

Discover Denver

Know It. Love It. One Building at a Time.



Survey Report: Globeville Neighborhood

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Table of Contents

1.	DISCOVER DENVER OVERVIEW	1
	Project Purpose	1
	Project History	1
2.	INTRODUCTION: GLOBEVILLE SURVEY.....	3
	Purpose	3
	Funding	3
	Project Results	3
3.	PROJECT AREA	5
	Description	5
	Survey Area Map	5
	Challenges Encountered	6
4.	RESEARCH DESIGN AND METHODS	7
	Survey Objectives and Scope of Work	7
	Survey Exclusions	8
	Project Participants	8
	File Search and Previous Survey Work	8
	Currently Designated Resources	9
	Public Outreach.....	9
	Survey Software and Database	10
	Survey Fieldwork	10
	Historical Research	11
5.	HISTORICAL OVERVIEW	12
6.	RESULTS AND RECOMMENDATIONS	16
	Summary	16
	Map: Parcels Surveyed	16
	Areas of Significance	17
	Individual Properties Evaluated for Significance	38
	Years of Construction	39
	Current Use of Buildings.....	41
	Building Forms: Residential	42
	Building Forms: Commercial.....	45
	The Globeville Dormer	47
	Recommendations	48
7.	BIBLIOGRAPHY	50

8.	SURVEY LOG	51
9.	APPENDICES	81
	A – Historic Context: The Instant City (1858-1892)	82
	B – Historic Context: The Fall and Rise of the Queen City of the Plains (1893-1904)	113
	C – Theme Document: Earliest Industries and Warehouses (1858-1892)	136
	D – Theme Document: Earliest Commercial Development (1858-1892).....	142
	E – Theme Document: Worker Housing (1858-1892)	148
	F – Theme Document: Small-scale Single-family Housing (1905-1929)	155
	G – Theme Document: Resources Associated with the Expansion of (1946-1982) Denver’s Latino Population.....	160

1. DISCOVER DENVER OVERVIEW

Project Purpose

Discover Denver is a multi-year project intended to develop a comprehensive inventory of Denver's historic and architecturally significant resources. Led by Historic Denver, Inc. in collaboration with the City and County of Denver, this project utilizes advanced technology to accelerate the pace of historic resource survey and improve the consistency of data collection. Project methodology is based on the Multiple Property Documentation Approach and the Historic Context Statement framework developed by the National Park Service.

Denver covers a land area of 154 square miles and contains approximately 160,000 primary buildings. As of the beginning of the survey covered by this report, fewer than 5% of these buildings had been surveyed for historical and architectural significance. In 2016, the City and County of Denver received and approved more than 700 demolition permits. Consequently, Denver is at risk of losing many properties that tell the story of our city's evolution and the people, events, ethnic and cultural heritages, and architectural styles that make Denver a special and interesting place to live.

Recent studies have shown that economic development occurs in historic districts at seven times the rate of other areas. According to *The Economic Power of Heritage and Place* (The Colorado Historical Foundation, 2011) and *Preservation for a Changing Colorado* (Colorado Preservation, Inc., 2017), investment in historic resources creates jobs, attracts businesses, and generates income from consumer visitation and spending. The purpose of Discover Denver is to identify those special places in our community where rehabilitation and investment will preserve our city's unique identity and promote quality of life for generations to come.

Project History

Discover Denver is a multi-phase project with two preparatory phases completed—the Investigative Phase and the Pilot Phase. This report covers survey efforts in the Globeville neighborhood, one of three survey areas documented during the most recent phase of Discover Denver, Phase One. This phase is titled “Phase One” because it is the first non-preparatory phase of the Discover Denver citywide survey. Efforts in the two other survey areas documented during Phase One, the Jefferson Park and Elyria-Swansea neighborhoods, are covered in separate reports.

The initial *Investigative Phase* of Discover Denver (2010-2011) focused on developing a methodology and funding plan for the project. During this phase, staff from Historic Denver, Inc., the City and County of Denver, and the Colorado Office of Archaeology and Historic Preservation worked with consultants Winter & Company and an advisory committee comprised of community stakeholders. The resulting report, *Denver Historic Survey: Citywide Survey Strategy*, was the result of these efforts. Recommendations in the report included the use of survey software and methodologies developed by the City of Los Angeles for use in its own citywide survey, SurveyLA.

The *Pilot Phase* began in 2012, with the goal of testing the recommendations made in the Investigative Phase. To test the proposed methodology, three distinct pilot survey efforts were undertaken. Pilot 1 focused on a post-World War II developer-planned residential subdivision, Harvey Park. Pilot 2 looked at 1920s small homes in two geographically distinct areas, the Berkeley neighborhood in northwest Denver, and the Park Hill neighborhood in east-central Denver. Pilot 3 focused on streetcar commercial districts embedded in two residential neighborhoods, Cole and Globeville. Approximately 3,000 properties were surveyed across these three efforts as a part of the Pilot Phase. An agreement with the City of Los Angeles allowed Discover Denver to use survey software developed for its own citywide survey, SurveyLA. The software was used in Pilot 1 and Pilot 2 of Discover Denver, but by Pilot 3 it was determined not to be a good long-term fit for the project. Costs associated with hardware, and administrative support required by the software, brought into question the scalability of the solution. Field survey efforts ended in Fall 2014, and reporting on the Pilot Phase was completed in Spring 2015.

Since the SurveyLA software was not viable for the Discover Denver project, proprietary survey software that runs on inexpensive handheld tablets was developed for Discover Denver. The new survey software was used in Phase One to collect data during field survey. *Phase One*, the first non-pilot survey phase of Discover Denver, began in Spring 2015 and covered three Denver neighborhoods, Jefferson Park, Globeville, and Elyria-Swansea. This survey report covers efforts in the Globeville neighborhood.

2. INTRODUCTION: GLOBEVILLE SURVEY

Denver's Globeville neighborhood is located along the north-central edge of the city, bounded on the east and south by the South Platte River and on the west by railroad yards. The I-25 and I-70 freeways run through the neighborhood, splitting it into four quadrants. The Discover Denver survey area included the entire neighborhood, with the exception of a small area that was surveyed as a part of the Pilot Phase in 2014. Churches and schools were also excluded from this survey, and will be covered in future citywide thematic surveys. Field survey in the Globeville neighborhood took place between October 2015 and February 2017.

Purpose

A 2015 neighborhood plan adopted for the Globeville neighborhood recommended that "a survey to identify character defining buildings throughout the neighborhood" be conducted. Globeville was selected as a Discover Denver survey area in response to that recommendation.

The purpose of this project was to survey the buildings within the statistical boundaries of the Globeville neighborhood. A hybrid reconnaissance-intensive approach to the survey was taken, where limited information was collected on buildings that were less than thirty years of age or that had major modifications and no longer retained their historic physical integrity. More detailed information was collected on buildings that were greater than thirty years of age and that retained architectural integrity.

See the Research Design and Methods section of this report for more detailed information regarding the survey approach taken by Discover Denver.

Funding

This project was made possible by funding and support from the History Colorado State Historical Fund, the City and County of Denver, and Historic Denver, Inc.

Project Results

The survey resulted in the documentation of 1,095 properties in the Globeville neighborhood. Of that total, 901 buildings retained sufficient historic physical integrity to record their full architectural details in the field. Thirty buildings had lost their historic physical integrity, and only basic attribution was collected. 107 buildings were under thirty years of age; these buildings were logged and photographed, but no architectural details were described. Fifty-eight vacant parcels were noted in the survey area.

The histories of twenty-seven individual buildings were researched as a part of Discover Denver's efforts in Globeville. Of these, thirteen buildings were determined to have individual architectural, historical, or cultural significance. Two areas within the Globeville neighborhood were identified as having a concentration of buildings with good historic physical integrity and historical or cultural significance. Both of these areas were determined eligible for the National Register in 1983, and again in 2015.

Designation of historic landmarks and landmark districts is outside the scope of the Discover Denver project, and would require community support and the successful completion of a rigorous public process. Local designation would require the approval of Denver City Council.

3. PROJECT AREA

Description

The Globeville neighborhood survey area consisted of 1,500 land parcels containing residential, commercial, industrial, religious, and educational buildings, as well as many vacant lots. The neighborhood, one of the largest in the city, was bisected in the late 1950s by the construction of the Valley Highway (Interstate 25), and then again by the construction of Interstate 70 in the early 1960s. These highways split the neighborhood into four distinct quadrants, largely separated from each other.



Globeville neighborhood boundaries.

Source: Esri Corporation

I-70 serves as a barrier to north-south travel through the neighborhood. Travel across I-70 can only be accomplished via major north-south traffic arteries Washington Street and Lincoln Street; all other north-south streets dead end at East 46th Avenue, which parallels the highway. Major east-west traffic arteries include East 45th Avenue, in the southern quadrants, and East 47th Avenue, in the northern quadrants. Like I-70, I-25 serves as a barrier in the neighborhood. The eastern and western halves of Globeville are connected through a series of frontage roads that parallel the highway.

Train tracks crisscross through Globeville, and rail, transportation and utility easements parallel the highways and railroad tracks. A low-lying section of largely undeveloped land, known locally as “Pollock Valley,” is located in the northeast quadrant of the neighborhood. The South Platte River serves as the eastern boundary of Globeville, separating it from its eastern neighbor Elyria-Swansea.

Challenges Encountered

In earlier survey areas, Discover Denver had successfully used an algorithm to estimate the number of buildings in a survey area. This algorithm took into account the land use classification and appendage for each parcel, allowing for the easy identification of vacant lots and those parcels with buildings associated with them.

In the Globeville neighborhood, there are hundreds of parcels associated with the highways, railroad tracks, and easements in the neighborhood. Using our pre-established algorithm on Globeville parcel data, we initially estimated that there were 1,500 parcels to be surveyed within the project boundaries. The existence of easement parcels, often just slivers of vacant land paralleling highways, railroad tracks, or utility lines, greatly inflated the number of parcels that were marked for survey. As the project moved forward, it became apparent that we had overestimated the number of parcels to be surveyed, and that these easement parcels should be excluded from the survey. A decision was made to survey those vacant parcels that were “buildable,” or that were estimated to be large enough to hold a building. Any parcels determined too small to hold a building were excluded from the survey.

Before each survey shift, additional back-end administration of the survey software was required to exclude parcels determined too small to hold a building. Despite this additional layer of pre-fieldwork review, Discover Denver staff was required, at times, to make determinations in the field regarding whether a parcel was large enough to be documented.

4. RESEARCH DESIGN AND METHODS

Survey Objectives and Scope of Work

The primary objective of this survey was to identify buildings within the Globeville neighborhood having architectural, historical, or cultural significance.

A hybrid reconnaissance-intensive approach to the survey was taken. In this approach, buildings were surveyed at one of four levels: Foundation, Descriptive, Evaluation, and Enhanced.

Foundation Level:

At the Foundation level, electronic data regarding physical location, address, year of construction, and use was collected from the City and County of Denver. All properties were surveyed at the Foundation level.

Descriptive Level:

At the Descriptive level, all buildings thirty years of age or older, regardless of historic physical integrity, were field surveyed. One to three photographs were taken of each building, and limited information, such as architectural style, building type, and level of modification, was collected. Buildings less than thirty years of age were logged and a photograph was taken, but no additional data was collected. Large-scale industrial facilities were surveyed at this level, and will be described in more detail in future survey efforts.

Evaluation Level:

At the Evaluation level, detailed information regarding architectural style, building type, architectural features, and setting were collected on buildings greater than thirty years of age that retained their historic physical integrity. Field evaluations were made for each of these buildings based on their potential for individual architectural significance, and on whether they were located in a cluster with other buildings having significance. Discover Denver survey forms were generated for each of these resources, and provided to the State Office of Archaeology and Historic Preservation.

Enhanced Level:

At the Enhanced level, historical research was performed on select buildings having potential architectural, historical, or cultural significance, or that were a good representation of the greater building stock of the Globeville neighborhood. For each building researched, a Discover Denver Enhanced Survey Form, based on the state's Architectural Inventory Form (1403), was completed. Each property was evaluated in terms of individual significance and as part of a cluster of buildings having architectural, cultural, or historical significance at the national, state, and local levels.

Survey Exclusions

Exclusions from the survey included schools and churches, which will be addressed in future thematic surveys focused on these resource types. Buildings surveyed in the Discover Denver Pilot Phase in 2014 were also excluded from the survey. The Pilot survey area is located in the 4500 block of all streets between Broadway (west) and Pearl Street (east), and on the south side of East 45th Avenue:



2014 Pilot Phase survey area, excluded from this survey project. *Source: Esri Corporation*

Project Participants

Discover Denver is a partnership between Historic Denver, Inc. and the City and County of Denver's Community Planning and Development Department. Trained community volunteers and interns played a significant role in the project, performing much of the field survey and historical research under the supervision of Discover Denver staff.

File Search and Previous Survey Work

Identification of resources previously surveyed was performed in early Fall 2015. The search revealed that a number of resources had been documented during previous survey efforts, and that two potential historic districts had been identified and determined eligible for the National Register.

In 1976, the Junior League of Denver performed a reconnaissance survey of several sections of the Globeville neighborhood. Handwritten survey forms, some with photographs, were located in the collections of the Denver Public Library. The forms were photographed for reference during the Discover Denver survey effort.

In 1983, a survey of the Globeville neighborhood was performed by Barbara Norgren. Two potential historic districts, the Old Globeville Historic District (5DV.1691) and the Garden Place Historic District (5DV.1690), were identified as a result of the survey. Both districts were determined in 1985 to be eligible for listing in the National Register.

A 2015 re-evaluation of the Old Globeville and Garden Place districts was performed by Pinyon Environmental, Inc. as a part of the environmental impact study for the proposed widening of I-70 East. Both districts were determined to retain their integrity and to be eligible for the National Register.

Currently Designated Resources

A number of designated resources within the Globeville survey area boundaries were identified:

Site Id Number	Resource Name	Address	Designation
5DV.349	Holy Rosary Church and School	4664, 4670, 4690 Pearl Street	State Register
5DV.771	Russian Orthodox Church; Holy Transfiguration of Christ	4711 Logan Street	State Register
5DV.782	St. Joseph's Polish Roman Catholic Church	517 E. 46 th Avenue	National Register
5DV.793	Globeville School/Laradon Hall	5100 Lincoln Street	Local Landmark

As churches and schools were excluded from the Discover Denver survey effort, these resources were not documented as a part of this project.

Public Outreach

Public outreach began in Summer 2015, prior to beginning fieldwork. Discover Denver staff met with the city council representative for the Globeville neighborhood to discuss the survey project and to answer any questions. All registered neighborhood organizations in Globeville, which are local community neighborhood associations, received information about the survey that could be passed on to their members. Dual-language (English/Spanish) flyers were distributed through Garden Place Elementary School, letting parents know that Discover Denver would be working in the area. Each field survey volunteer carried cards, in both English and Spanish, that identified them as a part of the Discover Denver project and that provided basic project information. Because of the number of non-English speakers in Globeville, survey crews also carried flyers, in both English and Spanish, explaining the Discover Denver project in more detail.

Survey Software and Database

Field survey data was collected on handheld tablets, in proprietary survey software designed for Discover Denver. Survey data collected in the field was stored in a SQL Server database, and used for later reporting. Before survey work began in the Globeville neighborhood, the database was pre-populated with parcel data acquired from the City and County of Denver. Pre-populated data included the parcel ID number (PIN), parcel address, and the year of construction for the primary building on each parcel.

After survey data had been collected on all properties in the Globeville survey area, data from the SQL Server database was exported. This survey data was then imported into an Access database to facilitate the generation of survey forms. For properties surveyed at the Enhanced Level, historical background and property evaluation information was joined to the survey data and a Discover Denver Enhanced Survey Form was generated. For all other properties surveyed at the Descriptive or Evaluation level, a Discover Denver Survey Data Form was generated.

Survey Fieldwork

Survey fieldwork was performed between October 2015 and February 2017 by groups of trained community volunteers supervised in the field by a Discover Denver staff member. Weather permitting, the volunteers documented buildings three days each week during three-hour shifts. Additionally, a graduate-level historic preservation class from the University of Colorado Denver, as a part of its curriculum, spent a Saturday surveying several blocks within the survey area.

Volunteers used Discover Denver survey software to document buildings in the field. This software stepped surveyors through a series of fields containing drop-down lists pre-populated with valid values. Surveyors could also make notes in text fields in the software, if the drop-down list values were not adequate to describe a building. GIS-generated maps showing the outlines of parcels and buildings were used by the volunteers to verify addresses and help confirm the existence of hard-to-see accessory buildings. Field survey guides depicting architectural styles and features were used by the volunteers to help correctly document buildings. Discover Denver staff was on hand for each survey shift to answer questions from both volunteers and neighbors.

