial property is located on the west side of Federal Boulevard near the 6th Avenue/Federal Boulevard interchange (Figure 28). It is a large, one story masonry building with a more recently constructed north addition. The older, southern portion of the building appears to be constructed of concrete blocks and consists of a taller, flat-roofed front section and a larger, vault-roofed rear section. The front section has flat parapets on the façade and south elevation. The façade appears to be constructed of brick veneer, painted over, and the upper portion of the façade has been stuccoed. The main entry is centrally-located on the façade, and is equipped with a modern, glazed, metal frame door with an adjoining, large sidelight. A modern, gabled canopy is affixed to the façade above the main entry. Flanking the main entry are large, metal frame display windows, separated by brick piers with stepped capitals.

Figure 28. 499 Federal Boulevard (5DV9065)

The building's south elevation lacks openings, although the locations of two sealed windows are evident. A depressed truck-loading ramp is located near the rear/west end of the south elevation, but no loading dock or freight door is visible.

The newer, taller north side addition is a windowless structure that apparently serves as a merchandise warehouse. This structure is constructed of prefabricated cast concrete panels with projecting vertical ribs. The addition has a flat roof and flat parapets. The building's right rear (northwest) corner is recessed, and contains an elevated freight door and loading dock accessed via a short truck ramp. Adjoining this truck ramp is an elevated concrete pad that extends along the entire length of the addition's north side.

The building is surrounded by an asphalt-paved parking lot. An alley runs behind the building, and other, one story commercial buildings are located directly south of the property.

Historical Summary: The original portion of this commercial building was probably built in 1953-54 for the Calomino Motor Company, a used car dealer previously located nearby at 461 Federal Blvd. Calomino occupied this property until c. 1962. Subsequent uses include Leon's Trailer Sales (c. 1966-68); Surplus Merchandise Co. (1968-69), and a motorcycle dealership called Yamaha-Denver Inc (1970-1985).

The large concrete-walled north side warehouse addition may have been constructed by the motorcycle dealership. In the late 1980s the property was occupied by Boyer Imports, Inc. (1987-1988), followed by Mayhews Motors Inc. (1989). The building was subsequently utilized by Maxim Cycles, Inc., the Funk Bicycle Co., and Prototype Machining (1992-1996). The present occupant, a low cost store called BBB Mart, opened at 499 Federal Boulevard in 1997.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This relatively nondescript commercial building has been substantially altered by a large addition and other changes that have diminished its architectural integrity. The property lacks architectural or historical importance. The building is neither a noteworthy or unique example of mid-Twentieth century commercial architecture, nor are any of its uses deemed important in terms of Denver, state, or national history. Therefore, the property does not qualify as eligible for inclusion in the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

2 Kalamath Street (5DV8332)

Legal Location: T4S, R68W, Section 9 (SENWNESE)
UTM Coordinates: Zone 13; 500060 mE/ 4396120 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): National Lead Company/Dutch Boy Paint store
Current Property Name: Colorado Pen Co., Inc.

Description: This commercial property, located on the northeast corner of West Ellsworth Avenue and Kalamath Street, is a single story, rectangular plan building constructed of dark red brick (Figure 29). The flat-roofed building has flat parapets accented at the top by a projecting course of brick headers. The southwest corner of the structure is canted, and contains the main entry. The front door is a glazed, aluminum frame unit surmounted by a transom light. Large,

fixed storefront windows in aluminum frames are placed on the south and west walls flanking the main entry. A substantial sloped awning structure made of sheet metal is affixed to the building, wrapping around the canted corner and shading the main entry and storefront windows. The building is devoid of ornamentation and is not representative of any recognized architectural style.

Major features on the south elevation include a large freight doorway offset towards the building's east end. Four identical glass block "windows" are placed high on the central portion of the south wall.

The west elevation, which faces Kalamath Street, contains a plain, painted and unglazed personnel door located near the north end of the building. Eight glass block "windows" are installed along this elevation. Directly north of the wraparound display windows on the west elevation is a relatively small 2/2 light, metal sash casement window. Above the awning on the southwest corner is a deteriorating, three-dimensional sheet metal sign supported by a metal pole and angled metal braces affixed to the roof. This sign is painted blue, and the original painted lettering has nearly weathered away. Below this sign is a narrow sheet metal strip upon which are mounted two long parallel neon bulbs.

The building occupies an industrial setting. It is dwarfed by a huge warehouse located directly south. To the east are several small historic houses that appear to be remnants from an earlier residential neighborhood. An unpaved parking area runs along the rear/north side of the building. The property appears to be in very good condition and retains very good integrity overall.

Figure 29. 2 Kalamath Street (5DV8332)

Historical Summary: This small brick commercial building was completed in 1955, and was occupied from 1955 through 1968 by the National Lead Company, a paint dealership offering Dutch Boy brand paints as well as dry pigments. Subsequently, a retail store called the Original House of Dinettes utilized the building from 1969 through 1978. Following the departure of the dining furniture store, another specialized furniture store called The Desk Store moved in (1979-1985). In 1986 the building was used by The Pen Shop, which appears to have been renamed or was succeeded in 2000 by Colorado Pen Company, Inc.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This small commercial/industrial building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

25-33 Kalamath Street (5DV8990)

Legal Location: T4S, R68W, Section 9 (NWNESE)
UTM Coordinates: Zone 13; 500000 mE/ 4396150 mN
Topographic Quadrangle*: Englewood, Colorado* (1997)
Historic Property Name(s): Snook House
Current Property Name: O'Connor Plumbing (#25), Action Whirlpools, Inc. (#29), and Merchants Building Maintenance (#33)

Description: This property is a wide, one story masonry commercial building that contains a historic dwelling (Figure 30). The historic house forms the southern portion of the building, and its roof is visible. Otherwise, the building presents a modern appearance. It is divided into three separate commercial spaces, each with its own front entrance.

A stuccoed concrete block façade extends across the front of the building, and culminates in a flat parapet, except in front of the southernmost space, where a higher, stepped parapet hides the historic house's steeply pitched front gable. Red brick veneer is applied to the base of the building as well as surrounding the storefronts; this brickwork is decorated with small, cruciform brick elements. Each storefront is accessed via a modern concrete stairway/stoop equipped with wrought-iron handrails. The recessed entries contain modern, glazed metal-frame doors. To the left of each storefront entry is a recessed fixed window with brick header sills, while above each is affixed a curved awning bearing names of the businesses.

The historic house features a steeply pitched roof, gables clad with patterned shingles, and a south side hipped dormer clad with square-cut wood shingles. An enclosed side porch or mud room is attached to the south side of this historic house, and contains an entry on its east side. In addition to the integrated historic house, the building is composed of three other sections. A large, non-historic 2-bay garage covered by a low-pitched shed roof forms the southwestern portion of the house. On the north side of the house and attached garage are large flat or nearly flat-roofed sections, the rearmost of which is penetrated by three garage doors.

Historical Summary: This small multi-use commercial building incorporates three modest single family dwellings built in the early 20th century. The southernmost dwelling was occupied at least as early as 1920 through 1928 by Banjamin P. Snook, a boxmaker at the Denver Fire Clay Company, and his wife Flossie. Sometime after 1974 the property was remodeled into its present configuration, and at that time the southernmost dwelling (#25) was added to the two previously joined houses. Subsequently, the home was inhabited by Earl C. and Pearl E. Johnson (1929-1932); Andrew and Katherine Sible (1933-1934); Fiancé and Helen Mallory (1935-1938); and a widow named Viola French (1939-c. 1942).

Figure 30. 25-33 Kalamath Street (5DV8990)

By 1945, Lester and Dorothy Bidwell resided at 25 S. Kalamath. Williford and Earlene Dwyer had moved in by 1947, and the Dwyer family still owns the property. The occupancy histories for the two other dwellings (#29 and #33) are undetermined, but they undoubtedly served as working class housing until their conversion to commercial use sometime between 1951 and 1974. Sanborn maps reveal that during this time span the two "northern" houses were joined together by a central storage addition, and converted to stores.

The entire property was remodeled sometime after 1974 to its present configuration, with the conversion of the southernmost house (#25) to commercial use and all three dwellings are hidden behind a modern façade.

Significance Assessment: This property has not been previously recorded or evaluated for significance. The architectural integrity of three historic houses contained by this property was destroyed by their conversion into a multi-unit commercial building between 1951 and 1974. The property does not retain sufficient integrity to qualify individually for inclusion on the NRHP, nor is it located within an existing (designated) or potential historic district.

37-43 Kalamath Street (5DV8991)

Legal Location: T4S, R68W, Section 9 (NWNESE)
UTM Coordinates: Zone 13; 500000 mE/ 4396170 mN
Topographic Quadrangle*: Englewood, Colorado* (1997)
Historic Property Name(s): None
Current Property Name: None

Description: Located on the west side of Kalamath Street a short distance north of Ellsworth Avenue, this historical brick duplex has an irregular plan but features a symmetrically arranged façade (Figure 31). Each unit is accessed via a small, projecting, open front porch with concrete stairs, a brick closed rail capped by dressed sandstone and short Tuscan columns supporting a half-hipped roof. Each entry still retain historic stained/glazed wooden doors, each containing one light and recessed rectangular inset panels. The flat-roofed building rests on a dressed

stone foundation. Its façade has a flat parapet accented by elaborate brickwork cornice detailing, including central and corner vertical projections with rectangular insets, and parallel courses of dogtooth bricks and dentils spanning the façade. The central portion of the façade (between the porches) contains two large 1/1 light, double-hung windows with massive dressed sandstone lintels and sills along with white-painted decorative wood shutters.

The building's north and south elevations are identical. Each elevation is penetrated by three narrow window openings with segmental brick arch lintels, and a stepped brick column projects from each elevation near the front. The rear elevation contains a central recess with exterior chimneys on the inside of each rear "wing." Attached to these rear wings are dissimilar-sized shed-roofed additions. The northernmost rear addition is a small, wood frame structure clad with painted wood paneling, while the larger southern rear addition has concrete block masonry walls.

Figure 31. 37-43 Kalamath Street (5DV8991)

Historical Summary: Located in the Lake Archer Subdivision, this brick duplex was reportedly built in 1895 and served as working class housing for over a century. Occupants in the duplex in the 1920s included restaurant proprietors Charles F. and Ethel O'Connor, restaurant owners George and Sarah Gilbert, and Stephen and Flora Edwards. Following her husband's death around1930, widow Flora Edwards remained in this duplex until 1947. From c. 1929-1935, Gilbert and Mary Anthony resided here. Occupants after World War II included Frank Swartz, Lola Padon, George and Opal Shamy, William and Norene Logan, and others. City directory data indicates that the duplex sat vacant in the late 1960s, and that it has been partially vacant since that time. In 2000, the property was purchased as an investment by Patrick Dwyer, owner of the commercial building directly south (25-33 Kalamath Street).

Significance Assessment: Although very well-preserved, this brick duplex has lost integrity of setting due to the transformation of this area from mixed use to predominantly industrial and commercial land use. Moreover, it is not associated with a significant trend in Denver history, nor was it associated with historically significant persons. The duplex does not represent a noteworthy or unique example of early 20th century domestic architecture. For all of these reasons, the property does not qualify as individually eligible for the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

49 Kalamath Street (5DV8992)

Legal Location: T4S, R68W, Section 9 (NWNESE)
UTM Coordinates: Zone 13; 500000 mE/ 4396200 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Unknown
Current Property Name: The Guitar Clinic

Description: This former dwelling is located on the west side of Kalamath Street, north of Ellsworth Avenue (Figure 32). It is a 1½ story, rectangular plan, front-gabled brick house with a steeply pitched roof, an asymmetrically arranged façade, and multiple front gables decorated with patterned wood shingles and bargeboards. Each gable has a small rectangular window opening, and both are now sealed.

A decorative brick stringcourse extends across the façade. The main entry is offset to the left (south), and the original door has been replaced with a glazed, aluminum frame commercial door and an adjacent full-height, aluminum frame sidelight. The main entry is placed on a slightly projecting section of the façade surmounted by a separate, smaller gable. To the right of the main entry is a 1/1 light, double-hung wood sash window covered by iron security bars.

The building's north elevation is stuccoed and is devoid of openings. The south elevation presently abuts the adjoining commercial building to the south (37-43 Kalamath Street) and is not visible. The rear (west) elevation is dominated by a large, shed-roofed addition. A large window with security bars is placed on the addition's north side, and a door is installed on the rear end of the addition. An original upper story window , now also covered by security bars, is present on the rear-facing gable.

Figure 32. 49 Kalamath Street (5DV8992)

Historical Summary: Very little is known about the history of this modest brick dwelling, due to the lack of city directory data for this address. The house was built sometime between 1880, when the Lake Archer Subdivision was platted, and 1920. Its architectural style – Folk Victorian - suggests a construction date of c. 1900. This house was one of many late 19th-early 20th

Century "working class" homes lining the west side of S. Kalamath Street, and this use persisted until its conversion to commercial use sometime after 1974.

Significance Assessment: This property has not been previously recorded or evaluated for significance. The property lacks associations with significant historical trends or persons. Its architectural integrity has been diminished somewhat by exterior alterations. As a result of all these changes, the property does not retain sufficient integrity to qualify individually for inclusion on the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

1 South Kalamath Street (5DV8331)

Legal Location: T4S, R68W, Section 9 (NSWNESE)
UTM Coordinates: Zone 13; 500020 mE/ 4396070 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Hercules Aluminum Corp.; Dupey Equipment Co.
Current Property Name: Accuracy First Printing; Gonzales Advertising and Design

Description: This property, located on the southwest corner of West Ellsworth Avenue and South Kalamath Street, is a large, single story, flat-roofed masonry commercial building (Figure 33). The irregular-plan building is divided into two major spaces. The northern half of the building extends much farther back on the lot than the southern half. The building is devoid of ornamentation and is not representative of any recognized architectural style.

The façade (east elevation) features two large glazed storefronts surrounded by pseudo-sandstone masonry veneer. A substantial flat awning, of wood and sheet metal construction, projects from the entire length of the façade. Each storefront is equipped with a glazed, aluminum frame door and transom, flanked by large fixed storefront display windows.

The north elevation is a featureless expanse of cinder block masonry, painted gray. The rear (west) side of the building is equipped with freight doors and loading docks.

The building occupies a mixed industrial and commercial setting. Directly across the street to the east is a huge warehouse; to the south on Kalamath Street are several older buildings including a two story, late 19th or early 20th century commercial building as well as a small historic vernacular dwelling converted to commercial use. The property appears to be in good condition, with no exterior alterations evident.

Historical Summary: This small masonry commercial building was erected in 1957, replacing smaller commercial buildings on and near the corner of South Kalamath Street and West Ellsworth Avenue. The first known occupant was probably the Hercules Aluminum Corp., which was succeeded in 1962 by the Dupey Equipment Company, distributors of store fixtures. By 1968, Dupey had been replaced by the Do-All Denver Company, and industrial supplies store that occupied the building until c. 1973. Subsequent occupants include the Ainsworth Air Equipment Company, a supplier of air compressors, along with a related business called Ainsworth Fasteners (c. 1975-1978). The Zerr Air Equipment company operated from 1 South Kalamath Street from c. 1979-1982. For the remainder of the 1980s the building was utilized by a floor material dealership called Metro Flor Inc. The present occupants, Accuracy First Printing and Gonzales Advertising and Design, moved into the building around 1993.

Figure 33. 1 South Kalamath Street (5DV8331)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This small commercial/industrial building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district..

23 South Kalamath Street (5DV8333)

Legal Location: T4S, R68W, Section 9 (NSWNESE)
UTM Coordinates: Zone 13; 500020 mE/ 4396040 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Levings grocery store
Current Property Name: Alpine Air Conditioning and Heating Service

Description: This property, located on the west side of South Kalamath Street, is a two story, stuccoed brick, late 19th-early 20th Century Commercial building (Figure 34). The rectangular plan building has a flat roof and flat parapets; the sidewalls step down repeatedly in height towards the rear of the structure. Originally constructed of friable soft mud bricks, this building has been covered with boldly textured stucco.

Distinguishing features on the façade include a bulging cornice, presumably caused by brick corbelling beneath the stucco. The first floor level of the façade contains two entries. The southernmost entry is accessible at ground level, and is sealed with a non-original stained wood door with one small light. At the north end of the façade is second, elevated entry that has been sealed with painted plywood and is no longer in use. The latter entry was accessed via a set of concrete steps. Flanking the south entry are two large fixed square windows. Extending across the façade above the first floor level is a substantial sloped decorative awning, clad with dark stained split wood shingles. The façade's upper story is symmetrically fenestrated with two

arched openings, each containing identical pairs of narrow 1/1 light, double-hung windows separated by mullions.

The building's north elevation lacks entries and is coated with textured stucco. The first floor fenestration consists of one solitary and one tandem set of narrow 1/1 double-hung windows. Then upper story fenestration consists of three identical, very narrow 4/4 double-hung windows.

Figure 34. 23 South Kalamath Street (5DV8333)

The south elevation is partially covered with stucco, revealing a portion of the original wall surface (soft mud type red bricks set in common bond). The building's south wall lacks entries but is fenestrated on the first floor level with two narrow 1/1 double-hung windows with wood sills and segmental brick arched lintels (the easternmost ground floor window has been sealed with plywood). The upper story fenestration consists of three narrow openings, two of which contain 4/4 double-hung windows, while the third is a 1/1 double-hung unit.

First and second story entries are centrally placed on the rear (west) elevation. The first floor entry is equipped with a modern, painted solid wood or metal door. Then upper story doorway is equipped with what appears to be the original wooden door containing one small light. This doorway is no longer in use, since no stairway to the ground is extant. Fenestration on the rear elevation is limited to the first floor only, and consists of arched window openings flanking the entry. These window openings are obscured by a modern prefabricated gabled shed abutting the building's northwest corner, and by stored equipment on the south side.

The building occupies a predominantly industrial setting, mixed with remnants of an earlier residential neighborhood. On the south side of the property is a crude asphalt driveway and a small historic dwelling converted to commercial use (31 South Kalamath Street). On the north side of the property is a concrete pad that probably was a foundation for a razed building.

The building appears to be in fair condition, and its integrity of setting, design, and materials has been severely degraded by alterations, and by conversion of the area from residential to mixed (primarily industrial) land use.

Historical Summary: According to the Denver County Assessor, this brick commercial building was erected in 1890. Its original use is unknown, however at least as early as 1919 through 1941 it housed a grocery store operated by Sanford R. Levings. Presumably Mr. Levings resided in the upper story with his wife Bertha, and it appears that they also have rented rooms to tenants at least in the 1920s. The building's use as a neighborhood grocery store reflects the past residential character of this area.

The Levings grocery operated until 1941. After a brief vacancy, the building was converted into six apartments, and this use persisted from c. 1945 through c. 1960. By 1961 the building had been acquired by J.A. Johnson & Son, who operated a sheet metal shop from the premises through c. 1979. The present commercial occupant, Alpine Air Conditioning and Heating Service, moved into the building c. 1980, and has served customers from this location on South Kalamath Street for more than two decades.

Significance Assessment: This two story brick commercial building is an isolated relic of late 19th-early 20th century residential land use in the Lake Archer Subdivision. The conversion of this area from predominantly residential to industrial land use has resulted in a severe loss of integrity of setting. Additionally, the architectural integrity of this building has been greatly diminished by exterior alterations including then application of boldly textured stucco over the brick walls. Consequently, the property does not retain sufficient integrity to qualify individually for inclusion on the NRHP, nor is it located within an existing (designated) or potential historic district.

31 South Kalamath Street (5DV8334)

Legal Location: T4S, R68W, Section 9 (NSWNESE)
UTM Coordinates: Zone 13; 500020 mE/ 4396000 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Charles Allen House
Current Property Name: Tobin Refrigeration, Inc.

Description: This property, located on the west side of South Kalamath Street, is a one story vernacular wood frame (?) dwelling converted to commercial use (Figure 35). The building is covered by a steeply pitched roof, which presents a front-facing gable and is hipped at the rear. This old house has been considerably altered, including replacement or covering of the original exterior wall material, by façade alterations such as alteration or covering of the original fenestration, and the addition of a very large gabled porch canopy.

The façade is clad with modern lapped aluminum siding. A (non-original) low-pitched gabled canopy projects from the façade, and is supported by modern angled wrought-iron columns. The main entry is offset to the right, and is equipped with a modern painted metal door. The only other opening on the façade is for an air conditioner, placed to the left of the front door.