As noted above, buildings were documented in the field at three levels—Foundation, Descriptive, and Evaluation—depending on age and integrity. Buildings less than thirty years of age were logged in the software and photographed, but no additional information was collected.

All buildings over thirty years of age, regardless of historic physical integrity, were surveyed at the Descriptive level. Basic information, such as use, architectural style or type, exterior cladding, and level of modification was collected. One to three photographs were also taken of each of these buildings. Surveyors had the option of marking a building as “completely altered,” allowing them to short circuit the survey process. Volunteers were required to get clearance from the Discover Denver staff before using this option.

For buildings over thirty years of age that retained their historic physical integrity, volunteers logged detailed information in the software. Information documented included architectural style, building

type, design elements, building materials, setting, and alterations to the building. Landscape features and accessory buildings were also noted. After each survey shift, Discover Denver staff reviewed data collected by the volunteers, and made required corrections before uploading it to the master database.

High-resolution photographs of each building were taken using a digital camera. Photographs were labeled with both address and site ID number.

Historical Research

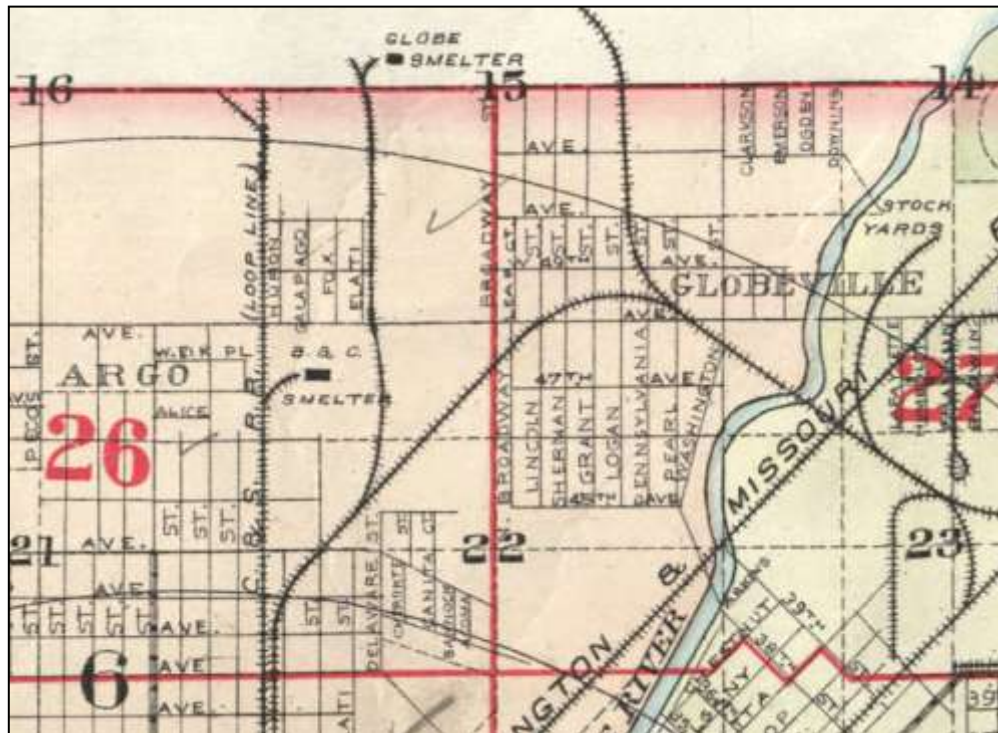
Historical research was performed on a select number of properties in the Globeville survey area. Properties were chosen for historical research based on their potential architectural, cultural, or historical significance, or on the potential ability of the resource to convey the unique history and architecture of the neighborhood. In several cases, properties were chosen based on anecdotal information provided to Discover Denver by residents of the neighborhood. Graduate students from the University of Colorado class that participated in field survey also researched properties, under the guidance of university and Discover Denver staff.

Historical research included the use of Denver assessor records to determine a chain of ownership, and city directories to determine residents or businesses associated with a given property. Resources available in the Denver Public Library's Western History and Genealogy collections were used extensively. These resources included building permits, master property records, historical maps, census records, obituary indexes, and the full series of the *Rocky Mountain News* and the *Denver Post* newspapers.

Historical research was used to complete Discover Denver Enhanced survey forms, and in evaluation of researched properties for national, state, and local significance.

5. HISTORICAL OVERVIEW

Today's Globeville neighborhood can trace its roots back over a century to two early towns, Argo and Holdenville. These communities were comprised primarily of European immigrants working in the smelting and meat packing industries. While the towns were long ago annexed by Denver, physical reminders of both remain.



1905 Baist Atlas showing the location of the towns of Globeville (formerly Holdenville), and Argo.

Credit: Denver Public Library Western History Collections

Argo

The town of Argo grew up around the Argo smelter, constructed in 1878 by the Boston and Colorado Smelting Company. The smelter, which covered about six acres of land and employed 350 men, was surrounded by houses, a hotel, and supporting businesses such as saloons and groceries. The town of Argo, incorporated in 1880, was located west of today's I-25, between West 38th Avenue (south), West 48th Avenue (north), and Galapago Street (west). The smelter was located at approximately West 47th Avenue and Fox Street. Early workers were mostly immigrants from Sweden and Britain. The town had its own school, Argo School, which was located at today's West 48th Avenue and Cherokee Street. Argo Street, today's Fox Street, served as the main thoroughfare for the town. In 1900, according to the Federal census, Argo had a population of 443 individuals.

In 1902 Argo, along with Globeville and several other early Denver-area communities, was annexed by Denver. The Boston and Colorado Smelter closed in 1909 due to a decrease in ore production. Because

of the dependency of Argo-area residents on the smelter, the area declined. The Argo School closed in 1910, and was demolished in 1917.

After the demise of the smelter, the Argo area saw a shift toward a more industrial use. Warehouses and small processing plants replaced many of the dwellings that were once found in Argo. A few residences do remain, however, predominantly in a small area bounded by West 43rd and 44th avenues and Delaware and Cherokee streets. After Argo ceased to exist as an independent town, the area became known as “Nanny Goat Hill.”

Holdenville

The town of Holdenville grew up around the Holden smelter, constructed in 1885-1886 by Edward Royal Holden. The smelter, located at approximately 52nd Avenue west of Washington Street, was not successful. In 1889, it was purchased by prominent Denver bankers Dennis Sheedy and Charles Kountze, and reorganized as the Globe Smelter and Refining Company. Holdenville was subsequently renamed Globeville.

In the beginning, a large percentage of smelter workers were men who left their families back in their native countries while they found work and established a new home. Most lived in boarding houses or company housing near the smelters. Sheedy Row (demolished), a row of tiny houses owned by the company and leased to workers, was located east of today’s Washington Street, at about 54th Avenue. Under the leadership of Sheedy and Kountze, the smelter prospered. In 1899, the smelter was sold to the American Refining and Smelting Company.

As the Globe smelter prospered, so did Globeville. Most early Globeville residents were eastern and central European immigrants, representing a number of different countries. Poles, Germans from Russia, Slovenians, Slovaks, and Czechs, among others, worked in the smelter and at nearby packing houses. As these immigrants became established, they sent for family members back home. The population of Globeville grew as these family members arrived.

In 1891, the town of Globeville was incorporated. The town had its own mayor, town council, and ordinances. The new town erected municipal buildings, all on Washington Street: a town hall at 53rd Avenue, a jail at 47th Avenue, and a brick post office between 45th and 46th Avenues. By the early 1900s there was a commercial corridor along 45th Avenue. Public improvements, such as the grading of Watervliet (Washington) Street, were a focus for the newly incorporated town.

Globeville residents turned down offers of annexation to the City of Denver several times, but in 1902 the prospect of improved water service, lower taxes, and a streetcar line proved to be too much to resist. Along with Argo, Berkeley, Elyria, Montclair, and Valverde, Globeville was annexed by Denver on December 1, 1902. Many of the improvements promised to the residents of Globeville took years to materialize. Streetcar service finally began in 1908 and telephone service was offered in 1910; however, by 1921 the streets were still unpaved and there was no sewer or gas service.

Life in Globeville

Most families lived near others of the same background, often on streets populated with members of their own family. Many early Globeville residents built their own modest frame homes, adding on to

them as their families grew. As many residents raised their own food, they also built barns and sheds to house their livestock. While most of these accessory buildings are now gone, a handful remain throughout the neighborhood. In the 1920s and 1930s, more substantial homes of brick were built as the families became more established and prospered.

Residents built churches near their homes, many of which still stand. Examples are the Holy Transfiguration of Christ Cathedral (349 East 47th Avenue, 5DV.771), built in 1898, St. Joseph's Polish Roman Catholic Church (517 East 46th Avenue, 5DV.782), built in 1902, Holy Rosary Catholic Church (4690 Pearl Street, 5DV.349), built in 1920, and the First German Congregational Church (4400 Lincoln Street, 5DV.1690.32), built in 1927.

Several schools were built to educate the children of Globeville. The first Globeville School (demolished) was built at the northwest corner of East 51st Avenue and Washington Street. Garden Place Elementary (4425 Lincoln Street, 5DV.787) was built in 1902 to replace it. Globeville Elementary (5100 Lincoln Street, 5DV.793) was built in 1930 to accommodate an expected increase in the population of the neighborhood that never came. The school was sold to the Colorado Elks Association in 1951, and now serves as Laradon Hall, a training facility for disabled children.

Worker strikes during the early 1900s and issues related to the start of World War I resulted in the Globe smelter becoming unprofitable, and shutting its doors shortly after the war began. The Globe was reopened in the 1920s after it switched to processing non-ferrous metals.

While many men continued to work at the smelter or at nearby rail yards or meat processing facilities, some women worked as domestic help for households in Denver. Because Globeville was largely isolated from the rest of the city, the women had to walk several miles to work or to the nearest streetcar line at 38th Avenue and Larimer Street. The Globeville Day Nursery (5DV.1690.15) was built in 1913 at 4414 Logan Street to help care for the children of families with two working parents. The day nursery was formerly located in a house at 4646 Sherman Street (5DV.3281), a few blocks away.

Numerous residents, especially members of the large population of Germans from Russia, worked seasonally in the sugar beet fields. Entire families would leave their homes in Globeville in the early spring, and then return in the fall after the harvest.

Globeville was a neighborhood where the commercial, social and religious needs of the residents could all be met in a small geographic area. Churches, schools, employment, grocery stores, and recreation were all within walking distance. A community center, built in 1919 at East 45th Avenue and Grant Street (5DV.1690.33, extant), housed the Globeville branch of the Denver Public Library. Concerts, plays, movies, and social parties were also held there. The neighborhood had everything it needed to be a self-contained and thriving community.

Highway Construction and its Effects

In the late-1950s, Interstate 25 was built along a path between the former towns of Argo and Globeville. Industrial development occurred on both sides of the highway, impacting the eastern edge of the former town of Argo and the western edge of the former town of Globeville. A decade later, I-70 bisected the neighborhood again, this time along East 46th Avenue. Dozens of homes in the path of

construction were demolished. In her 1983 report on survey efforts in Globeville, Barbara Norgren noted that the construction of I-70 had the effect of “physically separating families and friends, churches from their members and businesses from their customers.”

Following the construction of I-70, many Globeville residents moved away. The ethnic makeup of the neighborhood shifted around this time and is now primarily Latino, though many original families remain in the neighborhood.

Development Patterns

Development patterns in Globeville were largely driven by the location of natural features and the construction of large, man-made infrastructure. The location of the South Platte River, Washington Street (Globeville’s main street), and railroad tracks that crisscross through the neighborhood, have greatly influenced how the area developed.

The area between East 51st Avenue (north), Washington Street (east), Broadway (west) and East 43rd Avenue (south) is primarily residential in nature. Building forms range from frame shotgun dwellings to simple brick bungalows, with most dwellings constructed by 1930. Packing houses developed in the sliver of land between Washington Street and the South Platte River. The Denver Union Stock Yards, located just across the river, influenced this location. The first Globeville meat processor was Smith’s Packing House, built in 1898. It went through a number of acquisitions and was eventually purchased by Swift Packing Company. The packing house complex has been modified over the years, but its core still stands at the southeast corner of 48th Avenue and Washington Street. Several blocks of residences were originally tucked into this area, along Clarkson and Emerson streets between 48th and 49th avenues, but most of these have been demolished.

Current Development Pressures

Several major projects in and bordering Globeville are expected to have an impact upon the neighborhood. Current plans for the development of the National Western Center on the site of the former Denver Union Stock Yards call for infrastructure improvements along Washington Street, and connectors across the river between the National Western Center and the greater Globeville neighborhood. Additionally, the development of the 38th Avenue and Fox Street light rail station has already resulted in the demolition of a number of buildings in the former town of Argo. As service to the station comes on line, there will be heightened pressure to redevelop much of the surrounding area.

NOTE: Historical contexts related to Denver’s history and building types have been developed for Discover Denver, and are available on the project website at www.DiscoverDenver.CO . Contexts with particular relevance to the history of the Globeville neighborhood, along with theme documents providing additional background information and describing common building types surveyed as a part of this project, may be found in the appendices of this report.

6. RESULTS AND RECOMMENDATIONS

Summary

1,095 properties were recorded as a part of survey efforts in the Globeville neighborhood. Of these, 107 properties were less than thirty years of age. For these properties, the buildings were logged and photographed but no additional information was collected. Fifty-eight vacant parcels were also noted in the Globeville survey area. Detailed field survey data was collected on the remaining 901 resources. For twenty-seven properties, historic research was conducted and the properties were evaluated for historical, architectural, or cultural significance.

Properties were recorded in all quadrants of the Globeville survey area. Residential buildings made up the vast majority of resources recorded, but commercial and industrial buildings were also documented. Larger industrial properties were photographed and only basic information was collected, with the understanding that these properties will be more fully recorded at a later date through a thematic survey.



Parcels surveyed in the Globeville neighborhood.

Source: Esri Corporation

The northwest quadrant of the Globeville neighborhood, west of I-25 and north of I-70, is filled with hotels, warehouses, and buildings containing industrial uses. Most of these resources postdate the era when smelters and packing houses were the predominant industries in the area. Smaller-scale industrial buildings dominate the southwest quadrant where Argo was once located, though some residential remnants of the town remain scattered throughout the area. A concentration of these homes may be found in the 4300 and 4400 blocks of Cherokee and Delaware streets and the 4200 block of Delaware Street, though light industrial uses have infiltrated the area. Most of the remaining homes are severely deteriorated or highly modified.

The quadrants east of I-25 contain the original town of Globeville. While industrial uses ring this area, its core is made up of modest homes built by the immigrant smelter and packing house workers that settled here. Most of these residences were built by 1930. Churches that served these early ethnic groups are scattered throughout the neighborhood, along with small early-20th century commercial buildings where businesses provided services to Globeville residents. The residential core retains the small town feel that it has likely had since the early days of Globeville.

Individual buildings were identified throughout the neighborhood that retain their historical features and can still convey their architectural significance. Through historical research, several of these buildings were found to also have historical or cultural significance. In 1983, two National Register historic districts were identified in Globeville; they were officially determined eligible in 1985. These districts were re-evaluated in 2015 and, again determined to be officially eligible. At the time of this report, these areas retain a concentration of buildings with architectural, cultural, or historical significance.

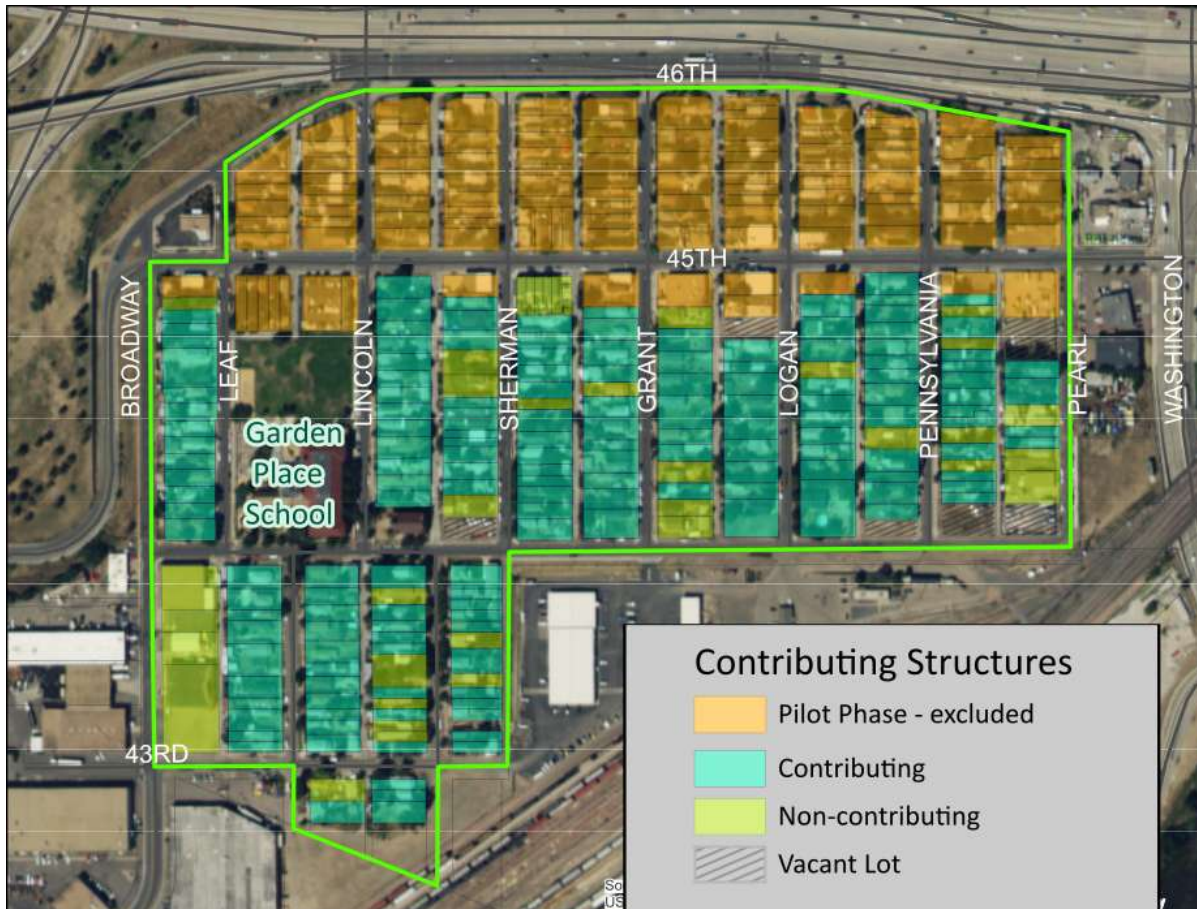
Areas of Significance

The Old Globeville National Register-eligible historic district (5DV.1691) is located north of I-70 in the northeast quadrant of the neighborhood, bounded roughly by Broadway (west), Washington Street (east), and East 48th Avenue (north). The Garden Place National Register-eligible historic district (5DV.1690) is located south of I-70, roughly between Broadway (west), Pearl Street (east), and East 42nd Avenue (south). Despite minor degradation in both areas, each largely retains historic physical integrity and cultural and historical significance.

Garden Place

Garden Place is located south of I-70 and east of I-25, roughly north of East 43rd Avenue and west of Pearl Street. Discover Denver surveyed a part of Garden Place in 2014 as a part of its pilot project; these resources were not surveyed again for this effort. Parcels surveyed as a part of the pilot project were located in the 4500 block of all streets between Leaf Court (west) and Pearl Street (east), and those along East 45th Avenue. One parcel containing townhomes constructed in 2012 (202-218 E. 45th Avenue, 5DV.13042), were omitted from the pilot project. As a part of the Phase One survey effort, the townhomes were photographed and logged. Of the 201 parcels surveyed within the boundaries of Garden Place, 161 were determined contributing to the significance of the area, and thirty-three non-contributing. Seven vacant lots were noted. Garden Place contains some of the most intact resources in the Globeville neighborhood.

While early residents of Globeville as a whole represented a number of different ethnicities, each group tended to live in a section of the neighborhood near others that spoke the same language and shared the same religious beliefs. Most residents of the Garden Place district were Germans from Russia, whose families emigrated from Germany to Russia during the reign of Catherine the Great. As the political climate shifted in Russia, many Germans from Russia immigrated to the United States, with most settling in Colorado, Kansas and Nebraska. Globeville was home to one of the largest groups of Germans from Russia.



Garden Place area of significance structures by status. Source: Esri Corporation

Garden Place Resources -

Year of Construction and Contributing/Non-Contributing Status:

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.12928	4330 BROADWAY	1985	NC
5DV.12929	4340 BROADWAY	1959	NC
5DV.12930	4350 BROADWAY	1968	NC
5DV.12932	4398 BROADWAY	1983	NC
5DV.12934	4488 BROADWAY	1906	NC
5DV.13042	202-218 E 45TH AVE	2012	NC
5DV.1690.59	4400 GRANT ST	1953	NC
5DV.1690.36	4407 GRANT ST	1914	C
5DV.1690.49	4410 GRANT ST	1886	NC
5DV.1690.37	4411 GRANT ST	1911	C
5DV.1690.50	4418 GRANT ST	1886	C
5DV.1690.38	4419 GRANT ST	1924	C
5DV.1690.51	4422 GRANT ST	1886	NC
5DV.1690.39	4425 GRANT ST	1903	C
5DV.1690.53	4432 GRANT ST	1926	C
5DV.1690.40	4435 GRANT ST	1886	C
5DV.1690.52	4436 GRANT ST	1925	C
5DV.1690.41	4441 GRANT ST	1898	C
5DV.1690.42	4447 GRANT ST	1886	C
5DV.1690.54	4450 GRANT ST	1922	C
5DV.1690.43	4455 GRANT ST	1896	NC
5DV.1690.55	4456 GRANT ST	1927	C
5DV.1690.44	4459 GRANT ST	1922	C
5DV.1690.56	4464 GRANT ST	1921	C
5DV.1690.45	4465 GRANT ST	1881	C
5DV.1690.58	4470 GRANT ST	1924	C
5DV.1690.46	4473 GRANT ST	1895	C
5DV.1690.57	4480 GRANT ST	1939	NC
5DV.1690.47	4483 GRANT ST	1905	C
5DV.13198	4401 LEAF CT	1910	C
5DV.13199	4411 LEAF CT	1910	C
5DV.13200	4415 LEAF CT	1901	C
5DV.13201	4427 LEAF CT	1906	C
5DV.13202	4429 LEAF CT	1911	C
5DV.13203	4437 LEAF CT	1906	C
5DV.13204	4439 LEAF CT	1906	C
5DV.13206	4449 LEAF CT	1908	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13207	4471 LEAF CT	1908	C
5DV.13208	4475 LEAF CT	1907	C
5DV.13209	4479 LEAF CT	1907	C
5DV.13210	4483 LEAF CT	1907	C
5DV.13211	4485 LEAF CT	1906	C
5DV.13250	4258 LINCOLN ST	1896	C
5DV.13251	4289 LINCOLN ST	1901	C
5DV.13252	4290 LINCOLN ST	1901	NC
5DV.13253	4300 LINCOLN ST	1908	C
5DV.13254	4301 LINCOLN ST	1917	C
5DV.13255	4303 LINCOLN ST	1911	C
5DV.1690.2	4306 LINCOLN ST	1900	C
5DV.13256	4310 LINCOLN ST	1886	C
5DV.13257	4314 LINCOLN ST	1902	C
5DV.13258	4324 LINCOLN ST	1905	C
5DV.13259	4330 LINCOLN ST	1902	C
5DV.13260	4331 LINCOLN ST	1896	C
5DV.13261	4333 LINCOLN ST	1906	C
5DV.13262	4334 LINCOLN ST	1896	C
5DV.13263	4335 LINCOLN ST	1905	C
5DV.13264	4337 LINCOLN ST	1928	C
5DV.13265	4341 LINCOLN ST	1949	C
5DV.13266	4344 LINCOLN ST	1923	C
5DV.13267	4350 LINCOLN ST	1910	C
5DV.11354	4353 LINCOLN ST	1896	C
5DV.13268	4355 LINCOLN ST	1917	C
5DV.13269	4356 LINCOLN ST	1927	C
5DV.13270	4363 LINCOLN ST	1900	C
5DV.13271	4364 LINCOLN ST	1911	C
5DV.13272	4412 LINCOLN ST	1913	C
5DV.13273	4422 LINCOLN ST	1908	C
5DV.13274	4428 LINCOLN ST	1900	C
5DV.1237	4432 LINCOLN ST	1901	C
5DV.1690.4	4438 LINCOLN ST	1901	C
5DV.1690.5	4448 LINCOLN ST	1904	C
5DV.13275	4452 LINCOLN ST	1916	C
5DV.13276	4462 LINCOLN ST	1902	C
5DV.13277	4464 LINCOLN ST	1926	C
5DV.1192	4466 LINCOLN ST	1899	C
5DV.1690.35	4472 LINCOLN ST	1898	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13278	4486 LINCOLN ST	1896	C
5DV.14914	4490 LINCOLN ST	1891	C
-	4401 LOGAN ST	N/A	Vacant Lot
5DV.1690.14	4411 LOGAN ST	1886	C
5DV.1690.15	4414 LOGAN ST	1912	C
5DV.1690.16	4417 LOGAN ST	1898	C
5DV.13367	4424 LOGAN ST	1927	C
5DV.13368	4425 LOGAN ST	1886	C
5DV.13369	4428 LOGAN ST	1905	C
5DV.13370	4435 LOGAN ST	1952	C
5DV.13371	4438 LOGAN ST	1924	C
5DV.13372	4441 LOGAN ST	1925	C
5DV.13373	4444 LOGAN ST	1886	C
5DV.13374	4447 LOGAN ST	1906	C
5DV.13375	4448 LOGAN ST	1895	C
5DV.13376	4452 LOGAN ST	1891	C
5DV.13377	4457 LOGAN ST	1891	C
5DV.13378	4460 LOGAN ST	1906	NC
5DV.1690.17	4461 LOGAN ST	1891	C
5DV.13379	4466 LOGAN ST	1920	C
5DV.13380	4467 LOGAN ST	1904	C
5DV.13381	4478 LOGAN ST	1941	C
5DV.13382	4482 LOGAN ST	1891	C
5DV.13383	4482 LOGAN ST REAR	c.1891	C
-	4401 PEARL ST	N/A	Vacant Lot
-	4401 PEARL ST	N/A	Vacant Lot
5DV.13716	4419 PEARL ST	2004	NC
5DV.13428	4429 PEARL ST	1911	NC
5DV.13429	4431 PEARL ST	1891	C
5DV.13430	4435 PEARL ST	1906	C
5DV.13431	4443 PEARL ST	2002	NC
5DV.13432	4445 PEARL ST	2002	NC
5DV.1690.25	4455-4459 PEARL ST	1897	C
5DV.13434	4463-4465 PEARL ST	1897	C
-	4400 PENNSYLVANIA ST	N/A	Vacant Lot
-	4401 PENNSYLVANIA ST	N/A	Vacant Lot
5DV.13472	4409 PENNSYLVANIA ST	1896	C
5DV.13473	4417 PENNSYLVANIA ST	1886	C
5DV.13474	4418 PENNSYLVANIA ST	1899	C
5DV.13475	4420 PENNSYLVANIA ST	1893	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13476	4422 PENNSYLVANIA ST	1890	C
5DV.13477	4423 PENNSYLVANIA ST	1896	C
5DV.1293	4424 PENNSYLVANIA ST	1886	NC
5DV.13478	4425 PENNSYLVANIA ST	1886	C
5DV.13479	4430 PENNSYLVANIA ST	1900	C
5DV.13480	4436 PENNSYLVANIA ST	1886	NC
5DV.13481	4437 PENNSYLVANIA ST	1908	NC
5DV.13482	4440 PENNSYLVANIA ST	1901	C
5DV.13483	4446 PENNSYLVANIA ST	1901	C
5DV.13484	4447 PENNSYLVANIA ST	1951	C
5DV.13485	4450 PENNSYLVANIA ST	1903	C
5DV.13486	4455 PENNSYLVANIA ST	1902	C
5DV.13487	4456 PENNSYLVANIA ST	1886	C
5DV.13488	4459-4463 PENNSYLVANIA ST	1941	C
5DV.13489	4460 PENNSYLVANIA ST	1900	C
5DV.13490	4464 PENNSYLVANIA ST	1886	C
5DV.13491	4466 PENNSYLVANIA ST	1890	NC
5DV.13492	4469 PENNSYLVANIA ST	1949	C
5DV.13493	4472 PENNSYLVANIA ST	1913	C
5DV.13494	4475 PENNSYLVANIA ST	1902	C
5DV.13495	4476 PENNSYLVANIA ST	1949	C
5DV.13496	4480 PENNSYLVANIA ST	1900	NC
5DV.13497	4485 PENNSYLVANIA ST	1908	C
5DV.13498	4489 PENNSYLVANIA ST	1907	C
5DV.14915	4497 PENNSYLVANIA ST	1902	C
5DV.1690.7	4285 SHERMAN ST	1900	C
5DV.13527	4287 SHERMAN ST	1901	C
5DV.1201	4289 SHERMAN ST	1896	C
5DV.1690.8	4300 SHERMAN ST	1899	C
5DV.13528	4301 SHERMAN ST	1899	C
5DV.13529	4305 SHERMAN ST	2004	NC
5DV.13530	4306 SHERMAN ST	1896	C
5DV.13531	4309 SHERMAN ST	1892	NC
5DV.13532	4310 SHERMAN ST	N/A	Vacant Lot
5DV.13533	4313 SHERMAN ST	1896	C
5DV.13534	4314 SHERMAN ST	1901	C
5DV.13535	4317 SHERMAN ST	1901	NC
5DV.5470	4318 SHERMAN ST	1896	C
5DV.13536	4321 SHERMAN ST	1901	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13537	4322 SHERMAN ST	1913	C
5DV.13538	4326 SHERMAN ST	1901	NC
5DV.13539	4330 SHERMAN ST	1906	C
5DV.13540	4333 SHERMAN ST	1888	NC
5DV.13541	4341 SHERMAN ST	1917	C
5DV.13542	4342 SHERMAN ST	1896	NC
5DV.4759	4344 SHERMAN ST	1932	C
5DV.13543	4345 SHERMAN ST	1890	C
5DV.13544	4349 SHERMAN ST	1896	C
5DV.13545	4350 SHERMAN ST	1899	C
5DV.13546	4353 SHERMAN ST	1891	C
5DV.1669	4354 SHERMAN ST	1911	C
5DV.13547	4357 SHERMAN ST	1895	NC
5DV.13548	4358 SHERMAN ST	1891	C
5DV.13549	4362 SHERMAN ST	1891	C
5DV.1690.34	4367 SHERMAN ST	1906	C
-	4401 SHERMAN ST	N/A	Vacant Lot
5DV.13550	4404 SHERMAN ST	1916	C
5DV.13551	4410 SHERMAN ST	1915	C
5DV.13552	4415 SHERMAN ST	1888	NC
5DV.1193	4417 SHERMAN ST	1906	C
5DV.13553	4418 SHERMAN ST	1906	C
5DV.13554	4422 SHERMAN ST	1907	C
5DV.13555	4423 SHERMAN ST	1906	C
5DV.13556	4424 SHERMAN ST	1907	C
5DV.13557	4429 SHERMAN ST	1906	C
5DV.13558	4433-4435 SHERMAN ST	1895	C
5DV.13559	4436 SHERMAN ST	1945	C
5DV.13560	4437 SHERMAN ST	1885	C
5DV.1690.9	4438 SHERMAN ST	1906	C
5DV.13561	4439 SHERMAN ST	1906	C
5DV.13562	4442 SHERMAN ST	1905	C
5DV.13563	4443 SHERMAN ST	1902	C
5DV.13564	4448 SHERMAN ST	1905	NC
5DV.13565	4454 SHERMAN ST	1909	C
5DV.13566	4457 SHERMAN ST	1886	NC
5DV.13567	4460 SHERMAN ST	1900	C
5DV.13568	4465 SHERMAN ST	1895	NC
5DV.13569	4466 SHERMAN ST	1900	C
5DV.13570	4472 SHERMAN ST	1910	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13571	4475 SHERMAN ST	1906	C
5DV.13572	4478 SHERMAN ST	1908	C
5DV.11353	4481 SHERMAN ST	1914	C
5DV.11356	4485 SHERMAN ST	1921	C

C – Contributes to the significance of the area; NC = Does not contribute to the significance of the area

Photographs of a representative sample of buildings found in Garden Place follow:



4471 Leaf Court (5DV.13207)



4412 Lincoln Street (5DV.13272)



4455-4457 Pearl Street (5DV.1690.25)



4473 Grant (5DV.1690.46)



4349 Sherman Street (5DV.13544)

Old Globeville

Old Globeville is located north of I-70 and east of I-25, roughly south of East 48th Avenue and west of Washington Street. Of the 333 parcels surveyed within the Old Globeville district boundaries, 251 were determined contributing to the significance of the area and seventy-three non-contributing. Nine vacant lots were noted. The area is made up of a varied mix of modest homes, including brick bungalows, frame shotgun dwellings, and newer ranch and minimal traditional homes.