Figure 35. 31 South Kalamath Street (5DV8334)

The dwelling's north elevation is stuccoed and relatively featureless. The original fenestration has been completely covered over. A buttress-like column extends up the north wall. A squat, stucco-covered chimney exits the north slope of the roof, near the building's northeast corner.

The south elevation also has a stucco finish. The only noteworthy features on this side of the house are a solitary small, fixed 3-light window with a brick header sill placed near the center of the wall. Further back are two basement windows. Two large window openings appear to have been covered over by stucco.

A shed-roofed, wood frame rear addition is attached to the back of the house. This addition appears to be clad with narrow horizontal board siding.

There are no extant outbuildings associated with this former house. It occupies an industrial setting, dominated by a huge warehouse on the opposite side of Kalamath Street. A paved parking area has been installed in front of the dwelling, and is accessed via a concrete driveway with an inscribed construction date of October, 1983. On the building's north side is a chain link fence-enclosed employee parking lot for the aforementioned warehouse, and to the north is an open lot crudely paved with asphalt, beyond which is an old two story stuccoed brick commercial building.

The former house appears to be in fair condition, but its integrity of setting, design, and materials has been severely degraded by alterations, and by conversion of the area from residential to mixed (primarily industrial) land use.

Historical Summary: This small vernacular brick house (now covered over with synthetic siding) was reportedly built in 1890, although city directory data and Sanborn map coverage for this area were not available until the 1920s. Early Sanborn maps indicate that this is the southernmost of two identical dwellings erected on Lot 21; the northernmost example was evidently removed sometime after 1974.

The earliest verified occupants were Charles R. and Alice A. Allen, who resided at 31 South Kalamath from at least as early as 1924 (and possibly earlier) through 1928. Following the departure of the Allen family and prior to 1934, a series of occupants – presumably renters – lived in the house. These people included Fred and Viola Anderson (1929); Emil and Mae Kuk (1930); Charles and Mary Elson (1931-32), and Compton and Gladys Saunders (1933). Subsequent occupants include Ernest and Lillian Jackson (1934-1938); and John and Mae Looman (1939-c. 1942). The next occupant was Rose Brunmeier, widow of William Brunmeier, who resided here from c. 1945 through c. 1951. More recent residential occupants include George and Lorene Thomas (c. 1953-1956); Mrs. Belle Wells (c. 1957-1967); John Gonzales (1968); Joe Ceavcia (c. 1969-1973); and Joe Garcia (c. 1974-1976). Beginning in 1978, the house was adapted to a new use as a commercial property, housing Tobin Refrigeration and Appliance and Fedders Heating & Air Conditioning.

Significance Assessment: This small converted dwelling is an isolated relic of late 19th-early 20th century residential land use in the Lake Archer Subdivision. The conversion of this area from predominantly residential to industrial land use has resulted in a severe loss of integrity of setting. Additionally, the architectural integrity of this house has been greatly diminished by exterior alterations including the application of synthetic siding over the brick walls, and replacement of the original front porch with a modern, incompatible porch roof with wrought iron supports. As a result of all these changes, the property does not retain sufficient integrity to qualify individually for inclusion on the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

120-144 South Kalamath Street (5DV8335)

Legal Location: T4S, R68W, Section 9 (NENWSESE)
UTM Coordinates: Zone 13; 500060 mE/ 4395870 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Shultz Stone Co.
Current Property Name: None

Description: This property consists of two associated small masonry commercial or industrial buildings located on an odd-shaped parcel on South Kalamath Street, just south of West Bayaud Avenue near the Burlington Northern Santa Fe (BNSF) railroad right-of way (Figure 36).

The northernmost building (Feature 1) is a very small, triangular plan structure constructed of cinder block masonry. The north end of the structure tapers almost to a point. The flat-roofed building faces west and its façade is covered with red sandstone veneer. The main entry is offset to the right (south), and is equipped with a glazed wooden door containing one large light. Flanking this entry are large 9-light metal sash casement or hopper windows. The south elevation is clad with stucco. The only features on the south elevation are an entry with a stained oak door, and an exterior chimney constructed of cinder blocks.

Figure 36. 120-144 South Kalamath Street (5DV8335)

The southernmost building (Feature 2) is composed of two small joined cinder block-walled sections, both with flat roofs. With the exception of the rear (south) elevation, the exterior walls are covered with stucco and painted gray. The façade faces north, and the main entry is offset towards its west end. The main entry has double, glazed wooden doors containing large panes of opaque glass, flanked by glass block sidelights. The entry is surmounted by a modern, dome-shaped metal and plexiglass canopy. Above this awning is the remnant of a modern, internally illuminated sign box. To the left of the main entry is an 8-light metal sash window, which has been sealed from behind by plywood. The eastern section of the building is canted slightly, and has an entry offset towards its east end that is equipped with a glazed wooden door (also with opaque glass). A relatively recently installed concrete driveway/apron extends in front of the building. The rear (south) wall of this building is plain cinder block masonry, with a recent lean-to addition constructed of galvanized corrugated sheet metal and glass block. A large diameter pipe post extends up the south elevation, supporting a small billboard placed just above roof level. A much larger commercial billboard not associated with this property is set in the ground approximately six feet south of this building.

The open area between both buildings is enclosed by a tall wrought-iron fence. This area is largely covered with crushed rock. A short, curved concrete walkway extends from the south side of Feature 1 to a gate on the east side of the property.

This property occupies a mixed industrial and commercial area. An unpaved access road runs along the rear (east) side of the property, between the property and the railroad corridor.

The property appeared to be vacant when recorded in September of 2002, and abundant materials, including a damaged car, are stored on the lot. The northern building (Feature 1) retains very good integrity, while the southern building (Feature 2) appears to have been heavily modified.

Historical Summary: This peculiar property consists of two small buildings located on a triangular-shaped parcel adjacent to the Colorado & Southern Railroad tracks. Sanborn map evidence indicates that the southern building was constructed sometime between 1929 and

1951, while the triangular-shaped northern building was erected c. 1953. The original owner and occupant was Frank H. Shultz, who lived in the southern building and operated the Shultz Stone Company from this location. Mr. Shultz vacated the property around 1969, and no information about its use is available until the early 1990s. The property was used by a succession of commercial enterprises in the 1990s, including MJ Concrete (1992); Gutters Shutters (1993); Spa Exchange (1995); and All Purpose Glass (1996-1997). In 1999 the property was reportedly occupied by Tim Paynter along with Affiliated Insurance Inc. and Nice Ride. The property has been vacant since c. 2000.

Significance Assessment: This property has not been previously recorded or evaluated for significance. The northern building appears to retain good integrity, while the southern building has been altered severely. These small commercial/ industrial/residential buildings lack architectural or historical importance. The buildings are not noteworthy or unique examples of mid-Twentieth century industrial architecture, nor are any of their uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as eligible for inclusion in the NRHP.

677 South Lincoln Street (5DV9004)

Legal Location: T4S, R68W, Section 15 (SWSWSWNE)
UTM Coordinates: Zone 13; 501200 mE/ 4394750 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Oakes House
Current Property Name: Torres House

Description: Located on the west side of South Lincoln Street in the West Washington Park neighborhood, this historical property is a two story, Dutch Colonial Revival style house with red pressed brick walls and an asphalt shingle-clad gambrel roof (Figure 37). The building rests on a concrete foundation, which is exposed approximately 2 feet above grade. The gambrel roof has overhanging boxed eaves with wide cornice trim boards. The gable face, as well as hipped north and gabled south side dormers are clad with dark red-painted square-cut wood shingles.

Figure 37. 677 South Lincoln Street (5DV9004)

The main entry is offset to the far right on the façade, and is accessed via a small, open front porch with a flat roof supported by painted 4 x 4 wooden posts. This porch has a crude, non-original closed rail composed of wide, painted fence pickets. The porch has a wooden deck, and is accessed via a set of sandstone steps on its south side. The main entry is equipped with a painted and glazed wood panel door with one large light, as well as a modern storm door. To the left of the porch is a large 1 x 1 light, sliding sash window with a segmental brick arch lintel and a sandstone sill. Centered on the façade's upper story is a large, tandem window (two, 1/1 light double-hung windows) with a mullion and a wide wooden lintel. Above this window near the peak of the roof is a small, semicircular-arched attic vent with louvers.

The south elevation features a large, wooden, canted bay window containing narrow 1/1 light, double-hung windows. Further back on the south elevation is a solitary, narrow 1/1 light, double-hung window with a segmental brick arch lintel. The gabled south side dormer is fenestrated with a tandem set of very narrow 1/1 windows separated by a mullion; above these windows is a narrow, semicircular arched attic vent. The north elevation is penetrated by two window openings with segmental brick arches, one of which is sealed with painted wood. The other, functional window is a solitary 1/1 double-hung unit. On the north-facing slope of the roof is a small hipped dormer clad with painted square-cut wood shingles. This dormer is fenestrated with a tandem set of small 1/1 light, double-hung windows. Two basement windows with segmental brick arch lintels are also present on the north elevation. The dwelling's rear (west) elevation is dominated by a crude, non-original two story wooden rear porch structure with a shed roof; adjoining this porch is a wooden stairway leading too the upper story. Entries for both stories are placed on the rear elevation.

Historical Summary: This handsome brick house was built c. 1900 in the Exposition Addition. The original owner and occupants prior to the early 1920s are unknown. The house was vacant in 1924, but by 1926 it was occupied by John and Inez White. Walter and Agnes Oakes resided at 677 S. Lincoln in 1927. From 1928 through 1938 the home was inhabited by two widows - Alice Oakes (widow of Fred Oakes), and Alice Rensink (widow of Edward Rensink). Mrs. Rensink remained in the house until c. 1943 or 1944. Oscar and Edna Burks occupied the house from c. 1945-1950. During the 1950s, Louis and Rachell VanHille lived here. By 1961 the house may have been become a rental property, with several short duration tenants in the 1960s, including Richard Vigil (c. 1961-62); Leon Longfox and George W. Schmidt (1963); and Mrs. Georgia K. Kneeling (1965-1966). Residents in the 1970s and 1980s include Gill Garcia (1971-1972), Margie Hahn (1973-1977), and Nicholas G. Scholl (1978-c.1987). By 1994 the building was listed in the city directory as "apartments", with Roger Torres occupying the second floor. Mr. Torres, who owns the house, has lived at 677 South Lincoln Street for nearly a decade.

Significance Assessment: While generally well-preserved, this historic house does not appear to be associated with historically significant patterns of events or people, nor is it an extraordinarily significant example of domestic architecture in Denver or the work of a master architect. For all these reasons the property does not qualify as individually eligible for the NRHP. It would, however, qualify as a contributing element of a potential historic residential district encompassing the significant concentration of late 19th and early 20th century working class homes in the West Washington Park neighborhood. The property is located near the western edge of this historic district, which was determined NRHP-eligible by the OAHP in 1999 but has yet to be formally delineated.

684 South Lincoln Street (5DV9005)

Legal Location: T4S, R68W, Section 15 (SESWSWNE)
UTM Coordinates: Zone 13; 501240 mE/ 4394740 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Kelly House; Fitzgerald House
Current Property Name: Fitzgerald House

Description: Located on the east side of South Lincoln Street, this historical property consists of a single story, brick bungalow covered by a bellcast hip roof (Figure 38). The dwelling is constructed of pressed red brick set in stretcher bond. The asphalt shingle-clad roof has wide overhanging eaves with exposed rafter tails. The dominant feature on the façade is a nearly full-width open front porch covered by a substantial, low-pitched gable roof. The porch roof has decorative wooden cross-bracing. The porch base is constructed of concrete, with a mortared fieldstone closed rail. The porch is accessed via concrete stairs equipped with wrought-iron handrails.

The main entry is offset to the left, and is sealed with a stained wooden door containing a large oval light. To the right of the door is a large, 1/1 light, double-hung window with a dressed sandstone sill (painted over).

The north elevation is fenestrated with five windows, including two large narrow 1/1 double-hung units; two tiny fixed 1-light windows, and one small 1/1 light double hung window. These windows all have relatively thin dressed sandstone sills. Also present on the north elevation are four basement windows, including two with segmental brick arches. The south elevation is partially obscured by vegetation. Two exterior chimneys are located on the dwelling's south wall, and their tall, plastered stacks rise above the roof. The chimney stack closest to the front of the house has a corbelled collar. Another distinctive feature on the south elevation is a square-sided, brick, bay window containing a tandem set of 1/1 light, double-hung windows. The south elevation is also fenestrated with three other solitary double-hung windows. The rear (east) end of the house features a stuccoed (wood frame?) enclosed porch containing a rear entry and a band of fixed windows.

Figure 38. 684 South Lincoln Street (5DV9005)

Historical Summary: This dwelling is one of three similar contiguous brick homes (684, 690, and 696 South Lincoln Street) built around 1910 in the 600 block of South Lincoln Street. The original owner and occupants prior to the early 1920s are unknown. In 1924, Charles and Gladys McCampbell resided at 684 South Lincoln Street. Fred L. Kelly and his wife Emma occupied the dwelling from 1925 or 1926 through the early 1940s. Subsequently, Albert G. and Margaret Werle owned and occupied the home, sharing it from c. 1945-1948 with Thomas and Helen Fitzgerald. The Fitzgeralds were its sole occupants from c. 1949 or 1950 to the present.

Significance Assessment: While generally well-preserved, this historic house does not appear to be associated with historically significant patterns of events or people, nor is it an extraordinarily significant example of domestic architecture in Denver or the work of a master architect. For all these reasons the property does not qualify as individually eligible for the NRHP. It would, however, qualify as a contributing element of a potential historic residential district encompassing the significant concentration of late 19th and early 20th century working class homes in the West Washington Park neighborhood.

The property is located near the western edge of this historic district, which was determined NRHP-eligible by the OAHP in 1999 but has yet to be formally delineated.

690 South Lincoln Street (5DV9006)

Legal Location: T4S, R68W, Section 15 (SESWSWNE)
UTM Coordinates: Zone 13; 502400 mE/ 4394720 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Fogg House
Current Property Name: Bjorklund House

Description: Located on the east side of South Lincoln Street, in the West Washington Park neighborhood, this historical property consists of a single story, brick bungalow covered by a bellcast hip roof (Figure 39). The dwelling is constructed of pressed brick, now painted red. The asphalt shingle-clad roof has wide overhanging open eaves. The façade features a tiny hipped dormer containing two small square side-by-side attic windows, as well as a nearly full-width open front porch covered by a substantial, low-pitched gable roof supported at the ends by brick columns. The porch has a closed rail made of brick and capped by thin, dressed sandstone (also painted). The north side of the porch is enclosed by a large, 9-light fixed window. The porch is accessed toward the north/left end of the facade via a set of concrete steps equipped with wrought-iron handrails. The main entry is offset to the left, and is fitted with a modern painted wood door containing three small staggered lights beneath a barred storm door. To the right of the door is a large, 1/1 light, double-hung window with a dressed sandstone sill (painted over).

The north elevation is fenestrated with five windows, including two large narrow 1/1 double-hung units; two tiny fixed 1-light windows, and one small 1/1 light double hung window. These windows all have relatively thin dressed sandstone sills. The south elevation is fenestrated with numerous 1/1 light, double-hung windows, including a tandem set placed on a projecting, square-sided bay window. Also on the south elevation is an exterior brick chimney, offset toward the front of the house. The rear (east) end of the house features a shed-roofed enclosed porch with a projecting canopy supported by 4 x 4 posts.

Figure 39. 690 South Lincoln Street (5DV9006)

Historical Summary: This dwelling is one of three similar contiguous brick homes (684, 690, and 696 South Lincoln Street) built around 1910 in the 600 block of South Lincoln Street. The original owner and occupants prior to the early 1920s are unknown. During the 1920s the house experienced rapid tenant turnover. In 1924 Mrs. Myrta E. Lechtman lived here, but by 1926 she was replaced by a widow, Lucille A. McClintock, who shared the home with Walter and Elsie Shotwell. Mrs. McClintock was the only resident in 1927. Subsequently, the house was inhabited by Robert and Cecilia Shull (1928-1929), followed by Alfred and Nellie Baldwin (1930). The house was acquired around 1931 by Arthur and Mabel Fogg, who resided together at 690 S. Lincoln Street from 1931 until Mabel's death around 1957-58. Arthur Fogg remained in this house until c. 1988, when he either moved or passed away. The present owner, Philip R. Bjorklund, moved into the house in 1996.

Significance Assessment: While generally well-preserved, this historic house does not appear to be associated with historically significant patterns of events or people, nor is it an extraordinarily significant example of domestic architecture in Denver or the work of a master architect. For all these reasons the property does not qualify as individually eligible for the NRHP. It would, however, qualify as a contributing element of a potential historic residential district encompassing the significant concentration of late 19th and early 20th century working class homes in the West Washington Park neighborhood. The property is located near the western edge of this historic district, which was determined NRHP-eligible by the OAHP in 1999 but has yet to be formally delineated.

715-717 South Lincoln Street (5DV9007)

Legal Location: T4S, R68W, Section 15 (SESWSWNE)
UTM Coordinates: Zone 13; 501200 mE/ 4394630 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): None
Current Property Name: None

Description: Located on the west side of South Lincoln Street in the West Washington Park neighborhood, this property consists of a relatively plain, single story, Ranch-style duplex with buff-colored brick walls and a low-pitched hip roof (Figure 40). The rough-textured brick walls are set in a bond pattern consisting of six courses of stretchers followed by a course of alternating stretchers and headers. The structure's asphalt shingle-clad roof has wide overhanging boxed eaves. The main floor of the duplex is elevated to allow for large garden-level windows. The entry to one unit (#717) is located within an inset corner porch accessed via a set of concrete steps equipped with wrought-iron handrails. This entry contains an unglazed, stained wooden front door covered by a barred/glazed security door. The entry to the second duplex unit (#715) is located on the north elevation. This entry is accessed via a concrete stoop without handrails, and is sealed with a stained wooden door with three large stacked lights. The house is fenestrated throughout with multi-light, metal frame casement windows with sloped brick header sills. The façade is fenestrated with three main floor windows (2, 4 and 5-light units), as well as one 1x1 garden level window.

The south elevation is equipped with two dissimilar casement windows on the main level as well as two identical, large 3-light casement garden level windows. The north elevation contains two main floor 3-light windows plus two garden level windows. The building is devoid of stylistic ornamentation.

Figure 40. 715-717 South Lincoln Street (5DV9007)

Historical Summary: Probably built in the late 1940s, this small brick duplex has been used as a rental property for more than 50 years. The original owner is undetermined. Occupants in the 1950s included Gilbert and Rebecca Bien (#715) and Ted and Barbara Martin (#717). Subsequently, unit #715 was occupied by a succession of tenants including Joseph Joseph, Wayne Hammond II, Harold Alirez, Edna Clark, Jim Blecher, Wilma O'Connell, Floyd Murillo, Vicki Diminguez, James Ness, and Julie Closson. Occupants of unit #717 from the 1960s through the early 1990s include Jerri Veilinden, Joseph Joseph, George Garcia, Robert Meyer, Allen Mayes, James Hoover, Colleen Brennan and Vestal Park. By 1992 the building had been acquired by Alan Benien, who has occupied unit #717 until the present while renting out the other unit.

Significance Assessment: Although this duplex retains good integrity, it is not associated with historically significant patterns of events or people, nor is it an extraordinarily significant example of domestic architecture in Denver or the work of a master architect. For all these reasons the property does not qualify as individually eligible for the NRHP. Because it was built later than most of the homes in the area, it would not qualify as a contributing element of a potential historic district encompassing the numerous late 19th and early 20th century working class homes in the West Washington Park neighborhood.