While Garden Place was home primarily to Germans from Russia, Old Globeville had a greater mix of ethnic groups. The area west of Sherman Street was populated mostly by Germans from Russia; the rest of Old Globeville was made up of groups of Polish, Slovenian, Croatian, Serbian, and Russian immigrants. These groups were clustered around the places where they worshipped, including St. Joseph's Polish Catholic Church (46th Avenue and Pearl Street), the mostly-Slovenian Holy Rosary Catholic Church (47th Avenue and Pearl Street), and the Serbian and Russian Holy Transfiguration of Christ Orthodox church (47th Avenue and Logan Street).



Old Globeville.

Source:
Esri Corporation

The Old Globeville area is made up primarily of modest frame and brick homes representing a variety of late 19th and early early 20th century building forms. The building forms in Old Globeville are similar to those found in Garden Place. Representative examples include:



609 E. Elk Place (5DV.13092)



4684 Pennsylvania Street (5DV.13513)



4717 Pearl Street (5DV.13447)



4610 Sherman Street (5DV.13574)



4650 Grant Street (5DV.1691.17)

Old Globeville Resources -

Year of Construction and Contributing/Non-Contributing Status:

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.12936	4684 BROADWAY	1926	NC
5DV.1691.1	4700 BROADWAY	1912	C
5DV.12937	4706 BROADWAY	1896	NC
5DV.1691.2	4712 BROADWAY	1932	NC
5DV.12938	4716 BROADWAY	1940	C
5DV.12939	4728 BROADWAY	1928	C
-	4740 APPROX BROADWAY	N/A	Vacant Lot
5DV.12940	4751 BROADWAY A	1943	C
5DV.12941	4751 BROADWAY B	c.1930	C
5DV.12942	4751 BROADWAY C	c.1930	C
5DV.12943	4751 BROADWAY D	c.1950	C
5DV.12944	4760 BROADWAY	1979	C
5DV.12945	4768 BROADWAY	1950	NC
5DV.12946	4776 BROADWAY	1925	C
5DV.12947	4792 BROADWAY	1954	C
5DV.12948	4794 BROADWAY	c.1930	C
5DV.12949	4796 BROADWAY	1906	C
5DV.14923	517 E 46TH AVE	1902	C
5DV.14939	525 E 46TH AVE	1926	C
5DV.13044	24 E 47TH AVE	1984	NC
5DV.13045	348 E 47TH AVE	1890	NC
5DV.1691.35	349 E 47TH AVE	1910	C
5DV.13046	501 E 47TH AVE	1949	NC
5DV.13047	601 E 47TH AVE	1906	C
5DV.13048	611 E 47TH AVE	1906	C
5DV.13049	615 E 47TH AVE	1908	C
5DV.13050	623 E 47TH AVE	1920	C
5DV.13051	625 E 47TH AVE	1900	C
5DV.13053	622 E 48TH AVE	1911	C
5DV.13054	626 E 48TH AVE	1911	C
5DV.13055	632 E 48TH AVE	1920	C
5DV.1691.33	603 E ELK PL	1924	C
5DV.13091	605 E ELK PL	1910	C
5DV.13092	609 E ELK PL	1921	C
5DV.13093	611 E ELK PL	1930	C
5DV.13094	615 E ELK PL	1949	NC
5DV.13095	617 E ELK PL	1922	C
5DV.13096	624 E ELK PL	1918	C
5DV.13097	630 E ELK PL	1952	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13098	638 E ELK PL	1925	C
5DV.1691.16	4600 GRANT ST	1928	C
5DV.1691.25	4601 GRANT ST	c.1890	C
-	4605 GRANT ST	N/A	Vacant Lot
-	4609 GRANT ST	N/A	Vacant Lot
5DV.13152	4610 GRANT ST	1957	C
5DV.13153	4620 GRANT ST	1957	C
5DV.13154	4621 GRANT ST	1895	C
5DV.13155	4635 GRANT ST	1948	C
5DV.13156	4640 GRANT ST	1997	NC
5DV.13157	4645 GRANT ST	1935	NC
5DV.1691.17	4650 GRANT ST	1889	C
5DV.13158	4655 GRANT ST	1926	C
5DV.13159	4661 GRANT ST	1891	NC
5DV.13160	4662 GRANT ST	1928	C
5DV.13161	4666 GRANT ST	1896	C
5DV.13162	4670 GRANT ST	1910	C
5DV.13163	4671 GRANT ST	1891	C
5DV.13164	4677 GRANT ST	1896	C
5DV.13165	4680-4682 GRANT ST	1947	C
5DV.1691.18	4689 GRANT ST	1920	C
5DV.13166	4690-4692 GRANT ST	1947	C
5DV.13167	4691 GRANT ST	1906	C
5DV.1691.19	4700 GRANT ST	N/A	Vacant Lot
5DV.1691.20	4701 GRANT ST	1891	C
5DV.1691.40	4704 GRANT ST	1900	C
5DV.1691.13	4710 GRANT ST	1886	C
5DV.1691.41	4711 GRANT ST	1906	C
5DV.1691.42	4717 GRANT ST	1911	C
5DV.1691.52	4720 GRANT ST	1895	C
5DV.1691.53	4722 GRANT ST	1929	C
5DV.1691.43	4725 GRANT ST	1906	C
5DV.1691.54	4726 GRANT ST	1890	C
5DV.1691.55	4730 GRANT ST	1896	C
5DV.1691.56	4734 GRANT ST	1886	NC
5DV.13168	4735 GRANT ST	1953	C
5DV.1691.44	4741 GRANT ST	1886	NC
5DV.1691.45	4745 GRANT ST	1905	C
5DV.1691.46	4747 GRANT ST	1905	C
5DV.1691.57	4750 GRANT ST	1900	NC
5DV.1691.58	4754 GRANT ST	1886	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13169	4755 GRANT ST	1998	NC
5DV.1691.59	4758 GRANT ST	1896	NC
5DV.1691.60	4760 GRANT ST	1894	C
5DV.1691.47	4769 GRANT ST	1925	C
5DV.1691.48	4773 GRANT ST	1914	C
5DV.1691.61	4776 GRANT ST	1891	C
5DV.13170	4780 GRANT ST	2001	NC
5DV.1691.49	4781 GRANT ST	1913	C
5DV.1691.50	4783 GRANT ST	1891	NC
5DV.13171	4784 GRANT ST	2001	NC
5DV.1691.51	4787 GRANT ST	1909	C
5DV.1691.62	4788 GRANT ST	N/A	Vacant Lot
5DV.13212	4622 LEAF CT	1890	C
5DV.13213	4628 LEAF CT	1897	C
5DV.13214	4634 LEAF CT	1893	C
5DV.13215	4636 LEAF CT	1890	C
5DV.13216	4641 LEAF CT	1901	C
5DV.13217	4644 LEAF CT	1905	C
5DV.13218	4645 LEAF CT	1911	C
5DV.13219	4648 LEAF CT	1906	C
5DV.13220	4655 LEAF CT	1999	NC
5DV.13221	4660 LEAF CT	1921	C
5DV.13222	4665 LEAF CT	1999	NC
5DV.13223	4668 LEAF CT	1924	NC
5DV.1225	4670 LEAF CT	1904	C
5DV.13224	4672 LEAF CT	1927	C
5DV.13225	4675 LEAF CT	1999	NC
5DV.13226	4676 LEAF CT	1909	C
5DV.13227	4685 LEAF CT	1999	NC
5DV.13228	4690 LEAF CT	1940	C
5DV.13229	4700 LEAF CT	1996	NC
5DV.13230	4714 LEAF CT	1949	C
5DV.13231	4720 LEAF CT	1950	C
5DV.13232	4730 LEAF CT	1940	C
5DV.13233	4736 LEAF CT	1924	C
5DV.13234	4748 LEAF CT	1938	C
5DV.13235	4750 LEAF CT	1999	NC
5DV.13236	4760 LEAF CT	1999	NC
5DV.13237	4794 LEAF CT	1916	C
5DV.13238	4796 LEAF CT	1955	NC
5DV.13279	4602 LINCOLN ST	1950	NC
5DV.13280	4609 LINCOLN ST	1925	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13281	4612 LINCOLN ST	1947	C
5DV.4757	4613 LINCOLN ST	1891	NC
5DV.1443	4619 LINCOLN ST	1893	C
5DV.1177	4622 LINCOLN ST	1886	NC
5DV.13282	4623 LINCOLN ST	1886	C
5DV.13283	4626 LINCOLN ST	1896	C
5DV.5943	4629 LINCOLN ST	1893	C
5DV.13284	4630 LINCOLN ST	1896	C
5DV.13285	4634 LINCOLN ST	1928	C
5DV.13286	4635 LINCOLN ST	1887	C
5DV.13287	4642 LINCOLN ST	1898	C
5DV.13288	4643 LINCOLN ST	1901	C
5DV.13289	4647 LINCOLN ST	1911	C
5DV.1691.4	4650 LINCOLN ST	1906	C
5DV.1691.5	4651 LINCOLN ST	1896	NC
5DV.13290	4653 LINCOLN ST	1904	C
5DV.13291	4658 LINCOLN ST	1901	C
5DV.13292	4661 LINCOLN ST	1896	C
5DV.1691.6	4662 LINCOLN ST	1912	C
5DV.13293	4664 LINCOLN ST	1925	C
5DV.1691.7	4669 LINCOLN ST	1929	C
5DV.13294	4670 LINCOLN ST	1937	C
5DV.13295	4671 LINCOLN ST	1896	C
5DV.1691.8	4673 LINCOLN ST	1886	C
5DV.13296	4676 LINCOLN ST	1937	C
5DV.13297	4684 LINCOLN ST	1903	C
5DV.13298	4685 LINCOLN ST	1915	C
5DV.13299	4694 LINCOLN ST	1949	NC
5DV.13300	4695 LINCOLN ST	1912	C
-	4700 LINCOLN ST	N/A	Vacant Lot
5DV.13301	4701 LINCOLN ST	1998	NC
5DV.13302	4703 LINCOLN ST	1998	NC
5DV.13303	4705 LINCOLN ST	1998	NC
5DV.1236	4710 LINCOLN ST	1912	C
5DV.13304	4716 LINCOLN ST	1908	C
5DV.13305	4720 LINCOLN ST	1906	C
5DV.13306	4721 LINCOLN ST	1999	NC
5DV.13307	4731 LINCOLN ST	1999	NC
5DV.13308	4732 LINCOLN ST	1908	NC
5DV.11466	4736 LINCOLN ST	1908	C
5DV.13309	4741 LINCOLN ST	1999	NC
5DV.1691.9	4744 LINCOLN ST	1890	NC

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13310	4751 LINCOLN ST	1999	NC
5DV.13311	4752 LINCOLN ST	1954	C
5DV.13312	4760 LINCOLN ST	1954	NC
5DV.13313	4761 LINCOLN ST	1929	C
5DV.13314	4767 LINCOLN ST	1951	C
-	4768 LINCOLN ST	N/A	Vacant Lot
-	4770 LINCOLN ST	N/A	Vacant Lot
5DV.13315	4777 LINCOLN ST	1932	C
5DV.13316	4779 LINCOLN ST	N/A	Vacant Lot
5DV.13317	4780 LINCOLN ST	2002	NC
5DV.13318	4790 LINCOLN ST	2003	NC
5DV.1691.21	4602 LOGAN ST	1890	C
5DV.13384	4603-4609 LOGAN ST	1942	C
5DV.13385	4614 LOGAN ST	1904	C
5DV.13386	4621 LOGAN ST	1919	NC
5DV.13387	4622 LOGAN ST	1896	C
5DV.13388	4624 LOGAN ST	1896	NC
5DV.7998	4625 LOGAN ST	1896	C
5DV.13389	4626 LOGAN ST	1911	C
5DV.13390	4627 LOGAN ST	1902	C
5DV.13391	4629 LOGAN ST	1896	C
5DV.13392	4634 LOGAN ST	1886	C
5DV.13393	4638 LOGAN ST	1907	C
5DV.13394	4642 LOGAN ST	1890	C
5DV.13395	4643 LOGAN ST	1917	C
5DV.13396	4645 LOGAN ST	1896	C
5DV.13397	4646 LOGAN ST	1906	C
5DV.13398	4649 LOGAN ST	1886	C
5DV.13399	4650 LOGAN ST	1900	C
5DV.13400	4657 LOGAN ST	1886	NC
5DV.13401	4658 LOGAN ST	1896	C
5DV.13402	4663 LOGAN ST	1891	NC
5DV.1367	4666 LOGAN ST	1902	NC
5DV.13403	4668 LOGAN ST	1904	C
5DV.13404	4671 LOGAN ST	1905	C
5DV.13405	4672 LOGAN ST	1908	C
5DV.13406	4674 LOGAN ST	1907	C
5DV.13407	4678 LOGAN ST	1926	C
5DV.13408	4683 LOGAN ST	1890	C
5DV.13409	4723 LOGAN ST	1911	C
5DV.13410	4727 LOGAN ST	1886	NC
5DV.13411	4745 LOGAN ST	1928	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.1691.26	4759 LOGAN ST	1912	C
5DV.13412	4777 LOGAN ST	1985	NC
5DV.13413	4781 LOGAN ST	2002	NC
5DV.13414	4785 LOGAN ST	1916	C
5DV.13415	4787 LOGAN ST	1924	C
5DV.13416	4795 LOGAN ST	1924	NC
5DV.13435	4600 PEARL ST	1937	C
5DV.13436	4610 PEARL ST	1953	C
5DV.13437	4620 PEARL ST	1930	C
5DV.13438	4637-4639 PEARL ST	1911	C
5DV.1190	4641 PEARL ST	1910	C
5DV.13439	4645 PEARL ST	1917	C
5DV.13440	4659 PEARL ST	1906	C
5DV.13441	4667 PEARL ST	1940	C
5DV.14938	4670 PEARL ST	C.1900	C
5DV.13442	4673 PEARL ST	1925	C
5DV.13443	4679 PEARL ST	1886	C
5DV.14918	4686 PEARL ST	C.1920	C
5DV.13444	4695 PEARL ST	1952	C
5DV.13445	4707 PEARL ST	1985	NC
5DV.13446	4709 PEARL ST	1927	C
5DV.1691.27	4715 PEARL ST	1906	C
5DV.13447	4717 PEARL ST	1908	C
5DV.13448	4728 PEARL ST	1896	C
5DV.13449	4730-4732 PEARL ST	1925	C
5DV.13450	4735 PEARL ST	1916	C
5DV.7997	4739 PEARL ST	1922	C
5DV.13451	4740 PEARL ST	1936	C
5DV.13452	4742 PEARL ST	1914	C
5DV.13453	4745 PEARL ST	1923	C
5DV.1691.63	4751 PEARL ST	1910	C
5DV.13454	4755 PEARL ST	1952	NC
5DV.13455	4759 PEARL ST	1920	C
5DV.13456	4775 PEARL ST	1911	C
5DV.1691.28	4779 PEARL ST	1924	C
5DV.13457	4785 PEARL ST	1886	C
5DV.1691.29	4792 PEARL ST	1913	NC
5DV.13458	4795 PEARL ST	1922	C
5DV.13499	4605 PENNSYLVANIA ST	1926	C
5DV.11783	4615 PENNSYLVANIA ST	1926	C
5DV.11784	4619 PENNSYLVANIA ST	1928	C
5DV.14940	4626 PENNSYLVANIA ST	c1945	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13500	4627 PENNSYLVANIA ST	2014	NC
5DV.11785	4635 PENNSYLVANIA ST	1902	C
5DV.11786	4641 PENNSYLVANIA ST	1938	C
5DV.11787	4642 PENNSYLVANIA ST	1928	C
5DV.13501	4645 PENNSYLVANIA ST	1896	NC
5DV.13502	4647 PENNSYLVANIA ST	1896	NC
5DV.11788	4648 PENNSYLVANIA ST	1925	C
5DV.13503	4651 PENNSYLVANIA ST	1947	C
5DV.13504	4656 PENNSYLVANIA ST	1925	C
5DV.13505	4658 PENNSYLVANIA ST	1907	C
5DV.13506	4663 PENNSYLVANIA ST	1911	C
5DV.13507	4664 PENNSYLVANIA ST	1902	C
5DV.13508	4670 PENNSYLVANIA ST	1911	C
5DV.13509	4671 PENNSYLVANIA ST	1896	C
5DV.13510	4673 PENNSYLVANIA ST	1896	C
5DV.13511	4682 PENNSYLVANIA ST	1903	C
5DV.13512	4683 PENNSYLVANIA ST	1911	C
5DV.13513	4684 PENNSYLVANIA ST	1886	C
5DV.13514	4686 PENNSYLVANIA ST	c.1903	C
5DV.13515	4687 PENNSYLVANIA ST	1921	C
5DV.13516	4710 PENNSYLVANIA ST	1911	C
5DV.13517	4720 PENNSYLVANIA ST	1930	C
5DV.13518	4730 PENNSYLVANIA ST	1936	C
5DV.13519	4736 PENNSYLVANIA ST	1926	C
5DV.13520	4746 PENNSYLVANIA ST	1925	C
5DV.13521	4750 PENNSYLVANIA ST	1929	C
5DV.13522	4770 PENNSYLVANIA ST	1934	C
5DV.13523	4774 PENNSYLVANIA ST	1935	C
5DV.13524	4780 PENNSYLVANIA ST	1940	C
5DV.13525	4796 PENNSYLVANIA ST	1922	C
5DV.13526	4796 PENNSYLVANIA ST UNIT REAR	1937	NC
5DV.13573	4602 SHERMAN ST	1946	NC
5DV.13574	4610 SHERMAN ST	1946	C
5DV.13575	4611 SHERMAN ST	1886	NC
5DV.13576	4620 SHERMAN ST	1948	C
5DV.1195	4623 SHERMAN ST	1900	C
5DV.13577	4624 SHERMAN ST	2002	NC
5DV.1691.3	4625 SHERMAN ST	1891	NC
5DV.13578	4629 SHERMAN ST	1896	C
5DV.13579	4630-4634 SHERMAN ST	1939	C
5DV.13580	4637 SHERMAN ST	1894	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13581	4640 SHERMAN ST	1886	NC
5DV.3281	4646 SHERMAN ST	1890	C
5DV.13582	4649 SHERMAN ST	1908	C
5DV.13583	4651 SHERMAN ST	1948	C
5DV.13584	4656 SHERMAN ST	1886	C
5DV.13585	4657 SHERMAN ST	1908	C
5DV.1691.10	4658 SHERMAN ST	1886	C
5DV.13586	4661 SHERMAN ST	1924	C
5DV.13587	4668 SHERMAN ST	1916	C
5DV.11259	4671 SHERMAN ST	2013	NC
5DV.1691.11	4672 SHERMAN ST	1925	C
5DV.13574	4610 SHERMAN ST	1946	C
5DV.13588	4673 SHERMAN ST	1925	C
5DV.13589	4674 SHERMAN ST	1911	C
5DV.13590	4675 SHERMAN ST	1911	NC
5DV.13591	4676 SHERMAN ST	1942	C
5DV.13592	4678 SHERMAN ST	1918	C
5DV.1691.12	4685 SHERMAN ST	1916	C
5DV.13593	4689 SHERMAN ST	1896	C
5DV.13594	4700 SHERMAN ST	1942	C
5DV.13595	4701 SHERMAN ST	1923	C
5DV.13596	4703 SHERMAN ST	1923	C
5DV.13597	4709 SHERMAN ST	1921	C
5DV.13598	4716 SHERMAN ST	1921	C
5DV.13599	4717 SHERMAN ST	1906	C
5DV.13600	4718 SHERMAN ST	1924	C
5DV.1691.14	4726 SHERMAN ST	1908	C
5DV.13601	4732 SHERMAN ST	1896	C
5DV.13602	4733 SHERMAN ST	1908	C
5DV.13603	4735 SHERMAN ST	1886	C
5DV.13604	4738 SHERMAN ST	1901	C
5DV.13605	4739 SHERMAN ST	2004	NC
5DV.13606	4744 SHERMAN ST	1912	C
5DV.13607	4745 SHERMAN ST	1917	NC
5DV.1691.15	4746 SHERMAN ST	1911	NC
5DV.13608	4747 SHERMAN ST	1901	C
5DV.13609	4748 SHERMAN ST	1910	C
5DV.1691.36	4750 SHERMAN ST	1891	NC
5DV.13610	4771 SHERMAN ST	1926	C
5DV.13611	4777 SHERMAN ST	1914	NC
5DV.13612	4782 SHERMAN ST	1956	C
5DV.13613	4787 SHERMAN ST	1949	C

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.13614	4790 SHERMAN ST	1890	C
5DV.13615	4793 SHERMAN ST	1926	C
5DV.13616	4798 SHERMAN ST	1890	C

C = Contributes to the significance of the area; NC = Does not contribute to the significance of the area

Individual Resources Evaluated for Significance

Twenty-seven resources were surveyed at the Enhanced level, meaning that their history was researched and Discover Denver staff assessed their significance. Enhanced forms were submitted to the Colorado Office of Archaeology and Historic Preservation for determinations of eligibility to the State and National registers. A determination of eligibility does not mean that the resource will be designated; it only means that, based on current known information, the resource meets the criteria for eligibility.

Evaluation codes are as follows:

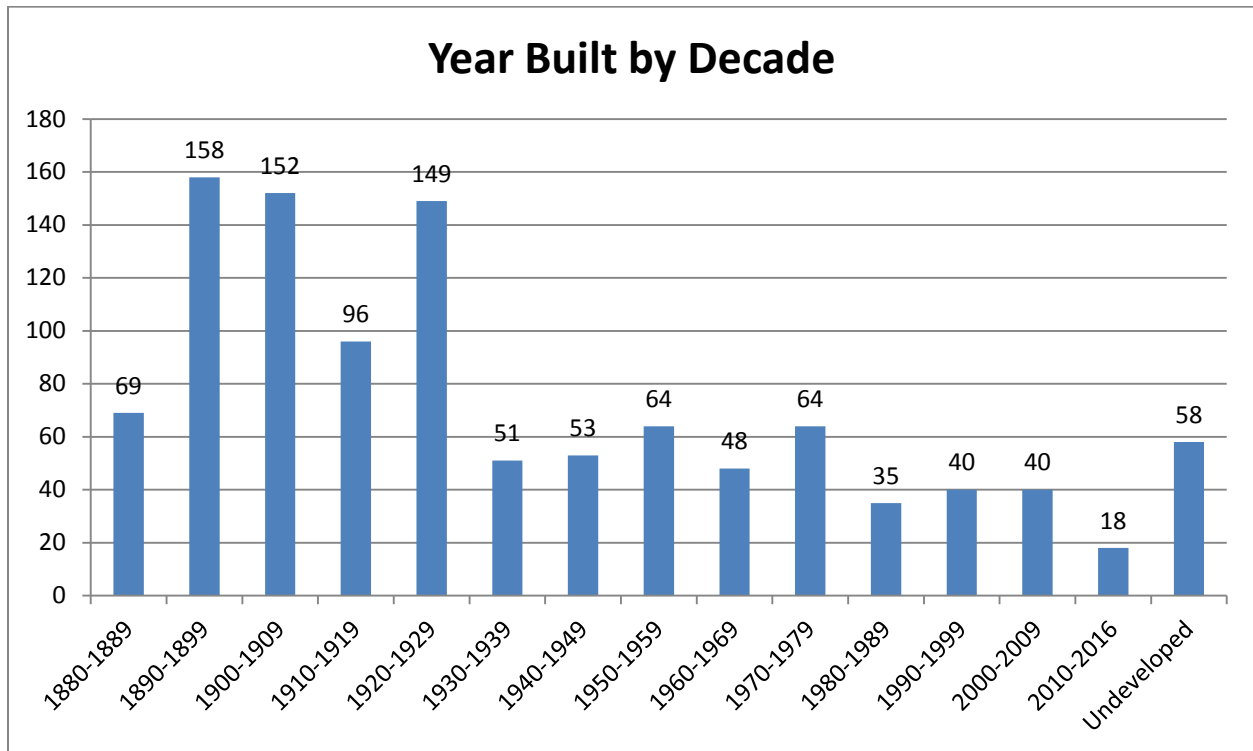
<u>Code</u>	<u>Definition</u>
ND	More data is needed to make an eligibility determination
NE	Not eligible for the State or National Register
NR-E (Criteria)	Resource has sufficient significance for listing in the National Register under the noted criteria
SR-E (Criteria)	Resource has sufficient significance for listing in the State Register under the noted criteria

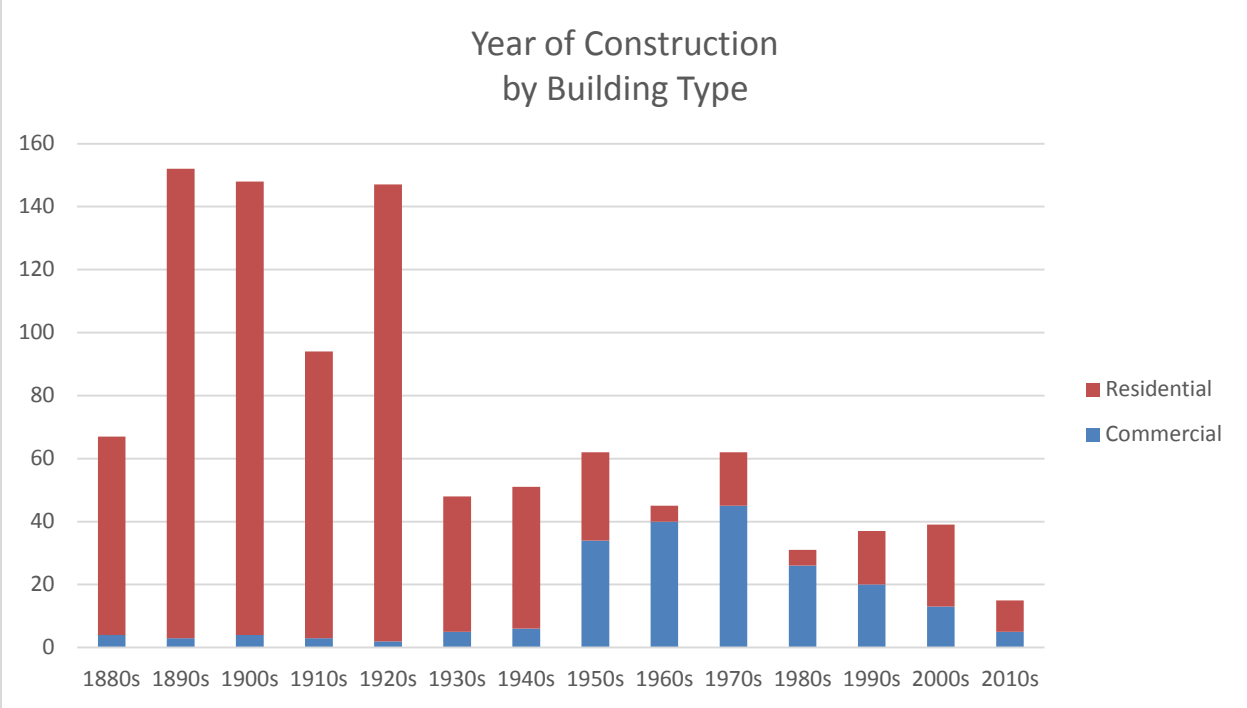
Site ID	Address	Year Built	Evaluation Code
5DV.792	5006 GRANT ST	1894	NE
5DV.794	5008 SHERMAN ST	1922	ND
5DV.805	4923 PEARL ST	1901	SR-E (C)
5DV.3281	4646 SHERMAN ST	1890	ND
5DV.3739	5086 LINCOLN ST	1943	NE
5DV.3743	5049 SHERMAN ST	1891	NE
5DV.13189	5057 GRANT ST	1926	SR-E (C)
5DV.13254	4301 LINCOLN ST	1917	SR-E (C)
5DV.13255	4303 LINCOLN ST	1908	SR-E (C)
5DV.13271	4364 LINCOLN ST	1911	NR-E (C)
5DV.13272	4412 LINCOLN ST	1913	NR-E (C)
5DV.13339	4917 LINCOLN ST	1930	NE
5DV.13341	4930 LINCOLN ST	1925	NE
5DV.13384	4603-4609 LOGAN ST	1942	NR-E (C)
5DV.13421	5051 LOGAN ST	1918	NE
5DV.13455	4759 PEARL ST	1920	SR-E (C)
5DV.13510	4673 PENNSYLVANIA ST	1896	NR-E (C)
5DV.13515	4687 PENNSYLVANIA ST	1921	SR-E (C)
5DV.13543	4345 SHERMAN ST	1890	SR-E (C)
5DV.13550	4404 SHERMAN ST	1916	NE
5DV.13595	4701 SHERMAN ST	1923	NE
5DV.13623	4951 SHERMAN ST	C.1925	NE
5DV.13629	4986 SHERMAN ST	1943	SR-E (C)

Site ID	Address	Year Built	Evaluation Code
5DV.13645	418 W 43RD AVE	1886	NE
5DV.1690.14	4411 LOGAN ST	1886	SR-E (C)
5DV.1690.15	4414 LOGAN ST	1913	NR-E (A)
5DV.1690.56	4464 GRANT ST	1921	SR-E (C)

Years of Construction

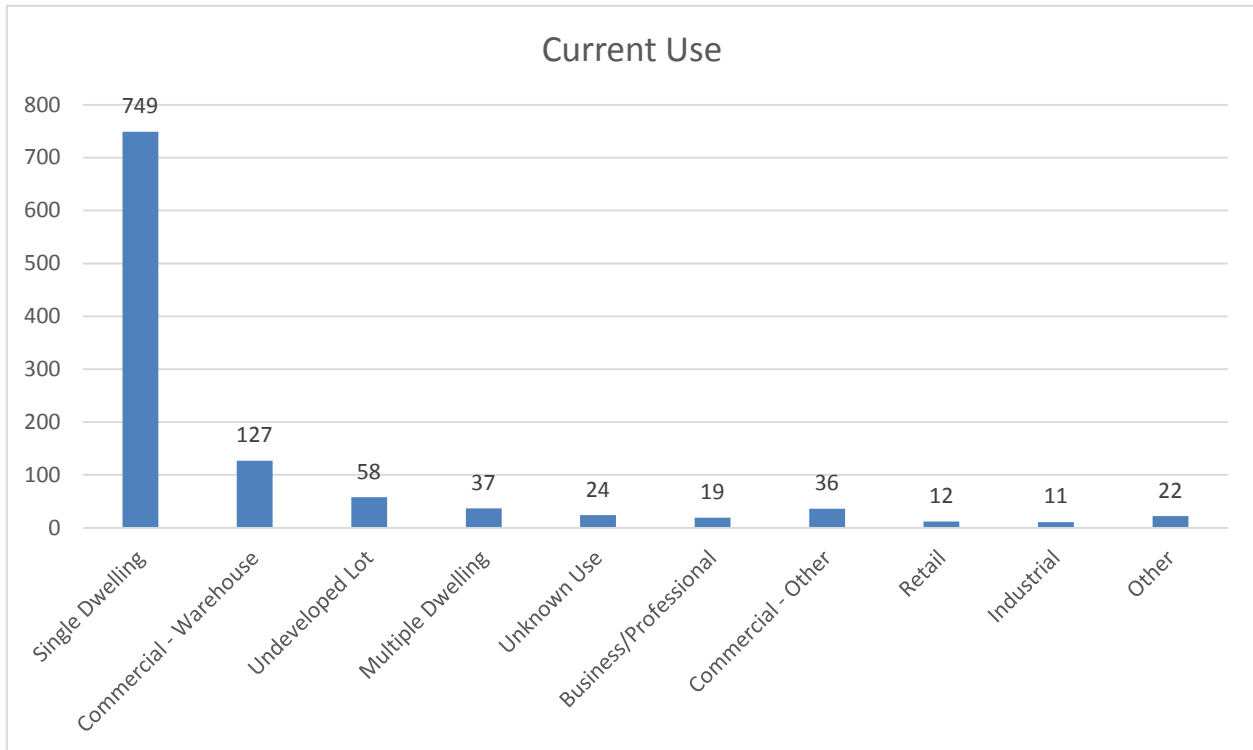
The year of construction for buildings surveyed ranged from 1881 to 2015, with over 65% of the buildings in the neighborhood built by 1940. Through the 1940s, most new construction was for residential buildings. Beginning in the 1950s, this trend was reversed with most new buildings built for commercial purposes. This is likely due to the construction of I-25 and I-70, which had a negative result on the residential character of the Globeville neighborhood while at the same time making it more accessible for commercial transportation.