389 South Lipan Street (5DV9060)

Legal Location: T4S, R68W, Section 16 (NESENWNE, SENENWNE)
UTM Coordinates: Zone 13; 499910 mE/ 4395400 mN (NE corner)
Zone 13; 499760 mE/ 4395400 mN (NW corner)
Zone 13; 499915 mE/ 4395200 mN (SE corner)
Zone 13; 499760 mE/ 4395230 mN (SW corner)

Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Colorado Builders Supply Co.
Current Property Name: Duffy Crane and Hauling

Description: This property consists of two large red brick industrial buildings separated by a broad equipment parking area, on the west side of South Lipan Street in the Valverde area of Denver (Figure 41). The older, northern building is a long, rectangular plan structure consisting of a small, two story office section fronting a long, 1½ story machine shop (factory). The asymmetrically arranged façade of this Factory Style building features a flat parapet with projecting piers on the upper corner, and a corbelled cornice. The main entry is offset to the far right/north, and is equipped with a painted metal door. All door and window openings are surmounted by segmental brick arches with a projecting "brow" of brick headers. All windows have brick header sills. The façade is fenestrated with five windows each on the upper and lower stories, including two sizes of 1/1 windows (narrow double-hung, and a wider type with swing-out lower sash). The factory building's side elevations are fenestrated with numerous original 1/1 light windows in arched openings. The north elevation has fewer upper story windows. Some brick patching is evident on the north elevation.

To the south of the factory building, across a large unpaved equipment storage yard enclosed by a chain link fence, is the more recently constructed warehouse building. This is a plain, very tall, single story brick building. The façade features a stepped parapet. A brick chimney rises above the parapet at the building's northeast corner. The façade contains several openings including a very large vehicle-accessible doorway offset toward the south and sealed by huge, hinged metal double doors. Two smaller vehicle doorways are also present on the façade. Near the north end of the façade is an elevated personnel entry, accessed via a concrete stoop with a painted pipe handrail. The façade is fenestrated with six huge 30-light metal sash casement windows. Numerous similar windows are installed on the building's north elevation. The north elevation is also penetrated by several personnel and vehicle doorways.

The south elevation is clad with corrugated sheet metal, and is fenestrated with large multi-light metal sash casement windows. One large vehicle-accessible doorway is placed on the building's south side.

Figure 41. 389 South Lipan Street (5DV9060), northern building

Historical Summary: This property was originally occupied by Colorado Builders Supply Company, manufacturers of steel construction materials. The northernmost brick building on the site housed the factory or shop, and was in existence at least as early as 1924. Apparently thriving during the late 1920s, the company erected a second, large, warehouse building south of the factory building by 1927. The Colorado Builders Supply Co. operated from this location in Valverde until around 1962. After a brief vacancy the property was acquired by the Duffy Storage & Moving Company. Duffy has occupied this site for nearly 40 years (since 1964), and presently uses this location for its commercial enterprise called Duffy Crane & Hauling.

Significance Assessment: This property has not been previously recorded or evaluated for significance. These large brick industrial buildings are neither unique nor extraordinary examples of industrial architecture in Denver, nor did archival research indicate that the original occupant – the Colorado Builders Supply Company – was a historically significant business. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

985 South Logan Street (5DV6137)

Legal Location: T4S, R68W, Section 15 (S½NESWSE)
UTM Coordinates: Zone 13; 501500 mE/ 4394120 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): American Lumber Co.
Current Property Name: Centennial Wood Co.

Description: This historic, small commercial lumberyard consists of opposing lumber storage buildings separated by a paved central accessway (Figure 42). On the south side of the property is a building comprised of a small front office with two rear warehouse additions. The office is a small, false-front building with dark-stained board-and batten siding, a tall, flat parapet, and a full-width open front porch. The sloped porch roof is supported by three 4x4" wood posts. The main entry is offset to the left/south, and is equipped with a glazed wooden door containing three tall lights. The façade and south elevation are fenestrated with multi-light

wood sash windows. Attached to the rear of the office is a wood frame warehouse addition containing five garage bays with roll-up doors on its south elevation. Attached to the west end of this addition is a tall, wood frame storage building with a slightly sloped/nearly flat roof. The addition's front (south) side appears to be clad with fresh plywood, and is penetrated by two tall door openings.

Directly south of this building assemblage is a large, rectangular plan lumber storage building. This building features a nearly flat roof, dark-stained wood siding, and six tall openings sealed with sheet metal roll-up doors.

The remainder of the lot is asphalt-paved, including a vehicle access driveway between the two main buildings, and parking areas near the east end of the property. A refurbished and altered old railroad caboose rests on rails near the northeast corner of the lumberyard; its present function (if any) is undetermined. The front (east) side of the property is enclosed by a chain link fence, and the driveway passes beneath a tall, western Ranch style entry gateway constructed of galvanized steel.

Figure 42. 985 South Logan Street (5DV6137)

Historical Summary: This property has been used continuously as a lumberyard since 1927, when the American Lumber Company opened at 985 South Logan Street. The American Lumber Company owned and operated the facility for nearly 50 years (1927-1975). Beginning in 1930, the lumberyard also housed a side business, the American Sash and Door Company.

These businesses supplied building materials used in the construction of numerous buildings as Denver grew steadily in the mid-20th Century. Even during the 1930s, when the Great Depression was well-entrenched, Denver experienced a 12% population gain. Following the Depression, Denver continued to grow, its citizenry increasing by 29% in the 1940s, 19% in the 1950s, and 4% in the 1960s.

The American Lumber Company vacated the property around 1975. After a several year vacancy, the Centennial Wood Company took over the property, and has operated a lumber yard here since 1979.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This historic lumberyard complex is not associated with significant people, events, or trends in Denver history, nor would any of its buildings be considered architecturally important or unique. For all of these reasons the property would not qualify as individually eligible for inclusion on the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

50 Rio Grande Boulevard (5DV8994)

Legal Location: T4S, R68W, Section 9 (NWNENESE)
UTM Coordinates: Zone 13; 499760 mE/ 4396280 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Dempster Mill Manufacturing Company
Current Property Name: El Rey Stucco Distributing

Description: This large, rectangular-plan brick warehouse is the southernmost of a series of industrial warehouses located east of I-25 on the east side of Rio Grande Boulevard (Figure 43). The warehouse is covered by a barrel vault roof. The brick walls are laid in common bond, with six courses of stretchers followed by a header row. The front or west side of the building features a flat parapet capped by brick headers. The most visually prominent feature on the façade is a large cursive sign that identifies the building's occupant as "El Rey Stucco Distributing Company." A plain, painted metal door is offset towards the far right side of the façade, and is covered with a painted metal security grate. Three identical large multi-light, metal sash hopper windows are also placed on the façade.

The south elevation opens onto a fenced, outside materials storage yard. This side of the warehouse building is equipped with two large freight doors and a concrete loading dock, plus five metal sash windows covered with metal security bars. The opposite, north elevation is partially obscured by trees. No entries are present on the building's north side, although at least one barred window penetrates the brick wall.

Historical Summary: For a little over 50 years, this large brick warehouse building has housed a series of commercial and industrial businesses for more than 50 years. It was originally occupied by the Dempster Mill Manufacturing Company, producers of windmills and water pumps. Dempster utilized the building on Rio Grande Boulevard as a sales and service facility for approximately a decade, from c.1951 - 1962. Subsequently, the Struve Distributing Company utilized the warehouse to manufacture vending machines, from 1963-1973. The next occupant was the Mountain Coin Machine Distributing Co., which also sold vending machines as well as jukeboxes from this location from 1974-1981. Several other businesses have used the building since 1981, including Midland Packaging Supply (1982-1983); Reimers & Associates (1984-1988); and Macs Welding (1989-c. 1991). Since c. 1993 the building has been occupied by the El Rey Distributing Company, purveyors of stucco products.

Figure 43. 50 Rio Grande Boulevard (5DV8994)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This brick warehouse building is not a noteworthy or unique example of commercial or industrial architecture in Denver, nor were any of its occupants or uses important contributors to the economic development or vitality of Denver. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

70 Rio Grande Boulevard (5DV8995)

Legal Location: T4S, R68W, Section 9 (NENWSE)
UTM Coordinates: Zone 13; 499800 mE/ 4396220 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Robert F. Clark Company wholesale appliances
Current Property Name: Summit Ceramic & Stone; R&S Flooring, Inc.

Description: This historical building is a large, relatively nondescript warehouse (Figure 44). It is one of a series of large brick warehouses situated along Rio Grande Boulevard in an industrial area close to I-25. Its brick veneer walls (over concrete block) are set in a variation of common bond, with six courses of stretchers followed by a course of alternating stretchers and headers. This one story, flat-roofed structure has a nearly rectangular plan. A portion of the façade projects outward and is clad with thin buff-colored tile block masonry. The main entry is situated in a flat-roofed vestibule placed on the right side of the projecting portion of the faced, and is accessed via a series of sandstone-covered steps. The vestibule is equipped with a modern, glazed metal frame door with sidelights. A huge18-light display window is directly left of the vestibule. The façade to the left of the vestibule is fenestrated with a series of ribbon windows consisting of small lights above tall narrow lights, with brick header sills. These grouped windows are separated by buff-colored tile block columns. The building's south elevation features a loading dock and three large freight doors. Both the north and south side elevations are fenestrated with numerous 9-light metal sash windows placed high on the wall(s). A railroad spur runs along the building's back side.

Figure 44. 70 Rio Grande Boulevard (5DV8995)

Historical Summary: Built in 1951-52, this large brick warehouse has housed a series of businesses for over 50 years. The building's original occupant was the Robert F. Clark Company, an electric appliances wholesaler. By 1954, Clark's appliance business had been succeeded by another household appliance and television wholesaler, Terry Ward & Co. Terry Ward & Co. occupied 70 Rio Grande Boulevard for nearly 20 years, from 1954-1973. SDC Inc., another household appliance dealer, conducted business from this location from 1974-1978. From 1979 through 2000 the building was utilized as a warehouse by a business form distributor, the Ross Martin Company, and beginning in 1998 they shared the cavernous building with another wholesaler, Summit Ceramic & Stone. Since 2001 the building has been used exclusively as a flooring distributor warehouse and showroom by Summit Ceramic& Stone and B&S Flooring.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This large masonry warehouse building is not a noteworthy or unique example of commercial or industrial architecture in Denver, nor were any of its occupants or uses important contributors to the economic development or vitality of Denver. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria, nor is it located within an existing (designated) or potential historic district.

90 Rio Grande Boulevard (5DV8996)

Legal Location: T4S, R68W, Section 9 (NENWSE)
UTM Coordinates: Zone 13; 499840 mE/ 4396170 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Alexander Smith Inc. carpet warehouse
Current Property Name: Mid-Continent Office Distributors

Description: This historical building is a large, one story brick-faced warehouse building located east of I-25 on the east site of Rio Grande Boulevard (Figure 45). The rectangular-plan building has a flat roof and flat parapets capped with cast concrete coping. The façade contains the main entry on the left side as well as a large freight doorway (two trucks wide) on the right side

allowing access to an interior loading dock. This loading dock opening is sealed with a roll-up door. To the left of this large opening is a wide, central band of windows, consisting of a ribbon of seven identical stacked 3-light metal sash windows framed by cast concrete surrounds and sills. A long, curved blue awning is affixed over these windows. Directly to the left of these windows is the main entry area, which consists of a glazed door and large display windows set in a broad area clad with pale blue tile or cast concrete panels. This entryway area is asymmetrically arranged, and is inwardly curved, creating a porch area and a canted entryway. The main entry is accessed via wide concrete stairs equipped with painted pipe handrails. A large curved awning is affixed over this entry area and is supported by painted metal posts.

Figure 45. 90 Rio Grande Boulevard (5DV8996)

The building's south elevation is fenestrated with eighteen 12-light metal sash windows placed high on the wall. One personnel entry is located on the south elevation near the front corner of the building, but is now sealed with plywood. Similar fenestration is employed on the building's opposite (north) elevation. A railroad spur formerly ran along the rear side of the building, which is equipped with large, elevated freight doors.

Historical Summary: This sprawling brick industrial building was erected in 1951, and is one of several similar warehouse buildings constructed along Rio Grande Boulevard in the early 1950s. Over the past 50+ years it has housed a succession of wholesale businesses, beginning with a carpet dealership operated by Alexander Smith Inc. This use persisted until c. 1961, after which it was occupied by Terry Ward & Co., an electronic parts and service center. Terry Ward remained at this location until 1973, and from 1974-1978 another electronic arts supplier, SDC Inc., utilized the spacious warehouse. In 1979 the building was occupied by a water bed outlet called The Comfort King, but by 1981 it was vacant. Subsequently, Rocky Mountain News Paper located its warehouse at 90 Rio Grande Boulevard.

Since c. 1984 it has served as an office products warehouse, beginning with Edgewater Office Products (1984-1991), followed by Mid-Continent Office Distributors (c. 1993-present).

Significance Assessment: This property has not been previously recorded or evaluated for significance. This large masonry warehouse building is not a noteworthy or unique example of commercial or industrial architecture in Denver, nor were any of its occupants or uses important

contributors to the economic development or vitality of Denver. The property therefore does not qualify individually for the NRHP under any of the eligibility criteria. Additionally, it is not located within an existing (designated) or potential historic district.

201 Rio Grande Boulevard (5DV8336)

Legal Location: T4S, R68W, Section 9 (NSWSWNE)
UTM Coordinates: Zone 13; 499600 mE/ 4396420 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): D.N. & E. Walter Co.
Current Property Name: Tuff Shed

Description: Located on the west side of Rio Grade Boulevard, this property consists of a large, stylistically anonymous one story brick warehouse with a barrel vault roof and a nearly square plan (Figure 46). The building is set far back from the street, and the paved area in front of the building is used for parking as well as for displaying various examples of prefabricated sheds sold by the company occupying the building.

The structure's walls are constructed of rough-textured, buff-colored brick. The façade has a distinctive semicircular arched shape because of the barrel vault roof. Affixed to the upper portion of the facade are large painted signboards identifying the occupant as "TUFF SHED…201 RIO GRANDE BLVD." The main entry is offset to the right (north), and consists of a glazed, dark burnished metal frame door with tinted glass and a large sidelight. Access to the elevated main entry is provided by a set of concrete steps with concrete sidewalls. The main entry area is framed by a "surround" of contrasting red brick. Red brick panels also are used repetitively between windows on the façade. The façade is fenestrated with large 8-light steel sash (hopper-type?) windows. Two of these windows are placed to the right of the main entry, while to the left of the entry are eight similar units. At least one of the latter windows has been covered up.

The north elevation faces a wide driveway providing access to an industrial storage area, and features a large freight door offset towards the building's west end. A large, fixed, sheet metal clad modern canopy is affixed to the front end of the north elevation. This substantial, non-original canopy is supported by several steel posts.

A modern, gabled wood frame garage is placed adjacent to the northeast corner of the building. This structure, which may be a Tuff-Shed product, is clad with painted wood paneling.

The building appears to be in very good condition. It is located in an industrial setting, amid a number of other industrial buildings and warehouses lining both sides of Rio Grande Boulevard. Adjoining the south side of the building is another, more recently constructed brick commercial/industrial building (123 Rio Grande Boulevard).

Figure 46. 201 Rio Grande Boulevard (5DV8336)

Historical Summary: According to the Denver County Assessor, this building was erected in 1954. Its earliest occupant was the D.N. & E. Walter Company, a draperies and floor coverings business that operated from this location from 1954 through 1963. After the departure of the Walter Company, the building sat vacant until 1966. From 1966 through 1970 the building was utilized by Pella Products of Colorado, a wooden door and window manufacturing business. Pella Products was succeeded by L&M Builders Supply Company, manufacturers of pre-hung doors, who occupied the building from 1971 through 1981. Subsequently, MLM Distributing Inc., a dealer in Wind River brand hot tubs and spas, utilized the building from 1982 until 1988. Tuff Shed Inc. – manufacturers of prefabricated sheds and storage buildings – has been in business at this location since 1988.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This industrial/warehouse building retains relatively good integrity, but lacks architectural or historical importance. The utilitarian building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

285 Rio Grande Boulevard (5DV8337)

Legal Location: T4S, R68W, Section 9 (NWSWSWNE)
UTM Coordinates: Zone 13; 499570 mE/ 4396480 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Frankel Carbon & Ribbon Company
Current Property Name: Water Systems, Inc.

Description: This property is a large, one story masonry industrial building located on the west side of Rio Grande Boulevard (Figure 47). The building, which is not representative of a distinct architectural style, is composed of two sections: a larger, trapezoidal plan north section, and a smaller but taller rectangular plan south section. The structure's walls are constructed of rough-

textured, buff-colored brick (veneer?). The flat-roofed building has flat parapets capped by blue-painted sheet metal coping.

Figure 47. 285 Rio Grande Boulevard (5DV8337)

The façade (east elevation) features a centrally-located main entry, which is a modern, glazed, dark burnished metal frame door with a sidelight. Numerous large fixed, grouped tinted windows are distributed along the façade. These modern windows are separated by wide panels of red brick veneer. All of these window openings have sloped brick header sills. A substantial, modern awning (stretched fabric over a framework) is affixed to the façade, extending over the main entry and front windows. This awning also serves as a signboard, which identifies the building's occupant as "WATER SYSTEMS, INC." Smaller but similar awnings are installed over personnel doors on the front and north sides of the building. Two doorways are located near the north end of the façade, including a large freight door and an adjacent, solid painted personnel door accessed via a concrete ramp with painted pipe handrails.

The angled north elevation faces a parking lot and is penetrated by three widely separated freight doorways as well as two personnel doors. These personnel doors include a centrally-located, glazed metal frame door surmounted by an awning (similar to those on the façade). Along the upper portion of the north wall are four, widely separated, large square window openings with multi-light steel sash windows covered by heavy wire mesh security screens.

The building's taller south section has four large freight doorways sealed by roll-up sheet metal doors, as well as one plain, painted personnel door accessed via a concrete ramp with painted pipe handrails. Two identical, 24-light square windows with sloped brick header sills are also placed on this section of the building. The south elevation is a plain cinder block wall without any distinguishing features.

The property is located in an industrial setting, and is one of many similar plain masonry industrial buildings and warehouses lining Rio Grande Boulevard. The building appears to be in very good condition.

Historical Summary: According to the Denver County Assessor, this industrial building was erected in 1957, although city directories indicate it may have been built several years earlier (c. 1953). It was occupied for approximately 25 years (1957-1982) by three associated companies: the Frankel Carbon & Ribbon Company, manufacturers and distributors of carbon paper and typewriter ribbons; the National Duplicating Company; and the Cathy Lee Manufacturing Company (manufacturers of pens and ink). In the 1980s the building was utilized by the MLM Distributing Company. The current occupant, Water Systems Inc., has operated from this location since c. 1996.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This nondescript industrial/warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, and none of its uses are deemed important in terms of local, state, or national history. Therefore, the property does not qualify as eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

4 South Santa Fe Drive (5DV8338)

Legal Location: T4S, R68W, Section 9 (NWSENESE)
UTM Coordinates: Zone 13; 500200 mE/ 4396060 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Santa Fe Lumber Company
Current Property Name: Volvo Specialists

Description: This property, located on the east side of South Santa Fe Drive, directly south of West Ellsworth Avenue, consists of an two associated, single story masonry buildings used by an automobile repair service (Figures 48 and 49). Neither building is representative of any recognized architectural styles. Between these buildings is a parking lot for automobiles awaiting repair, enclosed by a wrought-iron fence.

Figure 48. 4 South Santa Fe Drive (5DV8338), southern building.

The southernmost building (Feature 1) is a rectangular plan structure with a vaulted roof. The building has a painted brick façade with a flat parapet accented by a projecting brick cornice. One entry is placed on the façade, offset to the left (north). On the left side of the doorway is a 3-light window; while to the right is a large 6-light fixed display window with an aluminum frame. Steel security bars are installed over all openings on the façade. The building's side walls are constructed of cinder blocks. The south elevation is penetrated near the center by a large entry sealed with a modern roll-up sheet metal garage door. The south elevation is fenestrated with five multi-light metal sash hopper-type windows. The north elevation is similarly equipped with a garage door as well as five multi-light metal sash windows.

The northern building (Feature 2) is a, flat-roofed, irregular-plan structure consisting of two sections: a wider, lower height front section, and a narrower, taller rear section. This building is constructed of painted cinder blocks, with red brick veneer applied along the lower wall of the façade. A projecting flat awning wraps around the façade onto the north elevation.

The building's façade is accessed via a large entryway offset to the right (south) on the façade, and is equipped with a painted wooden panel door flanked by recessed painted side panels. This door is surmounted by a three-light transom. To the left of this entry are two identical large window openings, each containing two large central fixed lights flanked by narrow sashes each containing four stacked lights.

The north side of the Feature 2's wider front section contains two large glass block "windows." Several windows and a sealed garage doorway are placed further back on the rear section of the building. The opposite, south side of the building is a featureless expanse of cinder block masonry.

Figure 49. 4 South Santa Fe Drive (5DV8338), northern building.

This property occupies a modern industrial setting. Directly north, across Ellsworth Avenue, is a huge sheet metal building occupied by Wazee Crane Service. Large masonry warehouses are located directly west and south of the property.

Historical Summary: These buildings were probably erected in the late 1940s, and they may have originally been separate properties (Sanborn maps reveal that they were both built between 1929 and 1951). In 1951, for example, the space between these buildings contained two dwellings. The northern building served initially as the office and salesroom for the Santa Fe Lumber Company. The lumber company also owned a series of warehouses behind the property near the D&RGW rail corridor. By 1958 the property was vacant; however, around 1961 another wholesale lumber supplier called Geddes and Borngrebe had moved in. By 1971 the company name was changed to the Geddes Lumber Company. By 1974 the two houses that formerly sat between the two commercial/industrial buildings had been removed. This use persisted until c. 1976, and from 1977 until the late 1980s the property sat vacant.

From c. 1990 through 1999 the property was occupied by commercial glass companies, including the Reddi Glass Company (1990) followed by Ace High Glass (1991-1999). Since the departure of Ace High, the property has been used as an auto repair facility by Volvo Specialists.

Significance Assessment: This property has not been previously recorded or evaluated for significance. Both masonry buildings retain relatively good integrity, but lack architectural or historical importance. The buildings are not noteworthy or unique examples of mid-Twentieth century industrial architecture, nor are any of their known uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

6 South Santa Fe Drive (5DV8339)

Legal Location: T4S, R68W, Section 9 (WSENESE)
UTM Coordinates: Zone 13; 500200 mE/ 4396000 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Brunswick Wholesale Drug Inc. warehouse
Current Property Name: Unknown

Description: Located on the east side of South Santa Fe Drive, this property consists of a very large, stylistically plain, one story masonry industrial building (Figure 50). The building features a red brick façade with a flat parapet and a horizontal band of contrasting darker brick extending across the façade above the doors and windows. While sharing a common façade, the structure consists of two separate spaces, each covered by a vaulted roof. Both industrial shop or warehouse spaces are equipped with a personnel entry as well as a single vehicle freight door. The personnel entries consist of modern, glazed, aluminum frame doors with large transoms and narrow sidelights. Applied to the glass transom above the northern personnel entry is a painted sign that reads “Brunswick.” The northern freight doorway is sealed with a multi-section, glazed, wooden roll-up door containing 8 large lights, while the southern freight door is a modern aluminum roll-up type. Each half of the building is fenestrated with three large window openings, each containing large 12-light steel sash hopper-type windows with sloped brick header sills.

Figure 50. 6 South Santa Fe Drive (5DV8339)

The north side of the building faces a fenced parking lot serving an adjacent auto repair shop. This elevation is constructed of cinder block masonry, and is fenestrated with five large window openings placed high on the wall. These openings contain two sizes of multi-light metal sash hopper-type windows with brick header sills. The south side of the building is attached to a very large but more recently constructed one story masonry industrial building with a lower-height façade. Attached to the rear (east) side of the property is a very tall, modern, prefabricated sheet metal warehouse building.

Historical Summary: According to Sanborn map evidence, this building was erected between 1951 and 1974, and replaced a series of old dwellings on the east side of Santa Fe Drive. The building may not be of historic age, and available information about its past uses is sketchy. It earliest known use was as a warehouse used by Brunswick Wholesale Drug Inc. City directories indicate that this use began c. 1967, and continued until c. 1988. The 1971 Sanborn map reveals that the southern portion of the building was used for "plastic laminating." The present use of the property is unknown.

Significance Assessment: This property has not been previously recorded or evaluated for significance, and it may not yet be old enough to qualify for the NRHP. This large masonry warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its known uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

230 South Santa Fe Drive (5DV8340)

Legal Location: T4S, R68W, Section 9 (SENESESE)
UTM Coordinates: Zone 13; 500230 mE/ 4395700 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Unknown
Current Property Name: Erick's Auto Body Shop (see also 262-B South Santa Fe Drive, above)

Description: This building has no unique address and is presently associated with an auto repair facility occupying the next building to the south at 262-B South Santa Fe Drive. It is a large, relatively nondescript triangular-plan masonry commercial/industrial building composed of two attached sections, both painted pink (Figure 51). The unusual shape of this building was dictated by its location adjoining a diagonal railroad alignment passing behind the property.

The southern section has cinder block side and rear walls, and a red brick façade covered with stucco. The flat-roofed structure has a flat parapet accented by a course of brick headers, painted a contrasting dark green color. Affixed to the roof of the southern section is a deteriorating, unused sheet metal sign panel extending across the façade and along part of the south elevation, supported from behind by a wooden superstructure. Two doors are placed on the façade of the southern structure, including a recessed garage door opening offset to the left (north). This garage opening is sealed with original, hinged, glazed wooden double doors, each containing three tall, narrow lights. Near the south end of the building is a recessed personnel entry equipped with a painted wood, glazed door containing four square lights.

Flanking this entry are dissimilar, large window openings containing crudely made multi-light, wood sash windows. Both windows are covered with steel security mesh. Another, tiny 6-light window is located directly adjacent to the garage door.

The northern section has a longer façade, which is constructed of painted cinder block masonry, with a flat parapet also accented by a row of brick headers. An entry is offset to the left (north), and is equipped with a wide glazed door covered by decorative wrought iron security bars. Similar wrought iron bars are installed over all windows on the façade. The façade of the northern section is fenestrated with a total of five windows, including two very large multi-light, metal sash casement windows, and three similar but smaller units flanking the entry. All of these windows have sloped brick header sills. The building's north elevation is very narrow, and contains a large window opening that has been sealed. Several shrubs are planted along the façade of the northern section (only), and a concrete sidewalk extends along the front side of the entire property. Adjoining the building's south side is a chain link fenced parking lot for damaged cars awaiting repair.

Figure 51. 230 South Santa Fe Drive (5DV8340)

Historical Summary: According to Sanborn map evidence, this building was erected between 1929 and 1951. It appears to have been used until recently as a used parts warehouse by a large equipment salvage yard located directly across the street (on the west side of Santa Fe Drive). More recently it appears to have been utilized by Erick's Auto Body (262-B South Santa Fe Drive) as a storage facility.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This small commercial/industrial building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its known uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

262-B South Santa Fe Drive (5DV8341)

Legal Location: T4S, R68W, Section 9 (NESESESE)
UTM Coordinates: Zone 13; 500240 mE/ 4395660 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Santa Fe Glass Company
Current Property Name: Erick's Auto Body Shop

Description: Located on the east side of Santa Fe Drive, this property is a plain, small, one story, masonry commercial building with a flat roof (Figure 52). The walls are constructed of cinder blocks, although the façade is clad with rough-textured, buff-colored brick veneer. The building is composed of two sections: a lower height front section, and a taller rear section with clerestory windows on the front (west) side. A flat awning extends across the entire façade, and is faced with numerous bulbs forming part of an animated arrow. The main entry is offset to the far right, and contains a glazed door with a dark burnished metal frame. To the left of the door is a wide band of grouped 4-light windows. The lower portion of the façade is partially clad with contrasting red brick veneer. A small, crudely painted sign is placed over the main entry. A large "swamp cooler" is installed on the roof. The building, which appears to be in good condition, is devoid of ornamentation and is not representative of a distinct architectural style.

The building's north side is a featureless expanse of cinder block masonry, and adjoins a chain link-fenced parking lot for cars awaiting repair. Abutting the building's south end is another, single story, flat-roofed commercial/industrial building, the façade of which is clad with corrugated sheet metal

The property occupies an industrial setting, surrounded by other nondescript industrial buildings as well as a construction equipment storage yard across the street. An active rail corridor passes behind the building, and crosses Santa Fe Drive diagonally a few hundred feet to the north. A recently installed, prominent, galvanized metal telecommunications transmission (monopole) tower is placed in the car repair parking lot on the north side of the building. A concrete sidewalk extends in front of the building.

Figure 52. 262-B South Santa Fe Drive (5DV8341)

Historical Summary: According to Sanborn map evidence, this building was erected between 1951 and 1974 (the Denver County Assessor provides an inaccurate construction date of 1946). The property was occupied by the Santa Fe Glass Company until c. 1994. Since 1996 the property has been used by a variety of businesses, the most recent of which is Erick's Auto Body.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This small commercial/industrial building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

2803 West Short Place (5DV9095)

Legal Location: T4S, R68W, Section 8 (NWSENWNE)
UTM Coordinates: Zone 13; 498135mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Lubin House
Current Property Name: None

Description: Located on the northwest corner of West Short Place and Decatur Street, this small, one story, irregular-plan wood frame house is covered by an extremely low-pitched side gable roof (Figure 53). The main entry is placed near the west end of the building, and is sealed by an old stained wooden panel door with one large light. Flanking the main entry are identical6/6 double-hung windows, and a large rectangular picture window occupies the east side of the facade. The exterior walls are clad with what appears to be brick-pattern stamped sheet metal, although the east half of the façade – containing the picture window – is clad with asbestos shingles. A screened, open porch is attached to the east side of the house. This

porch is covered by a shed roof, and is accessed via a set of south-side wooden steps. A sloped cellar stairwell door is located directly behind the porch. The building is judged to be in fair condition. There are no associated outbuildings.

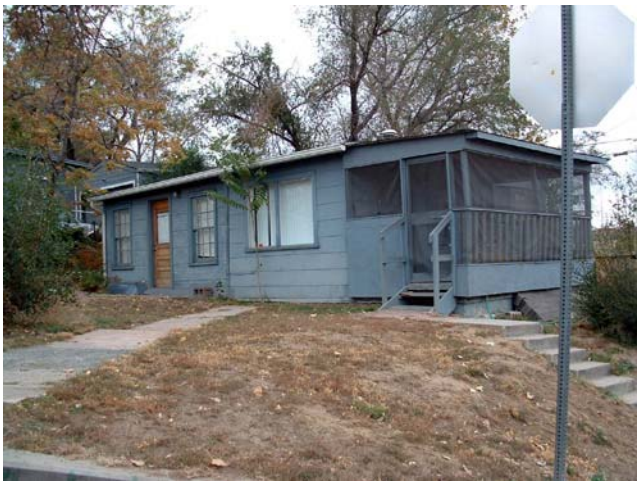


Figure 53. 2803 West Short Place (5DV9095)

Historical Summary: This small dwelling was built in the early 1920s, soon after the platting of the Burns Boulevard Addition in 1922. The original owner-occupant was John Lubin, who resided at 2803 West Short Place from c. 1925-1940. The house was briefly occupied in 1941 by tenants Jay and Florence Hulbert, and sat vacant in 1942. By 1945, painter Ralph Carlson and his wife Dorothy had settled into the dwelling. The Carlsons remained at this address until c. 1956. Jose and Lucy Quintana inhabited the house in 1957-58, and in 1961 the house was rented to DeLois and Joyce Largent. General contractor Dean Rosenau owned and occupied the property from c. 1962-1965. Mr. Rosenau evidently sold the home to Jim Riedell, and employee of Watson-Wilson Transportation System, Inc., and his wife Juanita. The Riedells lived on West Short Place from c. 1965-1968, after which the property sat vacant for several years. Its next occupants were Robert and Brenda Hughes, who resided here from c. 1972-1975. From 1977-c. 1984 the home was occupied by retiree Dorothy Martin. Tony Trujillo and his wife Victoria made their home here in 1986. The house is presently (2003) used as a rental property by Thomas and Marsha Smedley of Denver, who own other rental dwellings on West Short Place.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2809 West Short Place (5DV9096)

Legal Location: T4S, R68W, Section 8 (NWSENWNE)
UTM Coordinates: Zone 13; 498140mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Moneypenny House
Current Property Name: None

Description: This modest wood frame dwelling features an enclosed and glazed front porch and an asymmetrically-sloped side gable roof (Figure 54). The roof is steeply-sloped at the front, and flatter over the rear portion of the building, and has wide overhanging, open eaves. A wide, enclosed porch projects from the front elevation, and is fenestrated with grouped, fixed 4-light windows. To the right of the enclosed porch is a small open porch covered by the overhanging main roof. This porch has a low, drop siding-clad closed rail. The main entry is located within the open porch, and is sealed by a modern, painted wood door. A 1/1, double-hung window is placed to the right of the main entry. The side elevations are fenestrated mainly with narrow 1/1, double-hung windows. Another entry is located on the west elevation, offset toward the rear end of the building.

This house occupies a small lot enclosed by a low, chain link fence. An unpaved driveway extends along the dwelling's east side. A free-standing single car garage is attached to the dwelling's northeast corner. This front-gabled outbuilding is clad with drop siding, and is covered by a low-pitch roof without eaves. The garage is equipped with a modern, wood roll-up door.

Figure 54. 2809 West Short Place (5DV9096)

Historical Summary: This small house was built in 1923, soon after the establishment of the Burns Boulevard Addition. Its original owner was Harry (or Hunter) G. Moneypenny, who occupied the dwelling with his wife Stella until 1928. In that year the house was acquired by Charles L. and Sarah J. Young, who immediately constructed the detached garage. The Young family remained at 2809 West Short Place until 1936; they were succeeded by John A. and

Marie L. Coulson. The Coulsons inhabited this modest dwelling until the early 1940s, when Leland H. and Reba Wine took their place.

The Wine family was replaced by Alf and Margie Livingston, who occupied the house until c. 1955. The house was then sold to Luciano Pacheco, who resided here for approximately 12 years (c. 1957-1970). Subsequently, the house has been occupied by a series of relatively short-term tenants, suggesting its conversion to a rental property. The house is currently owned by Thomas and Marsha Smedley, who also own several other rental properties on West Short Place.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along W. Short Place qualify for designation as a historic district.

2831 West Short Place (5DV9097)

Legal Location: T4S, R68W, Section 8 (NWSENWNE)
UTM Coordinates: Zone 13; 498120mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Huntley House
Current Property Name: None

Description: This small, plain, one story, wood frame dwelling is a side-gabled structure with a projecting, open front porch and a rear, lean-to addition (Figure 55). The exterior walls are clad with asbestos shingles. The façade features a projecting, open front porch with a gabled canopy supported by decorative wrought-iron posts. The porch has a brick masonry closed rail capped with concrete. The main entry is offset to the left (west), and contains a modern, painted wood door. The façade is fenestrated with two windows: a 6/6 double-hung unit directly left of the front porch, and a multi-light, double-hung window to the right, where a window air conditioning unit is now installed. The west elevation contains two windows, and one 6/6, double-hung window is placed on the east elevation. All windows on the house have plain, painted board surrounds.

A small, detached wood frame garage is located behind (NE of) the dwelling, near the rear end of the lot. This single car garage is clad with asbestos shingles, and has a nearly flat/ slightly sloped roof. A wooden garage door is placed on the south side of the building, and is accessed via an unpaved driveway that is now blocked near the street by a large tree. A small, shed-roofed open porch is affixed to the west side of the garage.

Historical Summary: This small house was built in 1923, soon after the establishment of the Burns Boulevard Addition. Its original owners were Leo and Bess Huntley , who occupied the home until 1925 or 1926. From 1926-1928 the home was inhabited by Milton and Naomi Cottle, followed by Gilbert and Rose Bunyard (1929), Mrs. Josephine Montgomery (1930), and Don and Biddie McElwain (1931). Occupants in the 1930s included Clarence and Viola Mayhew, Mrs. Hattie Smith, James and Lola Henry , and Samuel and Mamie Cathey. From 1940-c.

1946, Ora and Sarah Clofelder resided at 2931 W. Short Place. Subsequently, the home was occupied by Joseph and Pearl Palmer (1947-1954). After a brief vacancy, Clarence and Grace Lester made their home in the bungalow from 1957-1968. During the early 1970s the house was owned and occupied by Phillip Ramos, and from c. 1976-1980 it sat vacant. City directory data suggests that the house may have been converted to a rental property around 1980. Mark Armstrong occupied the home in the early 1980s, but it was vacant again in 1986. From c. 1993 to the present (2003), Carl Weisner has lived in the dwelling, which is owned, along with other West Short Place houses, by Thomas and Marsha Smedley.

Figure 55. 2831 West Short Place (5DV9097)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2833 West Short Place (5DV9098)

Legal Location: T4S, R68W, Section 8 (NWSENWNE)
UTM Coordinates: Zone 13; 498100mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Bunyard House
Current Property Name: None

Description: This small, one story, wood frame house has a side-gabled roof and asbestos shingle siding. The roof is relatively low-pitched, with very slight eaves (Figure 56). The house rests on a raised basement wall with numerous basement windows. A partially enclosed/partially open front porch with a shed roof occupies the western 2/3 of the façade, and is accessed on its east side by a set of concrete steps with a wrought iron handrail. A side-facing entry is located on the enclosed section of the front porch. The façade and side elevations are fenestrated with a number of small windows, all covered by decorative wrought iron security bars. Attached to the dwelling's east elevation is a small, lean-to vestibule with an

entry on its south side. This vestibule is accessed via a set of concrete steps. The entry is protected by a wrought-iron security door. There are no extant outbuildings.

Figure 56. 2833 West Short Place (5DV9098)

Historical Summary: This modest wood frame house was erected in 1950 by Oaka and Leila Bunyard, who occupied it until c. 1967. (Mrs. Bunyard apparently remained here after her husband's death around 1963). James Ostrander rented the basement apartment from c. 1953-1975. After the departure of the Bunyards, the main portion of the house was occupied by Ralph A. Scott (1968-1971), followed by W.F. Kennison (1973) and Harold E. Smith (1975).

The house sat vacant in 1976, but was owned and occupied by Thomas Larkin from 1977 through 1989. The home has been owned and occupied since 1991 by Charles and Natividad Garcia.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2835 West Short Place (5DV9099)

Legal Location: T4S, R68W, Section 8 (NESWNWNE)
UTM Coordinates: Zone 13; 498090mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Olsen House
Current Property Name: None

Description: This residential property consists of a small, plain, side-gabled wood frame dwelling and an associated detached wood frame garage (Figure 57). The house is covered by an

asymmetrically-sloped roof with overhanging eaves. A small, open front porch is offset to the right on the façade, and features a shed canopy supported by 4x4" posts. The main entry is

accessed within this porch and is sealed by a 12-light glazed/painted wooden door. The façade is fenestrated with three windows, including 1/1 double-hung windows near the east and west ends, as well as a square, fixed picture window placed directly to the left of the front door. The east elevation is not visible, but the west elevation is fenestrated with two 1/1 double-hung windows. An open rear porch covered by a shed roof is attached to the northwest end of the house.

A concrete-paved driveway extends along the west side of the dwelling to access a detached garage located behind (NW of) the dwelling. This single car garage is a front-gabled structure, the exterior walls of which are clad with modern wood paneling and battens. A modern garage door is installed on the south side of the outbuilding.

Historical Summary: This modest dwelling was built shortly after the platting of the Burns Boulevard Addition. In 1922, and its original owners were laborer Joseph Olsen and his wife Florence. The Olsens sold the house to William and Mary Mayhew in 1925 or 1926. Mr. Mayhew passed away shortly after moving into the house on West Short Place, and his widow continued to live at this address through 1939. Florence Mayhew may have passed away in that year, and relatives Clarence and Viola Mayhew stayed in this house until the early 1940s. Later in the decade the home was inhabited by Theo and Bertha Smith. By 1948, the Smiths had been replaced by the property's new owners, James and Ruby Kirkpatrick. The Kirkpatrick family owned the house from c. 1948 -1973, and James Kirkpatrick lived on in this house after his wife's passing around 1958. The house was acquired by the Gutierrez family around 1974, and it appears that by 1986, if not earlier, the home was being used as a rental property. Occupants since 1985 include John Van de Werken (1986), Ernest Lautrup (1987), J.A. Lubas (1989-1990), F. L. Garcia (1991), F.E. Gallegos (1996) and Ann Thompson (1997-1999). The house has been owned and occupied by Jesus Sierra since 2000

Figure 57. 2835 West Short Place (5DV9099)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2901 West Short Place (5DV9100)

Legal Location: T4S, R68W, Section 8 (NESWNWNE)
UTM Coordinates: Zone 13; 498080mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Houston House
Current Property Name: Cardenas House

Description: This small, vernacular, one story, wood frame house features an intersecting gable roof, a projecting open front porch, and a carport (Figure 58). The dwelling is clad with horizontal drop or tongue-in-groove siding. The low-pitched roof is clad with asphalt shingles, and has widely overhanging, open eaves. The symmetrically arranged façade features a nearly centrally placed door flanked by identical 1/1 light, double-hung wood sash windows. A small projecting front porch features a shed roof supported by decorative wrought-iron posts. Attached to the building's east side is a carport consisting of a metal frame covered by wood lattice. Wrought-iron security bars are installed over all the windows and doors. The dwelling appears to be in good condition and exhibits generally good architectural integrity.