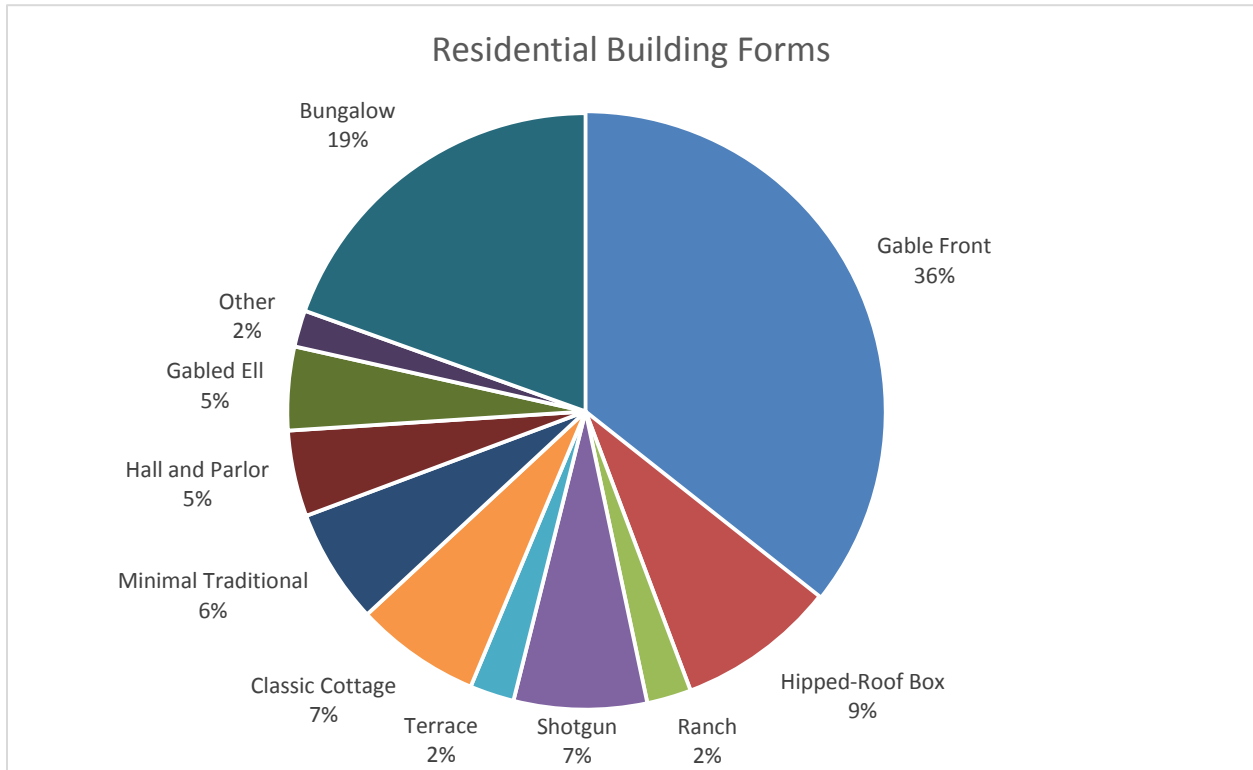
Current Use of Buildings

An overwhelming number of buildings surveyed, 71.8%, had residential uses. Most of these were single family dwellings (68.4%). A smaller percentage (3.4%) were multiple-unit dwellings. Commercial buildings were primarily used as warehouses, or for small-scale industrial processing. 58 vacant parcels were noted.



Building Forms: Residential

Most residential buildings documented were modest homes with no clear architectural style. This is especially true for those built prior to 1920. The 1920s and 1930s saw a number of brick bungalows constructed, most with simple Craftsman detailing. Gable front, bungalow, hipped-roof box, classic cottage, minimal traditional, and shotgun building forms were the most prevalent.



Common Residential Building Forms

Form: Gable Front



4646 Logan Street

The Gable Front building form is common throughout Globeville and the greater Denver area. The form is characterized by a rectangular building plan, gable-end primary entrance, and a full- or partial-width projecting porch. The Gable Front form was commonly built between the mid-1880s and the 1910s.

Form: Hipped-Roof Box



4473 Grant Street

The Hipped-Roof Box building form is characterized by its square or rectangular plan and simple hipped or pyramidal roof. Hipped-Roof Box homes in Globeville were constructed between the late 1880s and early 1940s.

Form: Bungalow



4447 Logan Street

Bungalows are characterized by their broad overhanging eaves, low-pitched roof and full-width front porch. Most Globeville bungalows were constructed of brick. Many have simple Craftsman-style features such as open trussing, half-timbering, and exposed rafter tails. Bungalows were predominantly built between the late 1910s and early 1930s.

Form: Classic Cottage



625 E. 47th Avenue

The Classic Cottage building form is characterized by its rectangular building plan and hipped roof with central dormer. The eaves are often flared. There is often a full-width front porch with simple classical columns or wood posts. Most Globeville Classic Cottages were built between 1900 and 1915.

Form: Shotgun



4684 Pennsylvania Street

The Shotgun dwelling is one room wide, and multiple rooms deep. Most Shotgun houses are of frame construction with a front gable roof.

Form: Minimal Traditional

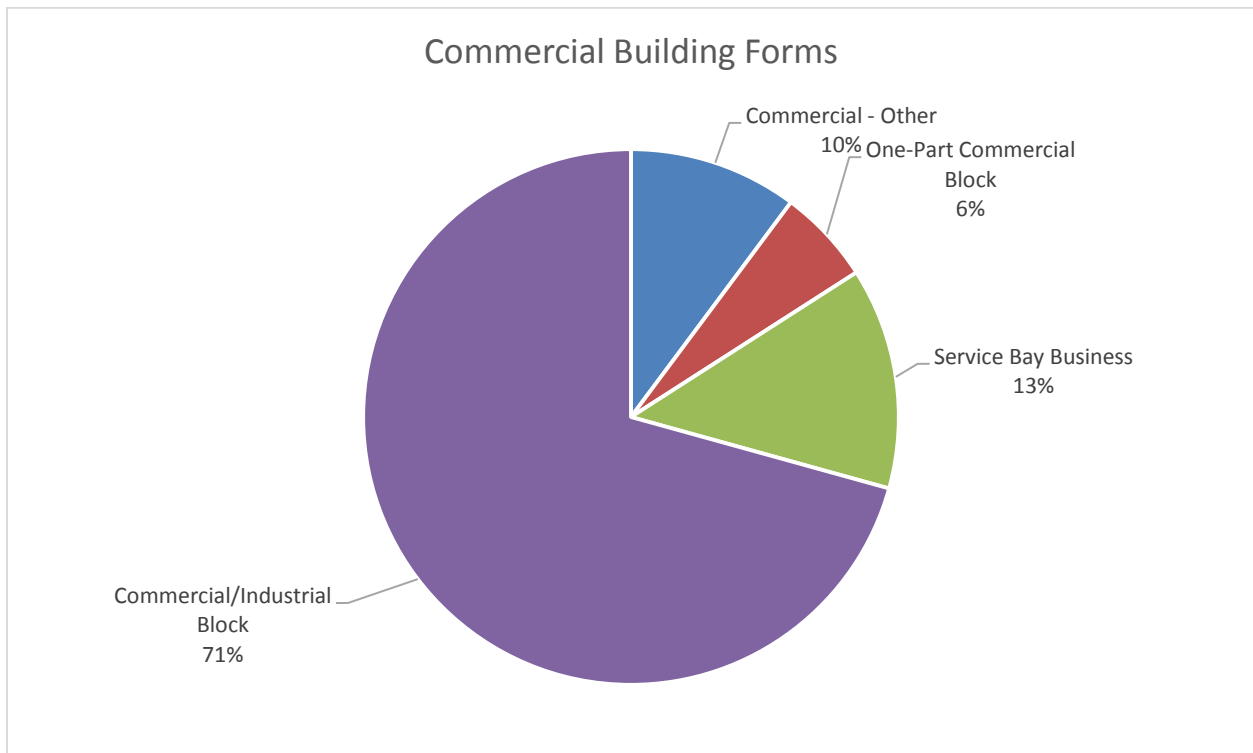


4635 Grant Street

The Minimal Traditional building form is characterized by a simple, often rectangular, building plan with little or no eaves, and little to no ornamentation. Most of these homes were built in the mid- to late-1940s, and into the early 1950s.

Building Forms: Commercial

Most commercial buildings documented in Globeville were utilitarian in nature and were of the Service Bay Business or Commercial/Industrial Block building forms. Several large industrial complexes were also documented, with limited information collected in anticipation of more intensive survey of these sites at a later date.



Common Commercial Building Forms

Form: Commercial/Industrial Block



5040 Acoma Street

The Commercial/Industrial Block building type is exactly what the name implies—a large commercial or industrial-use building with a utilitarian appearance. Entrances and windows, for the most part, are simple and functional and do not exhibit any stylistic influence. This building type can range from one to a few stories tall, and cladding can be of any material, including brick, concrete block, concrete, or stucco.

Form: Service Bay Business



4256 Elati Street

The Service Bay Business building form can be identified by its combination of a large vehicle bay with its own entrance, and an attached office space with a separate pedestrian entrance. Exterior cladding can be of any material, including brick, concrete block, concrete, or stucco.

Form: One-Part Commercial Block



5106 Washington Street

The One-Part Commercial Block is generally one story and of brick or stone masonry construction. It features prominent display windows and a decorative cornice, often with corbelled brick. There is often space between the display windows and cornice for signage.

Unique Architectural Feature: The Globeville Dormer

A unique architectural feature noted on many buildings of the hipped-roof box form in the Globeville survey area was a tiny double-sided gable dormer. This feature was also mentioned in the survey report covering the 1983 survey of Globeville. Research was unable, as in 1983, to track down the origin of these dormers. According to Globeville residents, these dormers simply provide ventilation to the attic of the home, but their uniqueness bears additional research.



4335 Lincoln Street (5DV.13263)



4619 Lincoln Street (5DV.1443)

Recommendations

The goal of the Discover Denver project is to identify buildings throughout the city having architectural, historical, or cultural significance. While Discover Denver evaluates surveyed buildings for potential significance, it does not initiate nominations for individual historic landmark status or nominations for historic landmark districts. The project does, however, make information collected through its research and field survey work publicly available.

Recommendations for the use of information compiled as a result of this project include:

- Publication of Survey Data and Results
 - All survey data collected by Discover Denver in the Globeville survey area should be made publicly available through the City and County of Denver's Open Data Catalog. The Open Data Catalog is a portal where data from many of the city's departments is downloadable by members of the public, free of charge. This data could be invaluable to a number of different audiences, including historians, homeowners, students, real estate agents, and real estate developers.
 - Historical research has been completed for all properties surveyed at the Enhanced level. Historical summaries created for each of these properties should be made publicly available through the City and County of Denver's website and on the Discover Denver project website.
- Public Outreach and Education
 - The general public should be made aware of the special role that Globeville played in Denver's history. Awareness could be achieved by way of public presentations, written publications, or perhaps through smart phone applications, such as Historic Denver's Story Trek, that share the history of the area.
 - The significance of the Old Globeville and Garden Place National Register-eligible historic districts should be made public. These districts contain a cohesive collection of properties that retain their historic physical integrity, and serve as reminders of the neighborhood's working class history. While these areas have significance, additional research, the support of the residents, and a designation application submittal would be needed in order to formally nominate, or create, local historic districts.

- Additional Research

- It is recommended that additional research be performed on the cultural or historical significance of the Globeville dormer.

7. BIBLIOGRAPHY

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8. SURVEY LOG

Evaluations made as a part of this survey project are intended to assist city staff, property owners, and other interested parties with understanding a property’s potential significance. These evaluations may be revised in the future should additional information be discovered, or if the property no longer retains its historic physical integrity.

A determination of significance or eligibility does not formally designate a resource as a historic landmark or put any restrictions on it. Designations would require a significant level of community support and the successful completion of a rigorous public process.

Evaluation Code	Definition
Local – Individual Significance Codes	
DEMOLISHED	Resource has been demolished.
E	City staff has determined that the resource has architectural, historical, or cultural significance.
L30	Resource is less than thirty years of age, and was not evaluated for potential significance.
LANDMARK	Resource is a designated Denver Landmark.
ND	More data is needed to determine if this property has architectural, historical, or cultural significance.
NE	Resource no longer retains its physical integrity.
PE	Resource has potential architectural, historical, or cultural significance.
Local – Area Significance Codes	
DEMOLISHED	Resource has been demolished.
L30	Resource is less than thirty years of age, and was not evaluated for potential significance.
NPD	Resource is not located in an area of significance.
PHD-C	Resource is in an area of significance and retains its physical integrity.
PHD-NC	Resource is in an area of significance but no longer retains its physical integrity.
NR/SR – Individual Significance Codes	
DEMOLISHED	Resource has been demolished.
L30	Resource is less than thirty years of age, and was not evaluated for potential significance.
NR-ND	More data is needed to evaluate this property’s eligibility for listing in the National Register.
NR-NE	Resource lacks the significance required for listing in the National Register.
NR-E (Criteria)	Resource has sufficient significance for listing in the National Register under the noted criteria.
NR-LISTED	Resource is listed in the National Register of Historic Places.
SR-E (Criteria)	Resource has sufficient significance for listing in the State Register under the noted criteria.
NR/SR – Area Significance Codes	
DEMOLISHED	Resource has been demolished.
L30	Resource is less than thirty years of age, and was not evaluated for potential significance.
NPD	Resource is not in an area of significance.

PHD-C	Resource is in an area of significance and retains its physical integrity.
PHD-NC	Resource is in an area of significance but no longer retains its physical integrity.

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
31ST STREET										
5DV.12909	1901 31ST ST	Evaluation	1977	Transportation	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.12910	1940 31ST ST	Descriptive	1989	Transportation	N/A	N/A	L30	L30	L30	L30
5DV.12911	2110 31ST ST	Descriptive	1994	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
	2114 31ST ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12912	2115 31ST ST	Evaluation	1955	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.12913	2555 31ST ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12914	2570 31ST ST	Evaluation	1968	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.12915	2590 31ST ST	Evaluation	1969	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
E 45TH AVE										
5DV.14942	601 E 45TH AVE C	Evaluation	C.1900	Commercial - Other	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.14941	601 E 45TH AVE REAR	Evaluation	C.1900	Commercial - Other	Gable Front	No Style	ND	NPD	ND	NPD
E 47TH AVE										
5DV.14936	349 E 47TH AVE B	Evaluation	C.1960	Social - Meeting Hall	Other	No Style	ND	NPD	ND	NPD
ACOMA STREET										
5DV.12916	4990 ACOMA ST	Evaluation	1960	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.12917	5010 ACOMA ST	Evaluation	1962	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
5DV.12918	5040 ACOMA ST	Evaluation	1961	Commercial - Business/Professional	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.12919	5050 ACOMA ST	Evaluation	1961	Commercial - Retail Store	Commercial/Industrial Block	No Style	NE	NPD	NE	NPD
5DV.12920	5060 ACOMA ST	Evaluation	1967	Commercial - Warehouse	Commercial/Industrial Block	No Style	NE	NPD	NE	NPD
5DV.12921	5090 ACOMA ST	Evaluation	1973	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
BANNOCK STREET										
5DV.12922	4849 BANNOCK ST	Evaluation	1970	Domestic - Hotel/Motel	Other	No Style	ND	NPD	ND	NPD
5DV.12923	4955 BANNOCK ST	Evaluation	1985	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
BROADWAY										
5DV.12924	4220 BROADWAY	Evaluation	1954	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
5DV.12925	4275 BROADWAY	Evaluation	1971	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.12926	4301 BROADWAY	Evaluation	1968	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
5DV.12927	4321 BROADWAY	Evaluation	1978	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
	4321 BROADWAY ST MISC	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12928	4330 BROADWAY	Evaluation	1985	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	PHD-NC	ND	PHD-NC
5DV.12929	4340 BROADWAY	Evaluation	1959	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	PHD-NC	ND	PHD-NC
5DV.12930	4350 BROADWAY	Evaluation	1968	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	NE	PHD-NC	NE	PHD-NC
5DV.12931	4395 BROADWAY	Evaluation	1963	Commercial - Business/Professional	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.12932	4398 BROADWAY	Evaluation	1983	Commercial - Warehouse	Service Bay Business	No Style	ND	PHD-NC	ND	PHD-NC
	4401 BROADWAY	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12934	4488 BROADWAY	Evaluation	1906	Unknown Current Use	Other	No Style	NE	PHD-NC	NE	PHD-NC
5DV.12935	4500 BROADWAY	Evaluation	c.1950	Commercial - Other	Gas Station - Oblong Box	Modern Movement	ND	NPD	E	NPD
	4500 BROADWAY	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12936	4684 BROADWAY	Descriptive	1926	Domestic – Single Dwelling	Shotgun	No Style	NE	NPD	NE	NPD
5DV.1691.1	4700 BROADWAY	Evaluation	1912	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C