A large, modern, side-gabled wood frame garage is located a short distance east of the dwelling. This garage has a low-pitched roof, and its exterior walls are clad with horizontal drop siding. Two vehicle bays openings with garage doors are located on the front/south elevation, while a personnel door is located on the west elevation. A wide concrete slab driveway is located in front of the garage.

Historical Summary: This small dwelling was built in 1922, soon after the platting of the Burns Boulevard Addition. The original owner-occupant was Mrs. Agnes Houston, the widow of James Houston. Mrs. Houston remained at this address from1923-1936. By 1937 she had either died or moved, and from that year until c. 1945 the home was occupied by two women: Adda Randall and Fay Russell. The next occupants were John and Madge Orecchio (1947), followed by Richard and Rebecca Mattson (c. 1948-1953), Max and Wanda Dolph (1954), Joseph and Rose Bailey (1956-57), and Harold Songstad (1958). Mrs. Bridget Garcia acquired the home around 1962, and resided at this address for nearly 20 years, until c. 1981. The dwelling may have served as a rental property after the departure of Mrs. Garcia.; occupants in the 1980s and 1990s included Louis Vigil, Manuel Martinez, Terrell Gunter, and Mary K. Nyers. The present owner-occupant, Daniel Cardenas, acquired the property in 2001.

Figure 58. 2901 West Short Place (5DV9100)

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the National Register of Historic Places, nor would the row of houses along West Short Place qualify for designation as a historic district.

2909 West Short Place (5DV9101)

Legal Location: T4S, R68W, Section 8 (NESWNWNE)
UTM Coordinates: Zone 13; 498070mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): None
Current Property Name: Ceron-Duarte/Huerta House

Description: This residential property consists of a small, plain, single story, wood frame, simplified Craftsman-style dwelling (Figure 59). The house is covered by a relatively low-pitched side-gable roof with widely overhanging open eaves. The rear portion of the house is covered by a lower-pitch roof extension (kick). The dwelling's exterior walls are clad with narrow drop or tongue-in-groove siding. The façade is distinguished by a centrally-placed, projecting open front porch covered by a gabled canopy supported by 4x4 wood posts. The main entry is covered by a wrought-iron security door, and is flanked by large, 12/12, double-hung, wood sash windows. The east and west sides are each fenestrated with two small windows. There are no extant outbuildings.

Historical Summary: Built in 1923 shortly after the platting of the Burns Boulevard Addition (1922), this modest Craftsman-style house may have served as a rental property until 1939. Its earliest occupants included Elmer and Myrtle Churchill. (1924), Gustave and Anna Smith (1926), Joseph and Pearl Lenny (1928), Raymond Draper (1929), Vernon and Evelyn Barrymore (1931), George and Bessie Stafford (1932-1935), Vernon and Ethyl Ewing (1936), Frank and Alma Duncan (1937), and Mrs. Zella Riddle (1938). From 1939 to c. 1946 the house

was inhabited by owners Francis and Josephine Folsom. The house was then sold to Samuel and Virginia Davis, who lived at 2909 West Short Place from c. 1947- 1952. After the departure of the Davises, the home may have again served as a rental property. Occupants in the 1950s included Norman and Mary Lawson, John and Helen Butler, Robert and Betty Couch, and Joseph and Ruth Carey. From 1958-1967 the home was inhabited by Joe Romero, followed by Robert Petersen from 1968-1970.

Figure 59. 2909 West Short Place (5DV9101)

After sitting vacant for three years, the house again was utilized by a succession of tenants in the 1970s and 1980s including Robert Colson (1974), Raymond Reid (1976), Gloria Jankowski (1977-1981, T.A. Hongchailee (1983-1984), and Daniel Ryan (1986). Since 2000 the property has been owned by Jose Luis Ceron-Duarte and Ivonne Huerta.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2921 West Short Place (5DV9102)

Legal Location: T4S, R68W, Section 8 (NESWNWNE)
UTM Coordinates: Zone 13; 498060mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Rollins House
Current Property Name: Rascon House

Description: This modest, single story, wood frame dwelling consists of a front-gabled wing joined to a side-gabled rear wing (Figure 60). Attached to the front of the house is a projecting, partially enclosed porch covered by a low-pitched gable roof. The low-pitched front gable (main) roof and porch roof are embellished by scalloped bargeboards. The entire roof has wide

overhanging, open eaves. The enclosed (western) portion of the front porch is clad with painted, vertically-grooved wood paneling, and contains the east-facing main entry and a large

triangular fixed window on its south side. A decorative wrought-iron post supports the porch roof. The remainder of the house is clad with asbestos shingles. The house is fenestrated mainly with small, 1/1 double-hung windows. A small (modern) cedar deck and steps provide access to an entry on the dwelling's west elevation.

Figure 60. 2921 West Short Place (5DV9102)

A concrete-paved driveway extends along the west side of the house to a small detached garage. This wood frame, single car garage is situated behind and northwest of the house. The building has a relatively low-pitched front-gabled roof without eaves, and the exterior walls are clad with wide, horizontal board siding.

Historical Summary: This small dwelling was built in 1922, shortly after the platting of the Burns Boulevard Addition (1922). Its original owners/occupants were plasterer Raymond Rollins and his wife Louise, who resided here from 1923-1926. A succession of short term tenants occupied the dwelling in the late 1920s and 1930s, including Claude and Fern Frantz (1927), Eddie and Eva Bigham (1928), Edward and Mary Sweeten (1929-1932), Andrew and Florence Simpson (1933), Jack and Anna Martines (1934), Paul and Sylvia Heimbecher (1935), Elmer and Lamona Wood (1936), Frank and Emma Coburn (1937), and Roy and Evelyn Curtis (1938). Its use changed in 1939, when Raymond and Ina Ace acquired the property and moved in. The Ace family occupied the home for 40 years (1939-1979), and were responsible for building the side-gabled rear addition in 1943-44. After Raymond Ace passed away around 1973, his widow continued living at this address for at least 6 more years. John Quinn acquired the house in the early 1980s, and he occupied the dwelling until c. 1996. The house is currently owned by Jose and Patricia Rascon.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually

eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2929 West Short Place (5DV9103)

Legal Location: T4S, R68W, Section 8 (NWSWNWNE)
UTM Coordinates: Zone 13; 498050mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Prentice House
Current Property Name: None

Description: This small, plain, single story wood frame dwelling consists of intersecting hipped and gabled wings forming an L-shaped plan (Figure 61). The house is clad with asbestos shingles. The roofs are relatively low-pitched, with wide, overhanging, open eaves. The projecting, hipped wing contains a deeply recessed open porch occupying the southwest corner of the hipped wing; the overhanging roof is supported by a solitary 4x4" corner post. The main entry is located within the porch, and is sealed by a stained and glazed wood door. Another entry is located on the south side of the perpendicular, gabled rear wing. The house is fenestrated with a variety of windows, including fixed single light windows, 1/1 double-hung windows, and small, sliding sash windows. There are no extant outbuildings.

Figure 61. 2929 West Short Place (5DV9103)

Historical Summary: The original (northern) portion of this modest dwelling was reportedly built in 1943, some 20 years later than many neighboring houses in this block of West Short Place. Its original owner is undetermined. City directory listings in the 1940s and 1950s indicate that the property contained a secondary or rear apartment. In 1945 the house was occupied by Alice Burwell, and by 1947 she had been replaced by Andrew and Daisy McCauley , while Earl and Mary Adams occupied the rear unit. From 1948-1954 its occupants included Louis and Florence and Prentice in the front, and Phillip and Lucy Willie in the rear unit (the Prentices and Willies were likely relatives). It appears that Mr. Willie passed away around 1953 or 1954, and his widow remained at this address. Prentice and Willie family members continued to occupy this house until 2003, when it was acquired by Dina Hinojos and Nancy Jacinto.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2931 West Short Place (5DV9104)

Legal Location: T4S, R68W, Section 8 (NWSWNWNE)
UTM Coordinates: Zone 13; 498040mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Wetzel House, Newell House
Current Property Name: Luna House

Description: This residential property consists of a small, 1 story, front-gabled house and a large, detached side-gabled garage (Figure 62). The stucco-covered dwelling features a projecting, enclosed front porch covered by a low-pitched front gable roof. The main roof is also relatively low-pitched, and has wide overhanging eaves. Simulated quoins – painted a contrasting darker color – are located on the dwelling's front corners. The main entry is centered on the porch façade, and a modern, glazed storm door covers the front door.

To the right of the main entry is a small, fixed 4-light window, while to the left as well as on the west side of the porch are tandem sets of 8-light wood casement windows. The side elevations are fenestrated with large, multi-light windows. A plastered brick chimney rises from the peak of the roof, approximately near the center of the house.

An unpaved driveway runs along the west side of the house, providing access to a very large, side-gabled garage or shop building is located behind and northwest of the house. This wood frame outbuilding may have been converted to another use. Its exterior walls are clad with an unknown type of wood siding.

Figure 62. 2931 West Short Place (5DV9104)

Historical Summary: This small wood frame dwelling was constructed in 1922-23, shortly after the platting of the Burns Boulevard Addition. It s original owner was probably Joseph A. Holmes, but he either sold it soon after its completion or used it as a rental property. For several years Occupants in the 1920s and early 1930s included Robert and Nina Hill (1924), Wayne and Wilda Sanborn (1927), Henry and Nellie Thomas (1928-1930), Henry and Clara Courtland (1931-32), and Henry and Ella Tusing (1933-34). The home was then acquired by H.H. and Ruby Wetzel, who resided here from 1935 through 1941. Mr. Wetzel sold or manufactured auto trailers. Following the departure of the Wetzels, the house was occupied in the 1940s by Reuben and Mabel Hoff (1942) followed by Gus and Vera Luebkin (1945). By 1947 the home had been acquired by John and Winifred Newell. The Newells owned the home for nearly 50 years, until c. 1992. A series of Hispanic occupants resided at 2931 West Short Place in the 1990s, and the property is currently owned by Juan Luna.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

2933 West Short Place (5DV9117)

Legal Location: T4S, R68W, Section 8 (NWSWNWNE)
UTM Coordinates: Zone 13; 498030mE/ 4396810mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; revised 1994)
Historic Property Name(s): Robertson House
Current Property Name: None

Description: This small, plain, stuccoed wood frame house features an L-shaped plan with perpendicular wings, each covered by a relatively low-pitched gable roof (Figure 63). An open front porch is placed at the intersection of the two wings, and is covered by a shed or half-hipped roof supported by a 4 x 4" wood post. The main entry is located within the porch on the front of the recessed, side-gabled west wing. This wing is fenestrated with a wide 3-light window with a wide, painted board surround. The front side of the east wing is fenestrated with a 1 x 1 light, sliding sash window. A metal frame carport is attached to the east side of the building. A plastered chimney is placed near the dwelling's northeast corner. A shed-roofed rear addition (enclosed porch?) of unknown size is attached to the rear of the house. The dwelling appears to be in generally good condition.

A small, historical wood frame shed or chicken coop is located behind the house. The building is covered by a shed roof.

Figure 63. 2933 West Short Place (5DV9117)

Historical Summary: Built in 1922-23 shortly after the platting of the Burns Boulevard Addition, this small dwelling was inhabited by George and Bernardine Robertson from 1924-1931. Subsequently, John and Mary Lang acquired the property. The Langs resided at 2933 West Short Place from 1932-1935, followed by Charles and Bessie Perry (1936-1940), and William and Virginia Kent (1941-c. 1946). The home was then acquired by Espiridion and Minnie Fresquez, who occupied it from c. 1948 until 1963. Occupants in the mid-1960s included Jack Welch (1965-66), and Earl Doyle (1968). The Deanda family (Isidro and Emma) acquired the property around 1971 and have occupied it ever since.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This modest wood frame dwelling lacks architectural or historical importance. It is not a noteworthy example of domestic architecture in Denver, nor is it associated with historically significant persons, events, or trends. The property does not qualify as individually eligible for the NRHP, nor would the row of houses along West Short Place qualify for designation as a historic district.

788-792-796 Vallejo Street (5DV8342)

Legal Location: T4S, R68W, Section 9 (NWNESWSW)
UTM Coordinates: Zone 13; 498940 mE/ 4397480 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Lewis Maintenance Service (788)/ All City Manufacturing Co. (#792)/ Foster Auto Body Shop (#796)
Current Property Name: Eisenbud's German Car Repair

Description: This plain one story masonry commercial/industrial building is located on the southeast corner of 6th Avenue and Vallejo Street (Figure 64). It is a rectangular plan, flat-roofed structure divided into three separate commercial spaces (#788, #792, and #796). The façade is clad with rough-textured yellow brick; the side and rear walls are constructed of plain concrete block. Three garage openings with roll-up metal doors are installed on the façade, including two identical tall openings located near the center of the building, as well as a solitary

lower-height opening placed further south. Each commercial space is also equipped with a personnel entry and window on the façade. These entries each contain a plain, painted wood door, while the windows are all identical 16-light steel sash windows with central hopper sashes. A narrow concrete apron extends along the full length of the façade. Two small rectangular vents with louvers are placed on the upper portion of the façade.

The south side elevation is completely featureless, while the north elevation is penetrated by five 9-light steel sash hopper-type windows. The rear (east) elevation is equipped with two large garage doors. The building appears to be in good condition, and no additions or other major exterior alterations are evident.

The building occupies a commercial/ light industrial setting close to the heavily used I-25 and 6th Avenue corridors. Directly south of the building is a small vacant lot containing numerous parked/inoperable cars awaiting repair. Directly across the street on the opposite corner of 6th Avenue and Vallejo Street is an old (1930s) gasoline station converted to a tire repair facility.

Figure 64. 788-796 Vallejo Street (5DV8342)

Historical Summary: According to the Denver County Assessor, this building was erected in 1954. Occupants of the southernmost space (#788) over the past 50 years have included the Lewis Maintenance Service, a gas station equipment repair service (c. 1954-1960); Colorado Anodizers Inc. (c. 1961-1972); a pipeline equipment manufacturing company called William s Equipment (c. 1973-1991); and Viking Services (c. 1992-present). The central commercial space (#792) was first occupied by All City Manufacturing Company, makers of automobile trim (c. 1954-1963). All City shared the space with an automotive carpet shop called Auto Rugg Co. in the early 1960s, and from c. 1964-1968 the Auto Rugg Co. was the sole occupant of 792 Vallejo Street. More recent uses of the central commercial space include an auto repair shop called Rocky Mountain Repair (1976); a paint and body shop called Prestige Automotive (1977-78); Olguin Manufacutring Co., producers of waster disposal boxes (c. 1979 – 1985); and Auto Finders Inc. (c. 1994-1995). The northernmost commercial space (#796) has been used by a succession of automotive repair facilities, including the Foster Auto Body Co. (c. 1954-1965);

Align Rite Automobile Body & Frame Co. (c. 1966-1974); People's Car Clinic (c. 1975-1997), and Eisenbud's German Car Repair (c. 1998-present).

Significance Assessment: This property has not been previously recorded or evaluated for significance. This small commercial/industrial building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

924 West 1st Avenue (5DV8993)

Legal Location: T4S, R68W, Section 9 (NWNENESE)
UTM Coordinates: Zone 13; 500125 mE/ 4396260 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Midwest Construction Company; Acme Coal Company; Goble Lumber Company
Current Property Name: Stark Lumber Company

Description: This property is a lumberyard containing at least one historic building and four other buildings of uncertain or recent age (Figure 65). The only definitely historic building is a relatively small, rectangular plan, two story brick office building located along West 1st Avenue. This well preserved historic commercial building is a flat-roofed structure with a flat parapet on the façade and stepped-down parapets on the side elevations. The exterior brick walls have been painted a salmon color. Decorative brickwork is present on the cornice as well as in a stringcourse with dentils and segmental arches around the window and door openings.

Figure 65. 924 West 1st Avenue (5DV8993)

The building's façade (north elevation) contains one entry offset to the left, equipped with a non-historic stained and glazed wooden door with a transom. Also on the north elevation are two large window openings with segmental brick arches and brick sills; both openings have been

permanently sealed with brick. Additionally, three tiny two-light hopper windows are placed high on the façade.

The east elevation contains the main entry and six windows. The main entry is located near the building's northeast corner, and is equipped with a glazed, stained wooden door. The east elevation is fenestrated with large 1/1 light, double-hung wood sash units with brick sills and segmental brick arches lintels. Near the rear end of the building on the east elevation are a set of upper story painted wooden panel doors, each containing four fixed lights. Apparently this entry was formerly accessed via an exterior stairway that is no longer extant. A large, modern painted signboard affixed to the building's east elevation reads: "STARK LUMBER." The west elevation lacks entries but is fenestrated with five small, nearly square windows plus two tiny upper story hopper windows.

Southeast of the historic office building is a cavernous wood frame lumber storage building clad with corrugated sheet metal and plywood. This utilitarian structure features a barrel-vault roof, and is open on its long west side for access to the stored lumber. This building appears potentially old enough to be considered historic. However, its condition is evaluated as only fair, and some of the sheet metal panels covering its west side are coming off. Adjoining the rear end of this building is a lower-height one story concrete block building (moulding fabrication shop?).

Other buildings within the lumberyard property include a large, rectangular-plan, wood frame garage located towards the rear (south) end of the property. This building is clad with drop or tongue-in-groove siding, and is covered by a relatively low-pitched front gable roof. The front/north side of this garage contains a large vehicular door as well as two personnel doors. This building does not appear to be old enough to qualify as historic. Directly east of the historic office near the north end of the property is a non-historic single story concrete block building aligned to the angle of the nearby railroad corridor. The function of this flat-roofed structure is unclear. Finally, adjoining the rear end of the historic brick office building is a huge, non-historic warehouse building with a flat roof and concrete block walls. Numerous tall freight doorways penetrate its long, east elevation.

Historical Summary: This property has been utilized continuously as a lumberyard and construction company office since c. 1920. The Midwest Construction Company, managed by William Farnsworth, occupied the site from c. 1920-1926. During the 1920s the property also housed the Acme Coal Company and the Goble Lumber Company. In 1929-30 the Goble Lumber Company was the property's sole occupant. By 1931 the Stark Lumber Company moved in, and has sold building materials from this location for more than 70 years.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This historic lumberyard complex is not associated with significant people, events, or trends in Denver history, nor would any of its buildings be considered architecturally important or unique. For all of these reasons the property would not qualify as individually eligible for inclusion on the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

1440 West 3rd Avenue (5DV8343)

Legal Location: T4S, R68W, Section 9 (SWNWSENE)
UTM Coordinates: Zone 13; 499530 mE/ 4396540 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): H.J. Heinz Co. warehouse
Current Property Name: Input-EZ Corp, and JK Concepts.

Description: Located on the southwest side of West 3rd Avenue and Rio Grande Boulevard, this property is a plain, one story, rectangular plan masonry industrial building with a flat roof (Figure 66). The utilitarian building is not representative of any distinct architectural style. The façade and east elevation, facing West 3rd and Rio Grande Streets, respectively, are finished with red brick veneer, while the south and rear sides are plain cinderblock. The brick walls exhibit a bond pattern of six stretcher courses followed by a course of alternating headers and stretchers.

Figure 66. 1440 West 3rd Avenue (5DV8343)

The façade (north side) features an elevated main entry offset to the left (east). The entry is equipped with a solid/painted wood door, flanked by narrow sidelights with seven lights each. The main entry is accessed via a set of flared concrete steps and a concrete ramp with painted pipe handrails. The façade is fenestrated with a series of large, multi-light steel sash windows in large openings with sloped brick header sills and soldier brick lintels. Two window openings are placed on each side of the main entry. All of these windows are covered by heavy gauge wire mesh security screens.

The east elevation features two large freight doorways offset towards the south end of the building. Both openings are sealed with roll-up sheet metal doors. These semi-subterranean freight doorways are accessed via a sloped, concrete ramp. An elevated, solid painted wood or metal personnel door is placed adjacent to the freight doors, and is accessed via a short concrete ramp. Four window openings penetrate the east elevation. Near the front corner are two separate 16-light steel sash windows with heavy wire mesh security screens. Two other, smaller window openings are located further south on the east elevation, but have been sealed with plywood.

The south elevation faces a paved parking lot. At the far west end of this elevation is a is a freight doorway that is sealed with an unpainted, galvanized sheet metal roll-up door. At the center of the south elevation is a plain, painted wood or metal personnel door. Three identical 15-light windows covered by heavy wire security mesh are placed high on the wall. The rear (west) elevation is obscured by a large storage rack for plumbing pipes. The building, which is in very good condition, occupies an industrial setting. Numerous other masonry industrial buildings and warehouses are located in the vicinity.

Historical Summary: This plain industrial warehouse was erected c. 1951. It originally served as a food products warehouse for the H.J. Heinz Company, manufacturers of pickles and condiments. Heinz utilized the building for approximately 20 years, from c. 1951 through 1972. Following the departure of Heinz, this building apparently sat vacant from 1973 through 1983. The City & County of Denver Department of Social Services used the warehouse as a supplemental food distribution facility in the mid-1980s. More recently the building served as a warehouse for A&W Plastics& Fabrics (1990-1992), and since 1993 it has been used by Input-EZ Corp, Profile Systems, and JK Concepts.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This nondescript industrial/warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, and none of its uses are deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

1480 West 3rd Avenue (5DV8344)

Legal Location: T4S, R68W, Section 9 (SENESENW)
UTM Coordinates: Zone 13; 499450 mE/ 4396550 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Byrd Sales Inc.; L&M Builders Supply
Current Property Name: Crawford Printing Ink warehouse

Description: Located on the south side of West 3rd Avenue, this small, flat-roofed, one story industrial building is constructed of buff-colored brick (veneer?)(Figure 67). The northwestern portion of the building is a lower-height section occupied by an office, while the remainder of the structure is appears to serve as a warehouse.

The façade of this stylistically anonymous building features a centrally located large freight doorway with a massive, cast concrete lintel. To the left of this freight doorway are two small windows, each containing 12 small lights. The office section, which occupies the far right side of the façade, has a painted metal personnel door as well as a large multi-light steel sash window. A fixed awning is affixed to the façade above the office section.

The property occupies an industrial setting. A railroad siding, apparently unused, extends across West 3rd Street and along the east side of the building. Adjoining then building's west side is another nondescript, modern masonry industrial building.

Figure 67. 1480 West 3rd Avenue (5DV8344)

Historical Summary: Reportedly built in 1953, this small industrial building has been occupied for nearly 50 years by a succession of small businesses. Its first occupant was a beer distributorship called Byrd Sales, Inc., that operated from this location until 1957. Subsequent occupants included L&M Builders Supply (1957-1965) and Electrical Lines Inc. (1966-1967). The building was vacant from c. 1968-1971, after which it was occupied briefly by Cashway Electrical Supply Inc. Other businesses which used the building included the Colburn School Supply Company (1972-1976); a Pabst beer dealership called Murray Brothers Distributors (1977-c. 1980); a succession of electric supply companies (c. 1981-1991), and an air conditioner supply company later in the 1990s. The present occupant, Crawford Printing Ink, has occupied the building since 1999.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This nondescript industrial/warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, and none of its uses are deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

1661 West 3rd Avenue (5DV8345)

Legal Location: T4S, R68W, Section 9 (NENESENW)
UTM Coordinates: Zone 13; 499450 mE/ 4396610 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Boyd Distributing Company warehouse
Current Property Name: QED Electrical Supplies

Description: Located on the northeast corner of West 3rd Avenue and Quivas Street, this property consists of a large, one story, red brick industrial building with a flat roof (Figure 68). The plain, utilitarian building is not representative of a distinct architectural style. The brick walls reveal a bond pattern of six stretcher courses followed by a course of alternating headers and

stretchers. The walls culminate in flat parapets capped by white terra cotta or cast concrete coping. The building is composed of three separate joined sections, including the original front section and two rear additions.

The façade, which faces south, is asymmetrically arranged. The nearly centered main entry is recessed and the entry area has curved wall constructed of grey-painted concrete or similar material scored into rectangular panels. Then main entry is a tinted glazed unit with a dark burnished metal frame accompanied by a large sidelight and transom lights. The upper portion of the entry surround is flat and contains a painted sign identifying the building's occupant as "QED ELECTRICAL SUPPLIES." To the left of the recessed entry are three sets of windows, all framed by white-painted cast concrete surrounds. Two of these grouped windows consist of two large tinted fixed windows; the other window opening contains three fixed windows. To the right of the recessed entry is a tandem set of fixed windows, while offset to the far right are two large freight door openings.

Figure 68. 1661 West 3rd Avenue (5DV8345)

The left (west) side of the building contains entries placed on two rear additions. The narrow southern addition is equipped with glazed, metal frame double doors accessed via a set of concrete steps with a painted pipe handrail. The larger rear cinder block warehouse addition is penetrated by two freight doors, one of which is fronted by a concrete loading dock.

The right (east) side of the building is fenestrated with several large multi-light steel sash windows with cast concrete sills; these windows are all placed high on the wall. Also on the east side is a former freight doorway sealed with brick.

The building occupies an industrial setting close to I-25. An apparently unused railroad siding runs along the building's east side. The property appears to be in very good condition.

Historical Summary: This brick industrial building has been utilized as an electric supply warehouse for nearly 50 years. According to the Denver County Assessor, it was constructed in 1953 for the Boyd Distributing Company, a distributor of radios, electric appliances, and electrical equipment. Boyd occupied the building from 1954 to 1970. From 1977 to 1990 the

building was occupied by another wholesale electric supplier called the Westinghouse Electric Corporation (also called "Wesco"). The present occupant, QED Incorporated, moved into the building around 1991.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This nondescript industrial/warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, and none of its uses are deemed important in terms of local, state, or national history.

Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

1780 West 6th Avenue (5DV8346)

Legal Location: T4S, R68W, Section 9 (ENWNENW)
UTM Coordinates: Zone 13;
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Dixon & Company warehouse
Current Property Name: Crescent Electric Supply Company

Description: Located on the southeast corner of West 6th Avenue and Raritan Street, this industrial property consists of a two story brick International Style office building with an attached, immense, tall, one story rear warehouse (Figure 69). The building has a flat roof and its front section has flat parapets capped with sheet metal coping.

Figure 69. 1780 West 6th Avenue (5DV8346)

The building's front section is distinguished by the repetitive use of ribbon windows. The main entry is situated in a recessed porch placed at the building's northwest corner. Extending in front of this porch is a projecting, front-gabled canopy supported by 4x4 posts. The low-pitched porch roof is clad with blue-painted ribbed sheet metal. It is not clear if this porch canopy is an original feature or a later improvement. The main entry is equipped with glazed double doors

with dark burnished metal frames, surrounded by sidelights and a large transom light. Above the main entry area is a recessed second story window consisting of a 12-light, steel sash unit.

Extending across the façade of the building's front section on both the first and second story levels are horizontal bands of similar 12- and 16-light steel sash windows, separated by painted brick "pilasters" with vertical grooves (stylized fluting). Modern, internally illuminated signs are installed on the façade, and identify the building's occupant as the "Crescent Electric Supply Company." Similar 8-light windows fenestrate the narrower west elevation. The west elevation also contains a tall but narrow freight/delivery vehicle doorway sealed with a roll-up sheet metal door.

The huge rear warehouse addition has a stuccoed wall surface with buttresses placed at intervals along its entire length. Numerous freight doorways, loading docks, and personnel doors are found along the west elevation. In the central portion of the warehouse addition are two large but separate garage/loading dock areas, each equipped with 8 vehicle bay openings. These bays are sealed with large roll-up sheet metal doors as well as older painted wood multi-panel doors.

The east elevation faces an alleyway, and is equipped at intervals with large freight doors.

Historical Summary: Built in 1955, this large industrial building originally housed a paper products enterprise called Dixon & Company. Dixon & Company utilized the building until 1963, when Sears Roebuck & Company began using the cavernous building as a warehouse and service center. Sears occupied this property for nearly 20 years, from 1963 to c. 1982. It has since been used as an electric supply warehouse, first by Elliott Electric (1983-1987), followed by Crescent Electric Supply (1988-present/2002).

Significance Assessment: This property has not been previously recorded or evaluated for significance. This enormous industrial warehouse building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, and none of its known uses are of importance in local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP, nor is it located within an existing (designated) or potential historic district.

2535 West 6th Avenue (5DV8347)

Legal Location: T4S, R68W, Section 5 (SESWSESE)
UTM Coordinates: Zone 13; 498450 mE/ 4397130 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): International Associates
Current Property Name: Green Acres Distributing Company

Description: Located on the northeast corner of Bryant Street and West 6th Avenue, this property consists of a relatively small, stylistically anonymous one story masonry industrial building (Figure 70). Its walls are constructed of rough-textured orange brick. The building has flat parapets on its front (south) and west elevations, which are capped with white cast concrete coping. The building sits on a concrete foundation, which is exposed approximately 1 ft above grade.

Figure 70. 2535 West 6th Avenue (5DV8347)

The front left (southwest) corner contains an integral vestibule. The vestibule area is set apart from the rest of the building with a finish of white stucco scored to resemble large square tiles. The main entry is located at the building's southwest corner, and is equipped with a weathered, white-painted windowless wooden door. On the west side of the vestibule is a glazed area with six large fixed panes covered by heavy gauge wire security mesh. To the right of the vestibule on the façade is a large window opening framed by a white stucco or concrete surround. This window opening contained three 1/1 windows separated by orange brick columns; presently one of these windows supports a window mounted air conditioner while another is partially sealed with painted plywood.

The building's west elevation is fenestrated with two large sets of windows set in white cast concrete or pseudo-stone surrounds (similar to those on the façade). The southernmost opening contains a ribbon of six windows separated by orange brick columns, while the northern opening contains only four. The windows contained in these openings are large 1/1 light units with smaller lower sashes. All of these windows are covered by wire security mesh.

The rear/north elevation is penetrated by only one opening, offset toward Bryant Street: a freight doorway equipped with a set of double painted wood doors. A low, poured concrete loading platform/dock extends long the back side of the building. A number of electric meter and breaker boxes are affixed to the rear wall, along with a scupper-type downspout.

The building appears to be in good condition, and occupies an industrial setting. Adjoining the building on its right side is a more recently constructed, large two story red brick commercial/industrial building (2525 W. 6th Avenue).

Historical Summary: According to the Denver County Assessor, this small industrial building was constructed in 1954. It was originally occupied by an architectural firm called International Associates, which shared the space with the Empire Realty Company from 1954 through 1957. The Tracey Behrent Engineering Company (consulting engineers) utilized the building from 1958 through 1965. Subsequently, from 1966 through 1968 the property housed a drafting services company called Kelly Technical Services Inc. From 1969 through 1978 the building

served as an extension of Bryant Center. Thereafter, the building was briefly occupied by the Denver Public Schools' Division of General Administration, and beginning in 1986 it housed a dairy distributing company called Green Acres Distributing. The building appears to be vacant at present (2002).

Significance Assessment: This property has not previously been recorded or evaluated for significance. Although retaining relatively good integrity, this building is neither a noteworthy nor unique example of mid- 20th century commercial/industrial architecture in Denver. The building is not associated with significant patterns of urban development, nor with any industries, businesses or people important in Denver history. The property therefore lacks sufficient integrity or important associations to qualify as individually eligible for the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

2505 West 7th Avenue (5DV8348)

Legal Location: T4S, R68W, Section 9 (SENWSESE)
UTM Coordinates: Zone 13; 498460 mE/ 4397340 mN
Topographic Quadrangle: *Fort Logan, Colorado* (1965; Revised 1994)
Historic Property Name(s): Graham Paper Company warehouse
Current Property Name: Carrier West

Description: This large warehouse building is located on the north side of West 7th Avenue between Alcott and Bryant Streets on the west side of the I-25 corridor (Figure 71). It is a plain, two story, rectangular plan stuccoed masonry structure with a flat roof. The main entry is offset towards the building's far left/west end, and is equipped with a tandem set of glazed, dark burnished metal frame doors flanked by sidelights. This elevated entry is accessed via a concrete stoop with painted pipe railings and a wheelchair ramp on the right/east side. A fixed, sloped awning (plastic panels or taut fabric over a framework) surmounts the main entry, and similar but smaller awnings are placed over two other personnel entries on the façade. These entries are equipped with single glazed, dark burnished metal frame doors. One of these entries is placed a short distance to the right of the main entry, and is identified by a sign proclaiming "Customer Pick-Up." Another, similar entry is located near the east end of the façade. Directly adjacent to the Customer Pick-Up door is a truck loading dock with three identical roll-up doors. The westernmost freight door is accessed via an ascending concrete ramp, while the other two are equipped with rubber bumpers for at-grade use by tractor-trailer rigs.

The upper portion of the façade is fenestrated with a series of 23 fixed 6-light metal sash windows equipped with semi-translucent textured glass. Near the right/east end of the façade are three larger 15-light metal sash windows containing hopper sashes.

Attached to the building's right/east side is a lower-height, one story red brick building with an elevated entry accessed by a painted metal stairway and deck. The entry to this portion of the building contains tandem glazed doors with dark burnished metal frames, sidelights, and transom. Flanking this entry are several four-light metal sash hopper windows set in a panel of pale concrete. The top of the flat parapet on this east wing is finished with concrete coping.

The east elevation of the main warehouse space (behind the projecting east wing) is penetrated by a series of four large freight doors. The opposite, west elevation contains only one plain personnel entry, although the upper portion of the wall is fenestrated at intervals with eight, 6-light metal sash windows for interior illumination. The building appears to be in very good condition.

The building occupies an industrial setting, and is located directly north of the extensive Robinson Dairy complex. Asphalt paved parking extends along the building's front and west sides.

Figure 71. 2505 West 7th Avenue (5DV8348)

Historical Summary: According to the Denver County Assessor, this large industrial building was erected in 1956. Its first occupant appears to have been a company called Landes Zachary & Peterson Inc., but by 1957 the building was vacant. The building was later used as a warehouse by the Graham Paper Company. By the early 1980s, the Graham Paper Company had vacated the building. Subsequently, Johnson Hardware used the spacious building from c. 1983 through c. 1991. Its current occupant, Carrier West, moved into the building around 1994, and utilizes it as a storage and distribution center for Carrier brand air conditioners and air conditioner parts.

Significance Assessment: This property has not been previously recorded or evaluated for significance. This large, nondescript commercial/industrial building retains relatively good integrity, but lacks architectural or historical importance. The building is not a noteworthy or unique example of mid-Twentieth century industrial architecture, nor are any of its uses deemed important in terms of local, state, or national history. Therefore, the property does not qualify as individually eligible for inclusion in the NRHP. Additionally, it is not located within an existing (designated) or potential historic district.

West Alameda Subway (5DV9146)

Legal Location: T4S, R68W, Section 10 (SW) and Section 15 (NW)
UTM Coordinates: East end: Zone 13; 500640 mE/ 4395500 mN
West end: Zone 13; 500270 mE/ 4395500 mN
Topographic Quadrangle: *Englewood, Colorado* (1997)
Historic Property Name(s): Alameda Avenue Subway
Current Property Name: Alameda Underpass

Description: The West Alameda Subway is a 1,256 ft long grade separation structure consisting of an artificial cut on West Alameda Avenue, the sides of which are supported by massive, formed concrete retaining walls (Figure 72). The roofless subway structure extends from Cherokee Street on the east to Santa Fe Drive. The retaining walls vary in height with the depth of the cut, and at the deepest part they rise 28 ft high.

Steel pipe railings are installed along the crests of the retaining walls. The interior width of the structure is 61 ft, and includes an asphalt-paved roadbed and a 5 ft wide sidewalk along its north side. A 2.5 ft high concrete barrier separates this sidewalk from the westbound traffic lanes. The northern retaining wall extends considerably farther west than the southern retaining wall, due to higher terrain on the structure's north side. The structure is devoid of ornamentation. Three similar steel railroad bridges span the top of the subway structure, two of which remain in use today for freight rail traffic as well as the City's relatively new Light Rail system.

Figure 72. West Alameda Subway (5DV9146)

Historical Summary: This depressed roadway/grade separation structure was constructed in 1910-1912 to establish a safe transportation connection between the Valverde neighborhood and the City of Denver. Annexed in 1902, Valverde lay on the west side of the South Platte, and was separated from the rest of the city by the river as well as a busy, 11-track railroad corridor. The problem was solved by construction of a massive grade separation structure on West Alameda Avenue designed by the engineering firm of Crocker & Ketchum. Known as the "West Alameda Subway", this structure consists of a 61 ft wide cut with 28 ft high concrete retaining walls containing 17,230 cubic yards of concrete.

The subway originally carried the Denver City Tramway Company's trolley line to Valverde, as well as a sandstone-paved roadway for vehicular traffic.

Three iron girder railroad bridges spanned the cut, carrying a total of eleven tracks for three separate railroads: the Atchison Topeka & Santa Fe, Denver & Rio Grande, and Colorado & Southern. The cost of this ambitious undertaking — approximately $240,000 — was shared by the City of Denver, the Denver City Tramway Company, and the three affected railroads (The Denver Republican 1909; City of Denver 1910; City of Denver 1911). Tramway service was discontinued on June 3, 1950 and the tracks have been removed or covered. The structure has been heavily used for nearly a century, and remains a vital link in the City's transportation infrastructure (City of Denver 1910; City of Denver 1911; Denver Republican 1909).

Significance Assessment: The West Alameda Subway has not been previously recorded. The structure retains very good physical integrity, and is evaluated as eligible for the NRHP under both Criteria A and C. The subway represents a major engineering work and public works project that provided an important transportation link to southwest Denver. The project was both expensive and massive, in terms of the amount of earth moved and the volume of materials consumed, and involved the relocation of numerous railroad tracks and the construction of three railroad bridges. The structure also is significant for its association with a historically significant "pattern of events": the prolific population growth and areal expansion of Denver between 1900 and 1920.

6.2 Historical Linear Sites

Atchison, Topeka, and Santa Fe Railway segment (5DV4783.3)

Description: This site is a 2.0 mile (3.3 km) long segment of railroad tracks, its north end beginning at West 6th Avenue just east of the I-25 interchange (Figure 73). From this point the tracks extend southward and turn southeast to closely parallel the east side of I-25 through an area characterized by light industrial facilities and warehouses. The rail line continues on across the depressed Alameda Street underpass (just west of South Cherokee Street) via a steel bridge. This bridge also carries the tracks of another historic railroad, the Denver & New Orleans Railroad (later taken over by the Colorado & Southern Railroad). South of Alameda, the railroad tracks enter a wider corridor shared by other railroads and the Regional Transportation District's Southwest Corridor light rail line. The rail line then gradually turns south and passes beneath the I-25/Broadway Overpass (viaduct) and the segment terminus is within the Gates Rubber Company property, west of South Broadway Street.

Historical Summary: This railroad segment is part of the Atchison, Topeka, and Santa Fe Railway (ATSF) line constructed from Pueblo to Denver in 1887-88. In 1882, the ATSF attempted to gain access to the Denver market by laying a third rail on the existing, narrow gauge Denver & Rio Grande Railroad tracks. This arrangement proved unsatisfactory, and a new ATSF subsidiary – the Denver & Santa Fe Railway (D&SF) - was incorporated to open a new 116-mile long railroad line into Denver. The ATSF also purchased the eight mile long Denver Circle Railroad for $800,000, which provided the company with strategic traffic connections (Bryant 1974:140-41).

The ATSF Pueblo to Denver rail line has been in continuous use by freight and passenger trains since 1888. In 1995 the ATSF's parent company – the Santa Fe Pacific Corporation – merged with the Burlington Northern Railroad to form the giant Burlington Northern Santa Fe Corporation (BNSF), operator of one of the most extensive rail networks in North America.