							Local Evaluation		NR/SR Evaluation	
Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Individual	Area	Individual	Area
5DV.12937	4706 BROADWAY	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1691.2	4712 BROADWAY	Evaluation	1932	Domestic – Single Dwelling	Hall and Parlor	No Style	NE	PHD-NC	NE	PHD-NC
5DV.12938	4716 BROADWAY	Evaluation	1940	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.12939	4728 BROADWAY	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
	4740 APPROX BROADWAY	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12940	4751 BROADWAY A	Evaluation	1943	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	PHD-C	ND	PHD-C
5DV.12941	4751 BROADWAY B	Evaluation	c.1930	Commercial - Business/Professional	Commercial/Industrial Block	Modern Movement	ND	PHD-C	ND	PHD-C
5DV.12942	4751 BROADWAY C	Evaluation	c.1930	Commercial - Warehouse	Commercial/Industrial Block	Art Deco	ND	PHD-C	ND	PHD-C
5DV.12943	4751 BROADWAY D	Evaluation	c.1950	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	PHD-C	ND	PHD-C
5DV.12944	4760 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.12945	4768 BROADWAY	Evaluation	1950	Domestic – Single Dwelling	Minimal Traditional	No Style	NE	PHD-NC	ND	PHD-NC
5DV.12946	4776 BROADWAY	Evaluation	1925	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.12947	4792 BROADWAY	Evaluation	1954	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.12948	4794 BROADWAY	Evaluation	c.1930	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.12949	4796 BROADWAY	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	E	PHD-C
5DV.12950	4825 BROADWAY	Evaluation	1967	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.12951	4840 BROADWAY	Evaluation	1966	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.12952	4850 BROADWAY	Evaluation	1967	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.12953	4855 BROADWAY	Evaluation	1968	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.12954	4880 BROADWAY	Evaluation	1968	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
	4885 BROADWAY	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12955	4902 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.12956	4910 BROADWAY	Descriptive	1948	Domestic – Single Dwelling	Other	No Style	NE	NPD	NE	NPD
5DV.12957	4922 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.5654	4930 BROADWAY	Descriptive	1924	Domestic – Single Dwelling	Other	No Style	NE	NPD	NE	NPD
5DV.12958	4940 BROADWAY	Descriptive	2000	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.5655	4944 BROADWAY	Evaluation	1926	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.12959	4952 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.5656	4962 BROADWAY	Evaluation	1925	Domestic – Single Dwelling	Gabled Ell	No Style	NE	NPD	NE	NPD
5DV.12960	4976 BROADWAY	Evaluation	1947	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.5657	4982 BROADWAY	Evaluation	1928	Domestic – Single Dwelling	Bungalow	No Style	NE	NPD	NE	NPD
5DV.12961	4992 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.12962	5005 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.12963	5015 BROADWAY	Evaluation	1920	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12964	5020 BROADWAY	Descriptive	1894	Domestic – Single Dwelling	N/A	N/A	NE	NPD	NE	NPD
5DV.12965	5025 BROADWAY	Evaluation	1948	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.12966	5030 BROADWAY	Evaluation	1925	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
	5041 BROADWAY	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12967	5051 BROADWAY	Evaluation	1929	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	NPD	NE	NPD
5DV.12968	5059 BROADWAY	Evaluation	1925	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	NPD	NE	NPD
5DV.12969	5067 BROADWAY	Evaluation	1930	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.12970	5075 BROADWAY	Evaluation	1928	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	NPD	NE	NPD
5DV.12971	5083 BROADWAY	Evaluation	1920	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12972	5085 BROADWAY	Evaluation	1979	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
CAHITA COURT										
	4401 CAHITA CT	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.1700	4415 CAHITA CT	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.1700	4415 CAHITA CT	Descriptive	2011	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.12973	4421 CAHITA CT	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12974	4427 CAHITA CT	Evaluation	1921	Commercial - Other	Bungalow	No Style	NE	NPD	NE	NPD
5DV.12975	4451 CAHITA CT	Descriptive	1894	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12976	4455 CAHITA CT	Foundation	N/A	Lot with Accessory Building	Other	No Style	NE	NPD	NE	NPD
5DV.12977	4471 CAHITA CT	Foundation	N/A	Lot with Accessory Building	N/A	N/A	NE	NPD	NE	NPD
CHEROKEE STREET										
	4300 CHEROKEE ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12978	4315 CHEROKEE ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12979	4317 CHEROKEE ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12980	4333-4349 CHEROKEE ST	Evaluation	1980	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.798	4352 CHEROKEE ST	Evaluation	1924	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12981	4353 CHEROKEE ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.799	4365 CHEROKEE ST	Evaluation	1924	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.12982	4368 CHEROKEE ST	Evaluation	1915	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
	4400 CHEROKEE ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	4400 CHEROKEE ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12983	4407 CHEROKEE ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.1701	4408 CHEROKEE ST	Evaluation	1938	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.800	4411 CHEROKEE ST	Evaluation	1884	Vacant Building	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12984	4419 CHEROKEE ST	Evaluation	1887	Domestic – Single Dwelling	Gabled Ell	No Style	NE	NPD	NE	NPD
5DV.12985	4422 CHEROKEE ST	Evaluation	1985	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.1555	4427 CHEROKEE ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12986	4431 CHEROKEE ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.12987	4434 CHEROKEE ST	Descriptive	2005	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.12988	4439 CHEROKEE ST	Evaluation	1894	Domestic – Single Dwelling	Gabled Ell	No Style	NE	NPD	NE	NPD
5DV.12989	4445 CHEROKEE ST	Evaluation	1894	Domestic – Single Dwelling	Gable Front	Victorian Cottage	NE	NPD	NE	NPD
5DV.1427	4449-4451 CHEROKEE ST	Evaluation	1894	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12990	4450 CHEROKEE ST	Evaluation	1974	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.12991	4456 CHEROKEE ST	Evaluation	1983	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.12992	4459 CHEROKEE ST	Descriptive	1896	Domestic – Single Dwelling	Shotgun	No Style	NE	NPD	NE	NPD
5DV.12993	4463 CHEROKEE ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12994	4464 CHEROKEE ST	Evaluation	1948	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12995	4468 CHEROKEE ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12996	4469 CHEROKEE ST	Evaluation	1884	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.801	4470 CHEROKEE ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12997	4474 CHEROKEE ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	NE	NPD	NE	NPD
5DV.5713	4495 CHEROKEE ST	Evaluation	1915	Domestic – Single Dwelling	Shotgun	No Style	NE	NPD	NE	NPD
CLARKSON STREET										
5DV.12998	4820 CLARKSON ST	Evaluation	1932	Unknown Current Use	Bungalow	No Style	ND	NPD	ND	NPD
5DV.12999	4830 CLARKSON ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13000	4838 CLARKSON ST	Evaluation	1906	Unknown Current Use	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.13001	4858 CLARKSON ST	Evaluation	1979	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13002	4900 CLARKSON ST	Evaluation	1968	Industry/Processing	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.809	5100 CLARKSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.5771	5108 CLARKSON ST	Evaluation	1892	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13003	5113 CLARKSON ST	Descriptive	2000	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.810	5117 CLARKSON ST	Evaluation	1892	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13004	5118 CLARKSON ST	Evaluation	1910	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	NPD	NE	NPD
5DV.13005	5122 CLARKSON ST	Evaluation	1892	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13006	5125 CLARKSON ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13007	5128 CLARKSON ST	Evaluation	1912	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.1696	5135 CLARKSON ST	Evaluation	1886	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.807	5140 CLARKSON ST	Evaluation	1980	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13008	5141 CLARKSON ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	Craftsman	ND	NPD	ND	NPD
5DV.13009	5143 CLARKSON ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13010	5145 CLARKSON ST	Descriptive	2006	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
	5154 CLARKSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13011	5155 CLARKSON ST	Descriptive	1999	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.13012	5156 CLARKSON ST A	Evaluation	1900	Unknown Current Use	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13013	5156 CLARKSON ST B	Evaluation	c.1970	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13014	5169 CLARKSON ST	Evaluation	1979	Unknown Current Use	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13015	5170 CLARKSON ST	Evaluation	1896	Commercial - Warehouse	Gable Front	No Style	ND	NPD	ND	NPD
5DV.808	5174 CLARKSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13016	5175 CLARKSON ST	Evaluation	1904	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
	5181 CLARKSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13017	5190 CLARKSON ST	Evaluation	1962	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
DELAWARE STREET										
5DV.13018	4201 DELAWARE ST	Evaluation	1932	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	NPD	NE	NPD
5DV.13019	4209 DELAWARE ST	Evaluation	1958	Domestic – Single Dwelling	Other	No Style	NE	NPD	NE	NPD
5DV.13020	4217 DELAWARE ST	Evaluation	1935	Domestic – Single Dwelling	Bungalow	No Style	NE	NPD	NE	NPD
5DV.13021	4225 DELAWARE ST	Evaluation	1948	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13022	4235 DELAWARE ST	Evaluation	1951	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13023	4242 DELAWARE ST	Evaluation	1978	Commercial - Business/Professional	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13024	4300 DELAWARE ST	Evaluation	1932	Commercial - Business/Professional	Bungalow	Craftsman	NE	NPD	NE	NPD
5DV.13025	4315 DELAWARE ST	Descriptive	1997	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13026	4317 DELAWARE ST	Descriptive	2001	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13027	4327 DELAWARE ST	Evaluation	1983	Industry/Processing	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13028	4328 DELAWARE ST	Descriptive	1886	Unknown Current Use	Other	No Style	NE	NPD	NE	NPD
5DV.13029	4330 DELAWARE ST	Evaluation	1914	Domestic – Single Dwelling	Shotgun	No Style	NE	NPD	NE	NPD
5DV.13030	4342 DELAWARE ST	Evaluation	1886	Commercial - Other	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.1429	4348 DELAWARE ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Craftsman	ND	NPD	ND	NPD
5DV.13031	4399 DELAWARE ST	Evaluation	1983	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13032	4400 DELAWARE ST	Evaluation	1917	Commercial - Other	Commercial - Other	No Style	NE	NPD	NE	NPD
5DV.13033	4414 DELAWARE ST	Evaluation	1917	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13034	4422 DELAWARE ST	Evaluation	1896	Domestic – Single Dwelling	Gabled Ell	Mixed Style	NE	NPD	NE	NPD
5DV.13035	4436-4444 DELAWARE ST	Descriptive	1993	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13036	4460 DELAWARE ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13037	4466 DELAWARE ST	Evaluation	1890	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.13038	4478 DELAWARE ST	Evaluation	1889	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13039	4480 DELAWARE ST	Evaluation	1889	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.13040	4488 DELAWARE ST	Evaluation	1894	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.13041	4494 DELAWARE ST	Evaluation	1891	Domestic – Single Dwelling	Hall and parlor	No Style	NE	NPD	NE	NPD
E 44TH AVENUE										
5DV.14929	402 E 44TH AVE	Descriptive	2012	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
E 45TH AVENUE										
5DV.13042	202-218 E 45TH AVE	Descriptive	2012	Domestic – Multiple Dwelling	N/A	N/A	L30	PHD-NC	L30	PHD-NC
5DV.13043	601 E 45TH AVE	Descriptive	1948	Commercial - Warehouse	N/A	N/A	NE	NPD	NE	NPD
E 46TH AVENUE										
5DV.14923	517 E 46TH AVE	Evaluation	1902	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.14939	525 E 46TH AVE	Evaluation	1926	Education - School	Other	No Style	ND	PHD-C	E	PHD-C
E 47TH AVENUE										
5DV.13044	24 E 47TH AVE	Evaluation	1984	Domestic – Single Dwelling	Ranch	Ranch	ND	PHD-NC	ND	PHD-NC
5DV.13045	348 E 47TH AVE	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1691.35	349 E 47TH AVE	Evaluation	1910	Domestic – Single Dwelling	Foursquare	No Style	E	PHD-C	E	PHD-C
5DV.13046	501 E 47TH AVE	Evaluation	1949	Domestic – Single Dwelling	Ranch	Ranch	ND	PHD-NC	ND	PHD-NC
5DV.13047	601 E 47TH AVE	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13048	611 E 47TH AVE	Evaluation	1906	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13049	615 E 47TH AVE	Evaluation	1908	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13050	623 E 47TH AVE	Evaluation	1920	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13051	625 E 47TH AVE	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	PHD-C	E	PHD-C
E 48TH AVENUE										
5DV.13052	601 E 48TH AVE	Evaluation	1957	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13053	622 E 48TH AVE	Evaluation	1911	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13054	626 E 48TH AVE	Evaluation	1911	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13055	632 E 48TH AVE	Evaluation	1920	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
E 49TH AVENUE										