Figure 73. Atchison, Topeka & Santa Fe Railway segment (5DV4783.3)

Significance Assessment: According to file search data provided by the CHS/OAHP, the Denver County portion of the ATSF, Pueblo to Denver was officially determined to be a NRHP-eligible linear historic district. The segment lying within the Valley Highway APE is evaluated as non-contributing due to extensive alteration of the historic setting.

Denver & Rio Grande Railroad segment (5DV4784.4)

Description: This inventoried segment of the D&RG railroad follows a NW-SE alignment, and is located a short distance east of, and roughly parallel to, I-25 (Figure 74). The segment extends from the intersection of West 1st Avenue and Santa Fe Drive on the north, to a point midway between Exposition and Ohio avenues, just south of the I-25/Broadway Street viaduct in the vicinity of the Gates Rubber Company plant. The inventoried segment consists of a single, standard gauge track with timber cross-ties on a ballasted roadbed that closely follows the western edge of the modern RTD Southwest Corridor light rail system tracks. The area traversed by this railroad segment is predominantly industrial in character.

Historical Summary: This railroad segment is part of the Denver and Rio Grande Railroad (D&RG), a major regional railway organized in 1870 under the leadership of General William Jackson Palmer. This important pioneer railroad was originally planned to extend southward all the way to El Paso, Texas (on the Rio Grande River). Originally started as a narrow gauge line, the D&RG commenced construction southward from Denver in March of 1871. By October 21 of that year the tracks were laid as far as Colorado City, a distance of 74 miles. The town of Colorado Springs was platted in 1871 by General Palmer, and was reached by a short spur line. By June 29, 1872, the D&RG had extended its tracks to the town of Pueblo on the Arkansas River.

Figure 74. Denver & Rio Grande Railroad segment (5DV4784.4)

Between 1872 and 1900 the D&RG greatly expanded its system with numerous branch lines. Rails were laid to the anthracite coal field near Florence in 1872; this line was extended to Canon City in 1874. In 1878 a branch line was built through La Veta Pass to Alamosa in the San Luis Valley. The D&RG's Pueblo-Canon City branch line was extended to Salida and Leadville in 1880; by 1881 the line had reached Gunnison and Crested Butte. A connection was established with Grand Junction in 1882. The D&RG's regional ambitions were furthered by its purchase of the Pleasant Valley Railway of Utah, enabling the company to establish a connection between Denver and Salt Lake City in the early 1880s. By 1886 the railroad had established a link to Santa Fe, New Mexico. Toward the end of the century the D&RG converted its trackage to standard gauge. By 1900 the system encompassed 1,850 miles of track radiating from its hub in the growing city of Denver. The D&RG was later incorporated into the Union Pacific Railroad's extensive rail system.

Significance Assessment: The D&RG was arguably the most important railroad in terms of promoting Denver as a regional nexus and aiding its growth and development as a major industrial and commercial center (Noel 1980; Smiley 1901:607). The railroad was also responsible for the founding of Colorado Springs and benefited the economies of numerous Colorado communities. According to file search data provided by the CHS/OAHP, the Denver County portion of the D&RG railroad was officially determined to be a NRHP-eligible linear historic district, presumably under Criterion A. The segment lying within the Valley Highway APE is evaluated as an ineligible portion of the site due to the substantial loss of integrity. The

segment's integrity of materials, workmanship, setting, and feeling has been diminished significantly by construction of the adjacent, partially elevated RTD Southwest Corridor light rail tracks as well as modern urban development flanking the corridor.

Denver, South Park & Pacific Railroad segment (5DV6243.2)

Description: This is a 1.45 mile (2.35 km) long segment of railroad tracks, its north end beginning at West 6th Avenue just east of the I-25 interchange (Figure 75). From this point the tracks extend southward and cross under I-25 and over the South Platte River. The railroad then makes a sharp turn to the southeast, and continues in this direction parallel to the South Platte River. The railroad skirts the monumental Denver Water Department building as well as the General Chemical Company facility, and continues through Valverde and across Alameda Avenue to its southern terminus at the intersection of South Lipan Street and Virginia Avenue.

The inventoried segment consists of a single, standard gauge track with timber cross-ties on a ballasted roadbed. The area traversed by this railroad segment is predominantly industrial in character.

Figure 75. Denver, South Park & Pacific Railroad segment (5DV6243.2)

Historical Summary: The Denver, South Park & Pacific Railroad (DSP&P) was incorporated in 1873 by Denver pioneers John Evans, David Moffat, and Walter Cheesman. This intrastate, narrow gauge line provided rail connections from Denver into the mountains to the southwest. Although the DSP&P never made it to the west coast, the enterprise provided rail links to the mining towns of Breckenridge, Dillon, Keystone, Fairplay, Leadville, and Buena Vista. The DSP&P operated from 1874 to 1889, when it was acquired by the Denver, Leadville & Gunnison Railway Company via foreclosure sale. The railroad was converted from narrow gauge to standard gauge at an unknown date. In 1898, control of the line passed to the Colorado & Southern Railway (C&S). The line was operated by C&S until 1970, when the company was merged into the Burlington Northern Railroad. In 1995 the Burlington Northern merged with another major railroad, the Atchison, Topeka, and Santa Fe (ATSF), to form the giant Burlington Northern Santa Fe Corporation (BNSF), operator of one of the most extensive rail networks in North America.

Significance Assessment: The DSP&P in Denver County was originally evaluated in 1999 by Centennial Archaeology as NRHP-eligible under Criterion A because of its "integral importance to the railroad history of Colorado and the American West" (Centennial Archaeology 1999). The short segment inventoried by Centennial (5DV6243.1) was evaluated as non-contributing to the overall eligible linear site due to its re-alignment.

The segment inventoried for the Valley Highway Project is evaluated as not NRHP-eligible due to significant loss of integrity of setting along the route, and because the historic narrow gauge bed and trackage have been replaced by a reconstructed ballasted grade supporting modern standard-gauge tracks.

Denver & New Orleans Railroad segment (5DV9105.2)

Description: This site is a 2.0 mile (3.3 km) long segment of railroad tracks, its north end beginning at West 6th Avenue just east of the I-25 interchange (Figure 76). From this point the tracks extend southward and turn southeast to closely parallel the east side of I-25 through an area characterized by light industrial facilities and warehouses. The rail line continues on across the depressed Alameda Street underpass (just west of South Cherokee Street) via a steel bridge. This bridge also carries the tracks of another historic railroad, the ATSF. South of Alameda, the railroad tracks enter a wider corridor shared by other railroads and the Regional Transportation District's Southwest Corridor light rail line. The rail line then gradually turns south and passes beneath the I-25/Broadway Overpass (viaduct) and the segment terminus is within the Gates Rubber Company property, west of south Broadway Street.

Figure 76. Denver & New Orleans Railroad segment (5DV9105.2)

Historical Summary: The Denver & New Orleans (D&NO) was a short-lived railroad intended to provide a rail connection from Denver to the Gulf of Mexico. Incorporated in 1881 under the leadership of Denver pioneer John Evans, the D&NO built and operated 138 miles of track between Denver and Pueblo, Colorado, the latter being a major regional railroad hub. The railroad operated from 1883 through the end of 1885. Its demise is attributed to deliberate boycotting by competing carriers. The D&NO was forced out of business and on March 18, 1886 it was acquired by the Denver, Texas & Gulf Railway (DT&G). The DT&G was subsumed by the mighty UPRR empire in 1890, but by 1899 the company's financial woes resulted in

reorganization as the Colorado & Southern Railway Company (C&S). The old D&NO line was operated by C&S until 1970, when the company was merged into the Burlington Northern Railroad. In 1995 the Burlington Northern merged with another major railroad, the Atchison, Topeka, and Santa Fe (ATSF), to form the giant Burlington Northern Santa Fe Corporation (BNSF), operator of one of the most extensive rail networks in North America.

Significance Assessment: This is only the second segment recorded of this early Denver railroad. The other segment (5DV9105.1) was recorded in 1983 and was judged Field Not Eligible for the NRHP. No official Determination of Eligibility was made concerning that segment. The segment recorded in the Valley Highway project study the control of which changed multiple times over the past 120 years. The railroad's longest use was as part of the Colorado and Southern Railroad system. The D&NO was much less important than other railroads in terms of its impact on the growth and prosperity of Denver, and is not significant for its design characteristics. The D&NO would therefore not qualify for the NRHP under Criteria A or C, and the railroad's association with Denver booster John Evans is insufficient to qualify under Criterion B.

Valley Highway segment (5DV6033.14)

Description: This site is a 2.3 mile long segment of the Valley Highway, extending from the 6th Avenue interchange on the north, to Logan Street on the south (Figure 77). The segment comprises 21% the length of the original Valley Highway (11.2 miles). The site also includes a stretch of 6th Avenue, extending west from I-25 to Federal Boulevard, which was an integral piece of the original design for the Valley Highway. The Valley Highway is the Denver area stretch of I-25, a north-south interstate highway that extends from El Paso, Texas to Billings, Montana. The highway is a wide, asphalt-paved roadway with medians and shoulders. Concrete "Jersey barriers" are used to form a continuous protective divider between the northbound and southbound lanes. Traffic lanes are defined by reflective paint striping. The inventoried highway segment has four traffic lanes in each direction north of Santa Fe Drive, and narrows to only three lanes in each direction south of Santa Fe Drive. This portion of the Valley Highway closely parallels the South Platte River in a NW-SE trajectory as far south as the Santa Fe Drive/ Kalamath Street interchange, at which point it makes a sweeping curve toward the east before resuming a NW-SE path. Separate, parallel viaducts for northbound and southbound traffic originally carried the highway as it made this flattened "S" over a wide rail corridor and South Broadway Street, just north of the sprawling Gates Rubber Company factory complex (due to deterioration, these viaducts – designated as 5DV7070 and 5DV7071 – are currently being replaced by a new structure). Other concrete bridges carried major city streets over the Valley Highway corridor, including spans at West 6th Avenue (5DV7076), Alameda Avenue/State Highway 26 (5DV7074), and Logan Street (5DV6033.1). The Logan Street bridge was recently demolished and replaced by a new structure. At the Alameda Avenue underpass, the Valley Highway is substantially depressed below grade by an artificial cut. Signage placed strategically along the highway includes huge modern white-on-green signboards supported by solitary and paired massive galvanized metal posts and arms.

Figure 77. Valley Highway segment (5DV6033.14)

Historical Summary: Seeking to alleviate automotive traffic congestion and provide better access to the city, Denver city planners in the late 1930s attempted to design a major new north-south route following the South Platte River corridor north from Santa Fe Drive. Two sections of this road were built by the WPA in 1939-40, but the traffic problem was far from resolved. Additional studies and planning for transportation improvements in Denver were conducted in the 1940s. Inspired by the success of Detroit's Davison Freeway, Colorado State Highway Engineer Charles D. Vail championed the idea of a limited access expressway, or "freeway" as a promising solution to Denver's traffic congestion problem.

Legislative support for controlled access highways was provided in 1941 after the state legislature passed the Freeway Act. America's entry into World War II temporarily suspended work on transportation improvements in Denver, but by the fall of 1944, as the Axis powers were in retreat, Vail commissioned consulting engineers Herbert S. Crocker and Alfred J. Ryan to report on the feasibility of creating a north-south, limited access highway through Denver. Crocker and Ryan's report evaluated a range of alternatives and laid out a conceptual plan for the new expressway, which they called the Valley Highway (Hermsen Consultants and Fraser Design 1999:18). They went on to specify the general design for the highway, which would restrict access to designated interchanges, and would feature a very wide right-of-way containing two lanes in each direction along with a 44 ft wide median providing room for constructing additional traffic lanes in the future. The route of the Valley Highway followed a portion of the route of the old Denver & New Orleans Railway, and extended for a distance of 11.2 miles, between West 52nd Street on the north end and Evans Avenue on the south end.

Despite some resistance from wary citizens, the Denver City Council ultimately approved the detailed plans developed by Ryan and Crocker on June 30, 1947. Construction of the Valley Highway commenced in September 1948 at the project's northern terminus, and proceeded southward. The new highway closely paralleled the South Platte River, and a curving, half-mile long stretch extending south of Alameda Avenue was straightened by creation of a new, excavated channel (Denver Post 1957, Rocky Mountain News 1957). The construction effort was greatly boosted by the infusion of federal funding following passage of the Federal Highway Act in 1956. Under this federal legislation, the Valley Highway was also destined to become a

link in an ambitious new national interstate highway system. When completed in November of 1958, the new freeway included thirteen major interchanges, four minor interchanges, and no fewer than 62 bridges and grade separations. The project also included design and construction of W. 6th Avenue from Kalamath Street on the east to Federal Boulevard on the west. The total cost of the project at the time of its dedication was $33 million dollars, making it at the time the costliest non-defense public works project built in Colorado (Hermsen Consultants and Fraser Design 1999: 29-30, 38, 44-45).

The Valley Highway was an instant success. In the decades following its completion in the late 1950s, increasing traffic volumes spurred improvements by the state highway department. The route was incorporated as an important link in a new north-south interstate highway, designated as Interstate 25, and carries local traffic as well as a steady stream of commercial vehicles hauling commodities to, from, and through Colorado's principal city.

Significance Assessment: Although less than 50 years old, the Valley Highway was initially recorded in 1999 during environmental investigations for the I-25 Southeast Corridor transportation improvement project. As a result of these investigations, the highway was officially determined ineligible for the NRHP but eligible for inclusion on the State Register of Historic Properties (SRHP). The highway's significance is based upon the "pivotal role it has played in Colorado transportation and in the development of the state's capital city" (Hermsen Consultants and Fraser Design 1999). As a SRHP-listed resource, the Valley Highway is not protected under Section 106 of the NHPA.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Cultural resource investigations were conducted by FHU in 2002-2004, in support of an Environmental Impact Statement (EIS) being prepared for the proposed Valley Highway Project in the City and County of Denver. The project involved a Class I file search, several reconnaissance surveys of the proposed Area of Potential Effects during development of the project's design alternatives, and a Class III intensive-level inventory of historical resources.

The file search revealed that the project area contains 42 previously recorded architectural properties, including 33 residential properties, seven commercial properties, one industrial property, and one governmental property. The APE also contains eight historical highway bridges, three historical railroad bridges, segments of two historical railroads, and a segment of the historical Valley Highway. Twenty-seven (27) of these sites are buildings situated along South Lincoln Street and Exposition Avenue in the West Washington Park area that have been determined to be contributing elements of a potential (undefined) historic residential district. Other significant previously recorded sites include the Gates Rubber Company complex (5DV48; 999-1001 South Broadway) and the U.S. Postal Service Vehicle Maintenance facility (5DV1482; 915 South Logan Street), both of which are historic districts that have been determined officially eligible for the NRHP (NRHP). Three railroad bridges spanning Alameda Avenue (5DV7113-5DV7115) as well as the Alameda Avenue bridge over I-25 (5DV7074) have also been determined to be NRHP-eligible. Two railroads that pass through the project area – the Atchison, Topeka & Santa Fe (5DV4783), and Denver & Rio Grande (5DV4784) lines – are designated as officially eligible linear historic districts.

FHU completed intensive-level documentation for 65 previously unrecorded historical resources including 59 historic buildings and structures and segments of five (5) historical linear transportation features. Only one site — the West Alameda Subway (5DV9146) — was judged to qualify as individually eligible for the NRHP, although three (3) historic houses inventoried along South Lincoln Street (677, 684, and 690 South Lincoln Street; 5DV9004-9006) were evaluated as contributing elements of a potential historic district in the West Washington Park neighborhood. This large potential historic residential district was identified in 1999 during a cultural resource survey for the Broadway Viaduct replacement project, but has not been fully surveyed or delineated. A comprehensive survey of this district is beyond the scope of the Valley Highway Project.

Avoidance and minimization of project impacts is recommended for the NRHP-eligible and contributing properties in the project area. If avoidance is not possible, it is recommended that a mitigation plan be developed prior to construction through consultation with the CHS/OAHP. Also, although no archaeological sites were identified in the project area, FHU recommends that construction personnel be made aware of the potential for buried archaeological features and artifacts. If such materials are encountered during construction, work should be temporarily halted until the discovery is evaluated by a qualified archaeologist.

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Inventory Form for the Third Avenue Bridge (5DV9169)

July 2004

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Historic Bridge Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5DV9169
2. Temporary resource number: N/A
3. County: Denver
4. City: Denver
5. Historic structure name: Third Avenue Bridge
6. Current structure name: Third Avenue Bridge
7. Feature spanned: South Platte River
8. Owner name and address: City and County of Denver
   Denver, CO

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 4S Range 68W
   NE ¼ of SW ¼ of NW ¼ and SE ¼ of NW ¼ of NW ¼ of section 9
10. UTM reference
    Zone 1 3; 4 9 9 2 8 0 mE 4 3 9 6 5 7 0 mN
11. USGS quad name: _____ *Fort Logan, Colorado*
    Year: 1965; Revised 1994 Map scale: 7.5' X 15'___ Attach photo copy of appropriate map section.
12. Boundary Description and Justification: The site boundary encompasses the bridge and its abutments.

III. STRUCTURE DESCRIPTION

13. Bridge Type: Steel Through Girder
14. Functional Type: ____Railroad __X__Automobile __X__Pedestrian
15. Dimensions in feet: Length ~205 x Width ~34
16. Number of Spans: 3
17. Abutment Material: Formed Concrete
18. Substructure Material: Steel girders
19. Pavement Material: Black-tinted cinder blocks (deck); red sandstone pavers (sidewalks).
20. Special Features: Massive formed concrete piers set in river channel; sidewalks on both sides of deck; painted pipe handrails

Resource Number: 5DV9169
Resource Name: Third Avenue Bridge

21. General description: The Third Avenue Bridge is a three-span, steel through girder vehicular and pedestrian bridge spanning the South Platte River. The bridge has massive formed concrete abutments set into the river banks, and two massive formed concrete piers placed in the river channel. The ends of these piers bulge out and are octagonal in cross-section. The bridge ends and piers are angled to parallel the river's course. These abutments and piers support a steel girder substructure, atop which is a two-lane wide deck paved with modern black-tinted cinder blocks. Flanking the roadway are five foot wide sidewalks, separated from the vehicular traffic lanes by low concrete curbs and bolted iron/steel beams rising approximately two feet above the bridge deck. These sidewalks are now paved with red sandstone pavers. Painted metal pipe handrails are affixed to the sides of the bridge, supporting a black-painted chain link fence approximately three feet high. Attached to the top of the steel beams separating the pedestrian and vehicular traffic on each side of the bridge are 29 galvanized steel posts of varying height, supporting metal decorative fountain elements. These parallel fountain features form the shape of a suspension bridge. The fountain was not in operation when recorded, and appears to have been inactive for quite some time.

22. Landscaping or special setting features: The bridge is located directly adjacent to and behind the monumental, eight-story concrete Denver Wastewater Building (2000 W. Third Avenue). The Valley Highway, a multi-lane freeway, runs parallel to, and just east of the South Platte River. The paved South Platte [bike] Trail runs along the east side of the river, and on the west side is a landscaped area and concrete retaining wall associated with the Denver Wastewater facility.

23. Associated buildings, features, or objects: See Item #22, above

IV. ARCHITECTURAL HISTORY

24. Date of Construction: Estimate: 1924 Actual: ___

    Source of information: Thomas J. Noel, *Buildings of Colorado* (New York and Oxford: Oxford University Press, 1997), p. 73; *Municipal Facts* (Denver), Vol. X, Nos. 1 and 2, Jan.-Feb. 1927, p.5

25. Designer/Engineer: Herbert S. Crocker

    Source of information: Information provided by Mr. Benjamin Allen, in E-mail to Thor Gjelsteen of Felsburg Holt & Ullevig, dated June 14 2004.

26. Builder/Contractor: Unknown

    Source of information: N/A

27. Construction history (include description and dates of major additions, alterations, or demolitions):
    This bridge was reportedly built in 1924, and was essentially unaltered until it was abandoned in the late 1950s, when the Valley Highway was completed. The bridge was refurbished in 1993 in conjunction with construction of the massive Denver Wastewater Building. At that time, a pedestrian walkway was extended east from the rear side of the Wastewater building across the bridge. New pavement of tinted cinderblocks and red sandstone pavers was installed on the bridge roadway and sidewalks, respectively, and a public art project was installed on the bridge, consisting of two rows of fountains forming a kinetic water sculpture.

    Original location X Moved ___ Date of move(s): N/A

28. Original use(s): Vehicular and pedestrian traffic (c. 1924-1958)

29. Intermediate use(s): abandoned (c. 1958-1993)

30. Current use(s): Pedestrian bridge and public art (1993-Present)

31. Historical background: As the City of Denver grew up on the banks of the South Platte River, bridges were essential to facilitate commerce, transportation, and access between the downtown core and outlying residential areas and communities. The Third Avenue bridge was built c. 1924 as a key link between "West Denver" (including the Valverde area) and downtown Denver. Designed by prominent bridge designer and engineer

Herbert S. Crocker, the new steel through girder bridge featured a two-lane roadway and pedestrian sidewalks on both sides. The bridge served an important purpose conveying traffic and people for approximately 34 years. Around 1958 Third Avenue was closed just east of the S. Platte River, where a wide high-speed freeway, the Valley Highway, was built. With construction of the Valley Highway, access between "East Denver" and "West Denver" was limited to major interchanges, and the east-west access formerly provided by the Third Avenue Bridge was replaced by US 6/Sixth Avenue (to the north) and Alameda Avenue (to the south). Following completion of the Valley Highway, the Third Avenue Bridge was essentially abandoned. The bridge remained unused for approximately 35 years, until 1993, when it was refurbished in conjunction with construction of a new, monumental scale eight story Denver Wastewater Building designed by Michael Barber Architecture. The Third Avenue Bridge was adapted for re-use as a pedestrian bridge providing access to the S. Platte River Greenway and bike path. In addition to re-paving with cinderblock and sandstone masonry, the bridge was used as the site of a public art project titled *Bridge of Recycling Fountains*, by Laura J. Audrey. Audrey's project featured two parallel rows of 29 stainless steel columns/fountains that created a kinetic water sculpture. In recent years the fountains have not been operating, but the bridge remains in use for pedestrian access to the Platte River Trail.

32. Sources of information:

Municipal Facts (Denver), Vol.X, Nos. 1 and 2, Jan.-Feb. 1927, p. 5
Sanborn Fire Insurance Maps of Denver
Thomas J. Noel, *Buildings of Colorado* (New York and Oxford: Oxford University Press, 1997), p. 73

VI. SIGNIFICANCE

33. Local landmark designation: Yes ____ No __X__ Date of designation: __N/A___

    Designating authority: N/A

34. Applicable National Register Criteria:

    ____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

    ____ B. Associated with the lives of persons significant in our past;

    ____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

    ____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

    ____ Qualifies under Criteria Considerations A through G (see Manual)

    __X__ Does not meet any of the above National Register criteria

35. Area(s) of significance: N/A

36. Period of significance: N/A

37. Level of significance: National ____ State ____ Local _____

38. Statement of significance: This bridge has not been previously recorded or evaluated for significance. Although the structure is one of only two remaining "steel through girder" bridges in Denver – the other example being the heavily modified West 8th Avenue Bridge – it no longer serves as a vehicular bridge and has lost integrity of design, setting, materials, workmanship, feeling, and association. Construction of the Valley Highway in the late 1950s cut off 3rd Avenue from downtown, rendering the bridge useless and radically altering the visual setting and introducing freeway traffic noise. The bridge's historic setting was further reduced by construction of the monumental, eight story Denver Wastewater Building in 1993, and by refurbishment of the bridge for pedestrian use (also in 1993). The appearance of the bridge was altered at that time by re-paving of the bridge deck and sidewalks, and western approach with tinted cinder block and sandstone pavers, and by installation of a public art project featuring a series of stainless steel columns/fountains affixed to the bridge's

sidewalk barrier. Due to the severity of these changes, the property cannot qualify as individually eligible for inclusion in the National Register of Historic Places.

39. Assessment of historic physical integrity related to significance: The bridge has completely lost integrity of setting, association, and feeling. Alterations made in 1993 have also reduced to some extent the bridge's integrity of design, materials, and workmanship,

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

40. National Register eligibility field assessment:

    Eligible ___ Not Eligible _X_ Need Data _____

41. Is there National Register district potential? Yes ___ No _X_ Discuss: The bridge is a solitary transportation feature, rather than a part of a larger assemblage of associated features.

VIII. RECORDING INFORMATION

42. Photograph numbers: Roll 3AB-1, Frame 1

    Negatives filed at: Felsburg Holt & Ullevig, 6300 S. Syracuse Way, Suite 600, Centennial, CO 80111

43. Report title: *A Cultural Resources Inventory For the Valley Highway/I-25 Improvement Project, Logan Street to 6th Avenue, City and County of Denver, Colorado*

44. Date(s): July, 2004

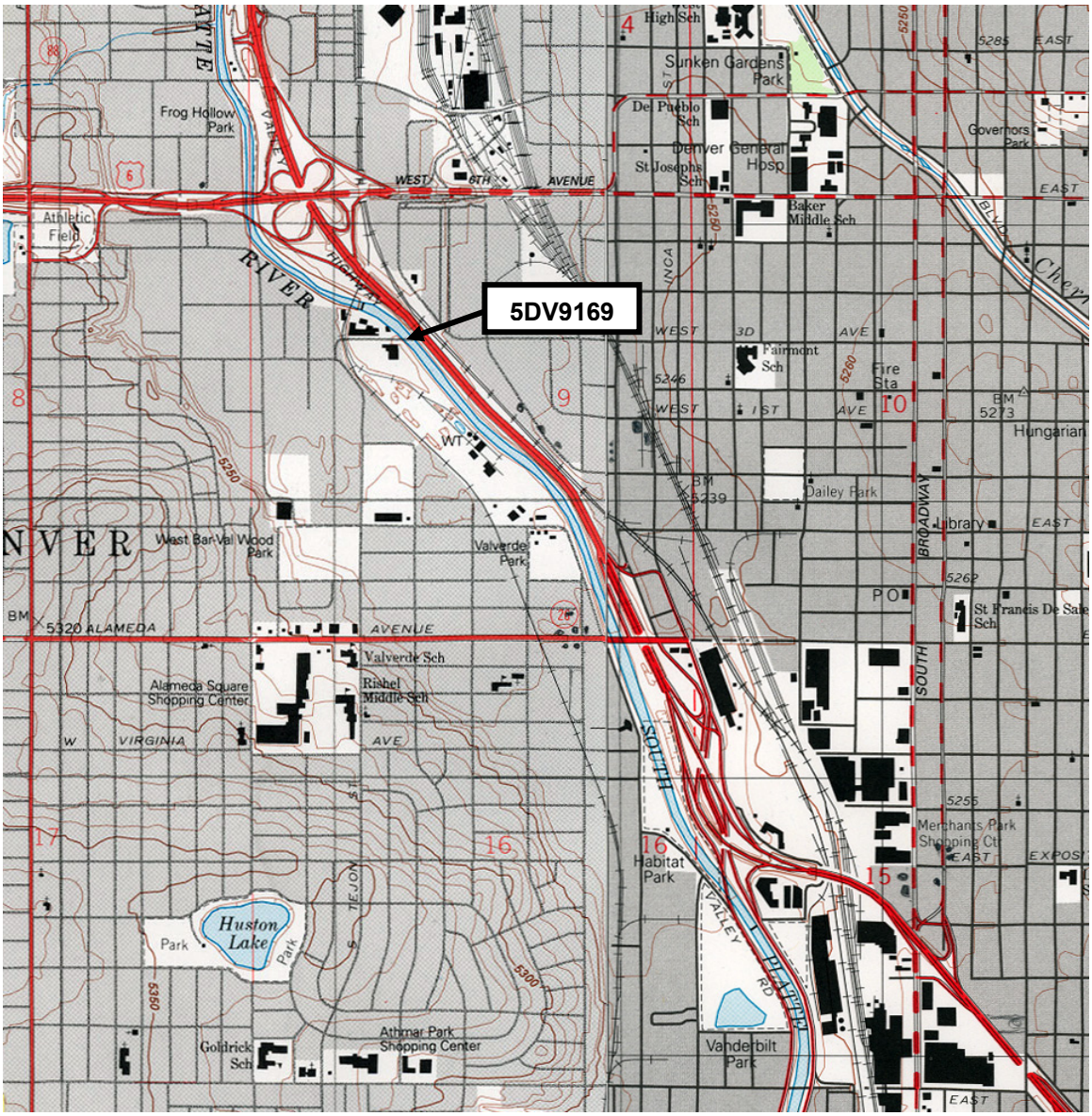
45. Recorder(s): Jason Marmor

46. Organization: Felsburg Holt & Ullevig

47. Address: 6300 S. Syracuse Way, Suite 600, Centennial, CO 80111

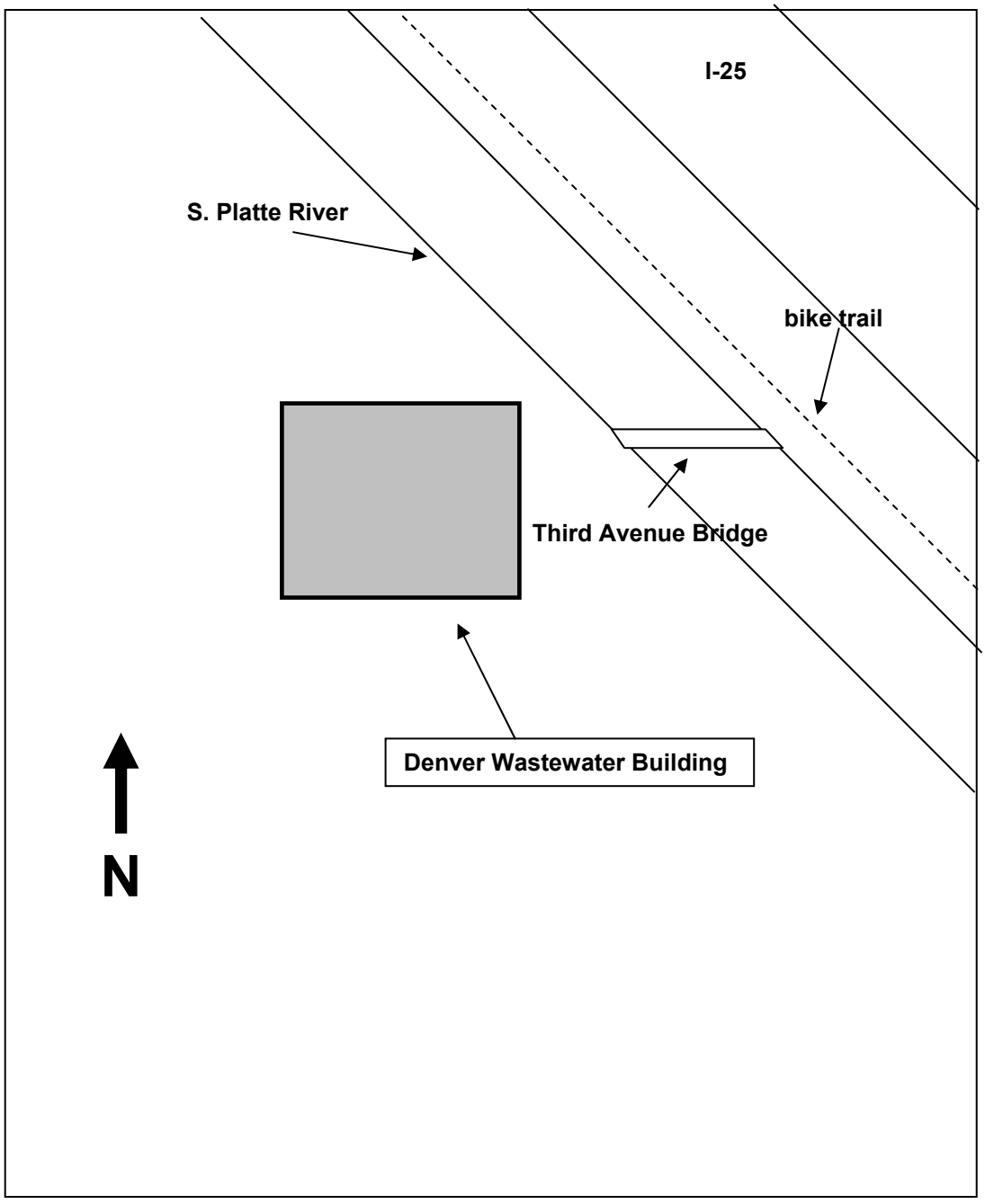
48. Phone number(s): (303) 721-1440

Resource Number: 5DV9169
Property Name: Third Avenue Bridge



Source: USGS *Fort Logan* (1965; revised 1994) and *Englewood* (1997) topographic quadrangles.

Resource Number: 5DV9169
Property Name/Address: Third Avenue Bridge



Sketch map of Site 5DV9169.

Reevaluation Form
for the
Gates Rubber Company Historic District (5DV48)

April 14, 2005

COLORADO CULTURAL RESOURCE SURVEY OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

(page 1 of 2)

1. Resource Number: 5DV48 2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
___ Photographs
___ Site sketch map
___ U.S.G.S. map photocopy
_X_ Other Engineering drawing showing revised historic district
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible
___ Determined Not Eligible
___ Need Data

___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: Gates Rubber Company Historic District (999-1001 South Broadway)

6. Purpose of this current site visit (check as many as apply)

_X_ Site is within a current project area
____ Resurvey
_X_ Update of previous site form(s)
____ Surface collection
____ Testing to determine eligibility
____ Excavation
____ Other

Describe An analysis of potential impacts to the Gates Historic District was required for the Colorado Department of Transportation-sponsored Valley Highway, Logan Street to 6th Avenue Environmental Impact Study (EIS). The purpose of the re-evaluation was to assess the contributory status of certain roadway rights-of way passing through the district.

7. Previous Recordings: The Gates Rubber Company plant was initially recorded in 1980 by Vicki Rottman for the Colorado Department of Highways in conjunction with the Mississippi Railroad Grade Separation project. A boundary was delineated by Rottman around the major plant buildings occupying 63 acres both east and west of South Broadway. The site was re-recorded in 1993 by Hermsen Consultants and on September 21, 1993 the Gates Rubber Company property was officially determined eligible for the NRHP under criteria A, B, and C. Since its approximate boundary was first defined in 1980, no subsequent surveys have been completed to identify contributing and noncontributing elements of the Gates property.

8. Changes or Additions to Previous Descriptions:

____None

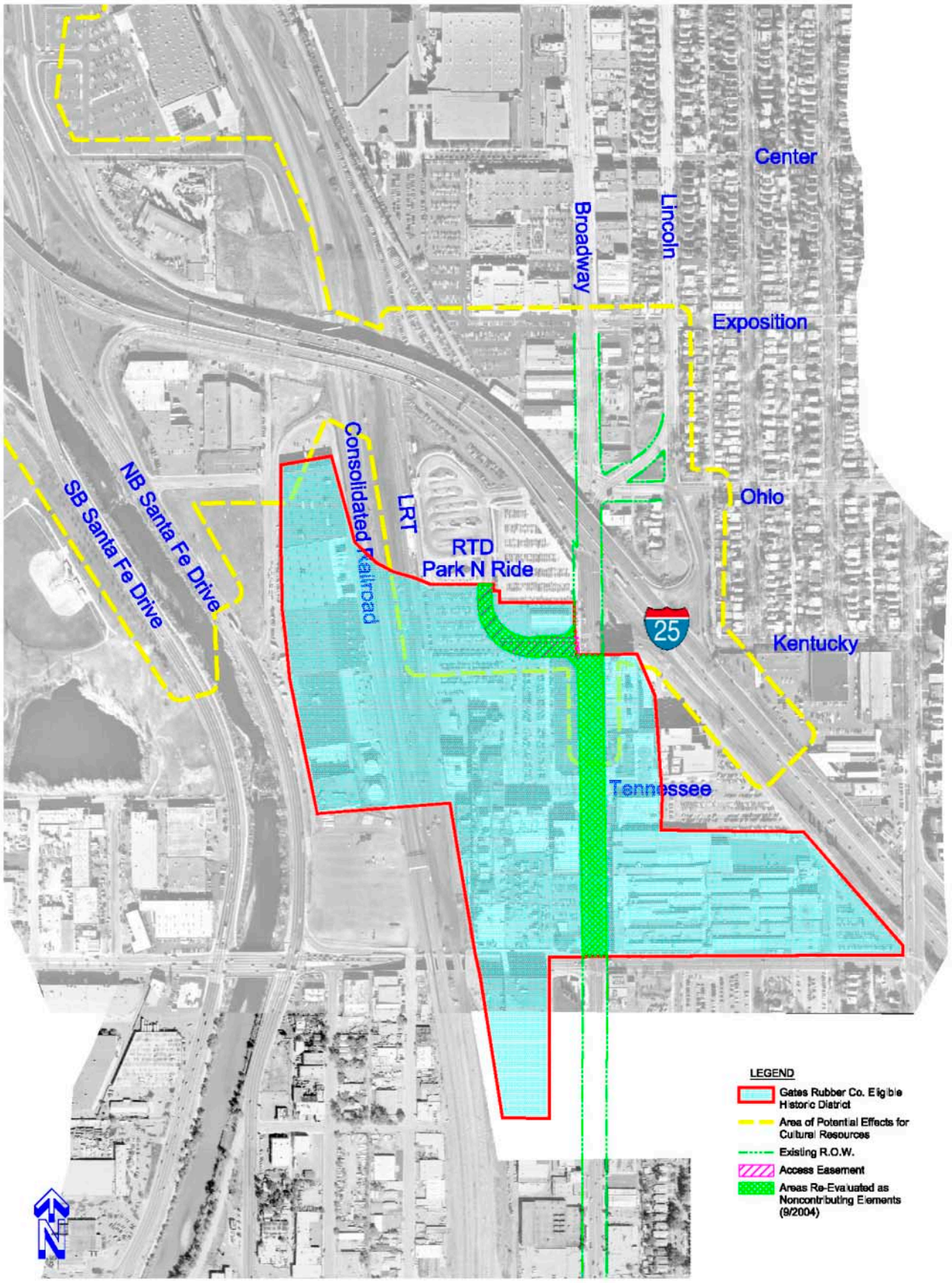
Resource Number: 5DV48

Temporary Resource Number: N/A

Cultural Resource Reevaluation Form

9. Changes in Condition: Not assessed.
10. Changes to Location or Size Information: The original (1980) boundary of the Gates Rubber Company Historic District was evidently drawn for convenience as a continuous line to encompass all historic buildings and structures on the east and west sides of South Broadway. The original boundary excludes a modern Gates-owned office building situated on the east side of Broadway, but includes portions of several transportation rights-of way, including Broadway and an access easement aligned with Kentucky Street that leads from Broadway to a Regional Transportation District (RTD) Park-N-Ride lot. These roadways are dedicated transportation corridors, which are not associated with historic rubber manufacturing by the Gates Rubber Company, and are therefore evaluated as noncontributing portions of the existing Gates Historic District.

11. Changes in Ownership: A large portion of the Gates Historic District is now owned by the Cherokee Denver Development Company.
12. Other Changes, Additions, or Observations: The re-evaluation was limited to the review of transportation rights-of-way that are included in the Valley Highway Project EIS. A more detailed resurvey of the entire historic district was not warranted.
13. National Register Eligibility Assessment:
    Eligible X Not eligible ____ Need data____ ____
    Explain: In 1993, the Gates Historic District was officially determined to be eligible for the NRHP under Criteria A, B, and C.
14. Management Recommendations: Avoidance of impacts to contributing portions of the historic district is recommended.
15. Photograph Types and Numbers: _____
    _____
16. Artifact and Field Documentation Storage Location: Colorado Historical Society/ Office of Archaeology and Historic Preservation, Denver
17. Report Title: Valley Highway, Logan to 6th Avenue Environmental Impact Statement
18. Recorder(s): Jason Marmor 19. Date(s): April 14, 2005
20. Recorder Affiliation: Felsburg Holt & Ullevig (FHU)


Center
Broadway
Lincoln
Exposition
Ohio
Kentucky
Tennessee
Consolidated Railroad
LRT
RTD
Park N Ride
NB Santa Fe Drive
SB Santa Fe Drive
25
LEGEND
Gates Rubber Co. Eligible Historic District
Area of Potential Effects for Cultural Resources
Existing R.O.W.
Access Easement
Areas Re-Evaluated as Noncontributing Elements (9/2004)