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13056	150 E 49TH AVE	Evaluation	1963	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.13057	401 E 49TH AVE	Evaluation	1921	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.13058	425 E 49TH AVE	Evaluation	1938	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13059	540 E 49TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13060	544 E 49TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.1698	575 E 49TH AVE	Evaluation	1886	Commercial - Business/Professional	Gable Front	No Style	ND	NPD	ND	NPD
5DV.1286	601 E 49TH AVE	Evaluation	1918	Domestic – Multiple Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.13061	615 E 49TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13062	616 E 49TH AVE	Evaluation	1908	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.13063	631 E 49TH AVE	Evaluation	1916	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	NPD	ND	NPD
5DV.13064	647 E 49TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gabled Ell	No Style	NE	NPD	NE	NPD
5DV.13065	650 E 49TH AVE	Evaluation	1980	Recreation and Culture - Other	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.1191	655 E 49TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.13066	675 E 49TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	NE	NPD	NE	NPD
E 50TH AVENUE										
5DV.13067	130 E 50TH AVE	Evaluation	1939	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13068	134 E 50TH AVE	Evaluation	c.1900	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13069	624 E 50TH AVE	Evaluation	1901	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13070	707 E 50TH AVE	Evaluation	1956	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13071	810 E 50TH AVE	Evaluation	1947	Unknown Current Use	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13072	835 E 50TH AVE	Evaluation	1958	Industry/Processing	Service Bay Business	No Style	ND	NPD	ND	NPD
E 51ST AVENUE										
5DV.13073	10 E 51ST AVE	Evaluation	1979	Recreation and Culture - Other	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13074	100 E 51ST AVE	Evaluation	1957	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.13075	201-205 E 51ST AVE	Descriptive	2012	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13076	209-211 E 51ST AVE	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13077	221-229 E 51ST AVE	Descriptive	2003	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13078	231-239 E 51ST AVE	Descriptive	2003	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13079	321 E 51ST AVE	Descriptive	2005	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13080	400 E 51ST AVE	Evaluation	1947	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13081	510 E 51ST AVE	Evaluation	1956	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13082	770 E 51ST AVE	Evaluation	1961	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13083	790 E 51ST AVE	Evaluation	1956	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
E ELGIN PLACE										
	610 E ELGIN PL	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13084	615 E ELGIN PL	Descriptive	1990	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.1697	620 E ELGIN PL	Evaluation	c.1900	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13085	630 E ELGIN PL	Evaluation	c.1900	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13086	633 E ELGIN PL	Evaluation	1914	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13087	650 E ELGIN PL	Evaluation	c.1900	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13088	653 E ELGIN PL	Evaluation	1890	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13089	654 E ELGIN PL	Evaluation	1896	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13090	663 E ELGIN PL	Evaluation	1914	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	NPD	ND	NPD
E ELK PLACE										
5DV.1691.33	603 E ELK PL	Evaluation	1924	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13091	605 E ELK PL	Evaluation	1910	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13092	609 E ELK PL	Evaluation	1921	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13093	611 E ELK PL	Evaluation	1930	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13094	615 E ELK PL	Evaluation	1949	Domestic – Single Dwelling	Minimal Traditional	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13095	617 E ELK PL	Evaluation	1922	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13096	624 E ELK PL	Evaluation	1918	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13097	630 E ELK PL	Evaluation	1952	Domestic – Single Dwelling	Ranch	Ranch	ND	PHD-C	ND	PHD-C
5DV.13098	638 E ELK PL	Evaluation	1925	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
ELATI STREET										
5DV.13099	3900 ELATI ST	Evaluation	1972	Domestic - Institutional Housing	High Rise	Modern Movement	ND	NPD	ND	NPD
5DV.13100	3993 ELATI ST	Descriptive	1993	Commercial - Other	N/A	N/A	L30	L30	L30	L30
5DV.13101	4055 ELATI ST	Evaluation	1940	Commercial - Warehouse	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.13102	4060 ELATI ST	Evaluation	1956	Commercial - Business/Professional	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13103	4125 ELATI ST	Evaluation	1971	Commercial - Retail Store	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13104	4150 ELATI ST	Descriptive	1988	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13105	4161 ELATI ST	Descriptive	1987	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13106	4225 ELATI ST	Evaluation	1972	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13107	4230 ELATI ST	Evaluation	1973	Commercial - Business/Professional	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13108	4240 ELATI ST	Evaluation	1936	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
	4244 ELATI ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13109	4255 ELATI ST	Descriptive	1964	Commercial - Warehouse	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.13110	4256 ELATI ST	Evaluation	1978	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
	4301 ELATI ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13111	4309 ELATI ST	Evaluation	1953	Commercial - Other	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13112	4319 ELATI ST	Descriptive	2016	Unknown Current Use	N/A	N/A	L30	L30	L30	L30
5DV.13113	4398 ELATI ST	Evaluation	1961	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
EMERSON STREET										
	5107 EMERSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	5111 EMERSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	5115 EMERSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	5117 EMERSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	5135 EMERSON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13114	5157 EMERSON ST	Descriptive	1991	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13115	5171 EMERSON ST	Evaluation	1980	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
FOX STREET										
5DV.10437	3901 FOX ST	Descriptive	2013	Commercial - Restaurant	N/A	N/A	L30	L30	L30	L30
5DV.523	3930 FOX ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.10431	3936 FOX ST	Evaluation	1888	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.10432	3950 FOX ST	Evaluation	1948	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13116	3990 FOX ST	Evaluation	1973	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.10435	4001 FOX ST	Evaluation	1967	Commercial - Business/Professional	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.10433	4012 FOX ST	Evaluation	1886	Domestic – Multiple Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	ND	NPD
5DV.10436	4040 FOX ST	Evaluation	1957	Commercial - Other	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.10489	4045 FOX ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13117	4058 FOX ST	Descriptive	1999	Commercial - Other	N/A	N/A	L30	L30	L30	L30
5DV.13118	4100-4110 FOX ST	Evaluation	1960	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13119	4104 FOX ST	Evaluation	1922	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.10490	4143 FOX ST	Descriptive	1987	Unknown Current Use	N/A	N/A	L30	L30	L30	L30
5DV.13120	4150 FOX ST	Evaluation	1955	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13121	4160 FOX ST	Evaluation	1956	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13122	4200 FOX ST	Evaluation	1953	Commercial - Other	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
5DV.10492	4205 FOX ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.10493	4211 FOX ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13123	4218 FOX ST	Evaluation	1957	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
5DV.13124	4230-4240 FOX ST	Evaluation	1959	Industry/Processing	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13125	4242 FOX ST	Evaluation	1955	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13126	4245 FOX ST	Evaluation	1961	Industry/Processing	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13127	4250 FOX ST	Evaluation	1972	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
	4300 FOX ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13128	4320 FOX ST	Evaluation	1977	Industry/Processing	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.13129	4751 FOX ST	Descriptive	1994	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13130	4755 FOX ST	Evaluation	1973	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13131	4770 FOX ST	Evaluation	1973	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13132	4771 FOX ST	Evaluation	1965	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13133	4773 FOX ST	Evaluation	1964	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13134	4909 FOX ST	Evaluation	1978	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13135	4910 FOX ST	Descriptive	2004	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13136	4920 FOX ST	Descriptive	2004	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13137	4930 FOX ST	Descriptive	2004	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13138	4940 FOX ST	Descriptive	2004	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13139	5050 FOX ST	Evaluation	1971	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13140	5100 FOX ST	Evaluation	1971	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13141	5150 FOX ST	Evaluation	1979	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13142	5151 FOX ST	Descriptive	2013	Transportation	N/A	N/A	L30	L30	L30	L30
5DV.13143	5160 FOX ST	Evaluation	1974	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
FRANKLIN STREET										
5DV.14922	5275 FRANKLIN ST	Descriptive	1998	Government - Federal	N/A	N/A	L30	L30	L30	L30
5DV.14908	5300 FRANKLIN ST	Descriptive	1951	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.14917	5335 FRANKLIN ST	Evaluation	1982	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.14909	5353 FRANKLIN ST	Evaluation	1982	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.14911	5395 FRANKLIN ST	Descriptive	1996	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.14912	5555 FRANKLIN ST	Evaluation	1976	Industry/Processing	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
GLOBEVILLE ROAD										
5DV.13144	3700 GLOBEVILLE RD	Evaluation	1969	Commercial - Business/Professional	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13145	4070 GLOBEVILLE RD	Evaluation	1967	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13147	4080 GLOBEVILLE RD	Evaluation	1963	Commercial - Warehouse	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.13146	4080 GLOBEVILLE RD B	Evaluation	c.1990	Commercial - Warehouse	Commercial/Industrial Block	No Style	L30	L30	L30	L30
5DV.13148	4100 GLOBEVILLE RD	Evaluation	1962	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13149	4105 GLOBEVILLE RD	Evaluation	1971	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13150	4120 GLOBEVILLE RD	Evaluation	1982	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13151	4215 GLOBEVILLE RD	Evaluation	1971	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
GRANT STREET										
5DV.1690.59	4400 GRANT ST	Evaluation	1953	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1690.36	4407 GRANT ST	Evaluation	1914	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.1690.49	4410 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1690.37	4411 GRANT ST	Evaluation	1911	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.50	4418 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.38	4419 GRANT ST	Evaluation	1924	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.1690.51	4422 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Terrace Type	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1690.39	4425 GRANT ST	Evaluation	1903	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.53	4432 GRANT ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1690.40	4435 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Hipped-Roof Box	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.1690.52	4436 GRANT ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	E	PHD-C
5DV.1690.41	4441 GRANT ST	Evaluation	1898	Domestic – Single Dwelling	Gable Front	Edwardian	ND	PHD-C	E	PHD-C
5DV.1690.42	4447 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.54	4450 GRANT ST	Evaluation	1922	Domestic – Single Dwelling	Classic Cottage	Craftsman	ND	PHD-C	E	PHD-C
5DV.1690.43	4455 GRANT ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1690.55	4456 GRANT ST	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1690.44	4459 GRANT ST	Evaluation	1922	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.56	4464 GRANT ST	Enhanced	1921	Domestic – Single Dwelling	Classic Cottage	Craftsman	ND	PHD-C	SR-E (C)	PHD-C
5DV.1690.45	4465 GRANT ST	Evaluation	1881	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.58	4470 GRANT ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1690.46	4473 GRANT ST	Evaluation	1895	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.57	4480 GRANT ST	Evaluation	1939	Domestic – Single Dwelling	Bungalow	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1690.47	4483 GRANT ST	Evaluation	1905	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1691.16	4600 GRANT ST	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1691.25	4601 GRANT ST	Evaluation	c.1890	Unknown Current Use	False Front Commercial	No Style	ND	PHD-C	ND	PHD-C
	4605 GRANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	4609 GRANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13152	4610 GRANT ST	Evaluation	1957	Domestic – Single Dwelling	Ranch	Ranch	ND	PHD-C	ND	PHD-C
5DV.13153	4620 GRANT ST	Evaluation	1957	Domestic – Single Dwelling	Ranch	Ranch	ND	PHD-C	ND	PHD-C
5DV.13154	4621 GRANT ST	Evaluation	1895	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.13155	4635 GRANT ST	Evaluation	1948	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13156	4640 GRANT ST	Descriptive	1997	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13157	4645 GRANT ST	Evaluation	1935	Domestic – Single Dwelling	Ranch	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1691.17	4650 GRANT ST	Evaluation	1889	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	E	PHD-C
5DV.13158	4655 GRANT ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13159	4661 GRANT ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13160	4662 GRANT ST	Evaluation	1928	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13161	4666 GRANT ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13162	4670 GRANT ST	Evaluation	1910	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13163	4671 GRANT ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13164	4677 GRANT ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13165	4680-4682 GRANT ST	Evaluation	1947	Domestic – Multiple Dwelling	Other	Moderne	ND	PHD-C	E	PHD-C
5DV.1691.18	4689 GRANT ST	Evaluation	1920	Domestic – Single Dwelling	Gable Front	Edwardian	ND	PHD-C	E	PHD-C
5DV.13166	4690-4692 GRANT ST	Evaluation	1947	Domestic – Multiple Dwelling	Other	Moderne	ND	PHD-C	ND	PHD-C
5DV.13167	4691 GRANT ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.19	4700 GRANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.1691.20	4701 GRANT ST	Evaluation	1891	Domestic – Single Dwelling	Hipped-Roof Box	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.1691.40	4704 GRANT ST	Evaluation	1900	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.13	4710 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.1691.41	4711 GRANT ST	Evaluation	1906	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.42	4717 GRANT ST	Evaluation	1911	Domestic – Single Dwelling	Gabled Ell	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.1691.52	4720 GRANT ST	Evaluation	1895	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.53	4722 GRANT ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1691.43	4725 GRANT ST	Evaluation	1906	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.54	4726 GRANT ST	Evaluation	1890	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.55	4730 GRANT ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.56	4734 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13168	4735 GRANT ST	Evaluation	1953	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.44	4741 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1691.45	4745 GRANT ST	Evaluation	1905	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.46	4747 GRANT ST	Evaluation	1905	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.57	4750 GRANT ST	Descriptive	1900	Domestic – Single Dwelling	N/A	N/A	NE	PHD-NC	NE	PHD-NC
5DV.1691.58	4754 GRANT ST	Evaluation	1886	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13169	4755 GRANT ST	Descriptive	1998	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1691.59	4758 GRANT ST	Descriptive	1896	Domestic – Single Dwelling	Upright and Wing	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1691.60	4760 GRANT ST	Evaluation	1894	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.47	4769 GRANT ST	Evaluation	1925	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.48	4773 GRANT ST	Evaluation	1914	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.1691.61	4776 GRANT ST	Evaluation	1891	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13170	4780 GRANT ST	Descriptive	2001	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1691.49	4781 GRANT ST	Evaluation	1913	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.50	4783 GRANT ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13171	4784 GRANT ST	Descriptive	2001	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1691.51	4787 GRANT ST	Evaluation	1909	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.1691.62	4788 GRANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13172	4868 GRANT ST	Evaluation	1930	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13173	4878 GRANT ST	Evaluation	1909	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.13174	4892 GRANT ST	Evaluation	1913	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	NPD	ND	NPD
5DV.13175	4900 GRANT ST	Evaluation	1906	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.13176	4920 GRANT ST	Evaluation	1906	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.13177	5003 GRANT ST	Evaluation	1932	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.792	5006 GRANT ST	Enhanced	1894	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	NR-NE	NPD
5DV.13178	5008 GRANT ST	Evaluation	1891	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13179	5015 GRANT ST	Evaluation	1896	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	NPD	ND	NPD
5DV.13180	5019 GRANT ST	Evaluation	1896	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	NPD	ND	NPD
5DV.13181	5020 GRANT ST	Evaluation	1979	Domestic – Single Dwelling	Other	Ranch	ND	NPD	ND	NPD
5DV.13182	5025-5027 GRANT ST	Evaluation	1953	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.13183	5026 GRANT ST	Evaluation	1979	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13184	5035 GRANT ST	Evaluation	1930	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13185	5040 GRANT ST	Descriptive	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13186	5045 GRANT ST	Evaluation	1921	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13187	5050 GRANT ST	Evaluation	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13188	5054 GRANT ST	Evaluation	1925	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13189	5057 GRANT ST	Enhanced	1926	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	SR-E (C)	NPD
5DV.13190	5069 GRANT ST	Evaluation	1937	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13191	5070 GRANT ST	Descriptive	1929	Domestic – Single Dwelling	N/A	N/A	ND	NPD	ND	NPD
5DV.13192	5073 GRANT ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13193	5074 GRANT ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13194	5083 GRANT ST	Evaluation	1922	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13195	5086 GRANT ST	Evaluation	1979	Domestic – Single Dwelling	Other	Ranch	ND	NPD	ND	NPD
5DV.13196	5095 GRANT ST	Evaluation	1918	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13197	5096 GRANT ST	Evaluation	1979	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
LEAF COURT										
5DV.13198	4401 LEAF CT	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13199	4411 LEAF CT	Evaluation	1910	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13200	4415 LEAF CT	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13201	4427 LEAF CT	Evaluation	1906	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13202	4429 LEAF CT	Evaluation	1911	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13203	4437 LEAF CT	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
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5DV.13204	4439 LEAF CT	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13205	4441 LEAF CT	Evaluation	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13206	4449 LEAF CT	Evaluation	1908	Domestic – Single Dwelling	Hipped-Roof Box	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13207	4471 LEAF CT	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13208	4475 LEAF CT	Evaluation	1907	Domestic – Single Dwelling	Hipped-Roof Box	Classical Revival	ND	PHD-C	E	PHD-C
5DV.13209	4479 LEAF CT	Evaluation	1907	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13210	4483 LEAF CT	Evaluation	1907	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13211	4485 LEAF CT	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13212	4622 LEAF CT	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13213	4628 LEAF CT	Evaluation	1897	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13214	4634 LEAF CT	Evaluation	1893	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13215	4636 LEAF CT	Evaluation	1890	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13216	4641 LEAF CT	Evaluation	1901	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13217	4644 LEAF CT	Evaluation	1905	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13218	4645 LEAF CT	Evaluation	1911	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13219	4648 LEAF CT	Evaluation	1906	Domestic – Multiple Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13220	4655 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13221	4660 LEAF CT	Evaluation	1921	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13222	4665 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13223	4668 LEAF CT	Evaluation	1924	Domestic – Single Dwelling	I-House	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1225	4670 LEAF CT	Descriptive	1904	Unknown Current Use	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13224	4672 LEAF CT	Evaluation	1927	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13225	4675 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13226	4676 LEAF CT	Evaluation	1909	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13227	4685 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13228	4690 LEAF CT	Evaluation	1940	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13229	4700 LEAF CT	Descriptive	1996	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13230	4714 LEAF CT	Evaluation	1949	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13231	4720 LEAF CT	Evaluation	1950	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13232	4730 LEAF CT	Evaluation	1940	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13233	4736 LEAF CT	Evaluation	1924	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13234	4748 LEAF CT	Evaluation	1938	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13235	4750 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13236	4760 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13237	4794 LEAF CT	Evaluation	1916	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13238	4796 LEAF CT	Evaluation	1955	Domestic – Single Dwelling	Gabled Ell	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13239	4876 LEAF CT	Evaluation	1969	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13240	4880 LEAF CT	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13241	4904 LEAF CT	Evaluation	1924	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13242	4916 LEAF CT	Descriptive	2001	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13243	4936 LEAF CT	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13244	4946 LEAF CT	Evaluation	1979	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.13245	4956 LEAF CT	Evaluation	1979	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.13246	4966 LEAF CT	Evaluation	1979	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.13247	4976 LEAF CT	Evaluation	1979	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13248	4982 LEAF CT	Evaluation	1925	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13249	4994 LEAF CT	Evaluation	1886	Domestic – Single Dwelling	Gabled Ell	Craftsman	ND	NPD	ND	NPD
LINCOLN STREET										
5DV.13250	4258 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13251	4289 LINCOLN ST	Evaluation	1901	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13252	4290 LINCOLN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13253	4300 LINCOLN ST	Evaluation	1908	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13254	4301 LINCOLN ST	Enhanced	1917	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	SR-E (C)	PHD-C
5DV.13255	4303 LINCOLN ST	Enhanced	1908	Domestic – Single Dwelling	Hipped-Roof Box	Classical Revival	ND	PHD-C	SR-E (C)	PHD-C
5DV.1690.2	4306 LINCOLN ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13256	4310 LINCOLN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13257	4314 LINCOLN ST	Evaluation	1902	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13258	4324 LINCOLN ST	Evaluation	1905	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13259	4330 LINCOLN ST	Evaluation	1902	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13260	4331 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13261	4333 LINCOLN ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13262	4334 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13263	4335 LINCOLN ST	Evaluation	1905	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13264	4337 LINCOLN ST	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	E	PHD-C
5DV.13265	4341 LINCOLN ST	Evaluation	1949	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13266	4344 LINCOLN ST	Evaluation	1923	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13267	4350 LINCOLN ST	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.11354	4353 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13268	4355 LINCOLN ST	Evaluation	1917	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13269	4356 LINCOLN ST	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13270	4363 LINCOLN ST	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.13271	4364 LINCOLN ST	Enhanced	1911	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	NR-E (C)	PHD-C
5DV.13272	4412 LINCOLN ST	Enhanced	1913	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	NR-E (C)	PHD-C
5DV.13273	4422 LINCOLN ST	Evaluation	1908	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13274	4428 LINCOLN ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1237	4432 LINCOLN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.4	4438 LINCOLN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.5	4448 LINCOLN ST	Evaluation	1904	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13275	4452 LINCOLN ST	Evaluation	1916	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13276	4462 LINCOLN ST	Evaluation	1902	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13277	4464 LINCOLN ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.1192	4466 LINCOLN ST	Evaluation	1899	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.1690.35	4472 LINCOLN ST	Evaluation	1898	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13278	4486 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.14914	4490 LINCOLN ST	Evaluation	1891	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13279	4602 LINCOLN ST	Evaluation	1950	Domestic – Single Dwelling	Minimal Traditional	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13280	4609 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.13281	4612 LINCOLN ST	Evaluation	1947	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.4757	4613 LINCOLN ST	Evaluation	1891	Domestic – Single Dwelling	Terrace Type	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1443	4619 LINCOLN ST	Evaluation	1893	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.1177	4622 LINCOLN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13282	4623 LINCOLN ST	Evaluation	1886	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13283	4626 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.5943	4629 LINCOLN ST	Evaluation	1893	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13284	4630 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13285	4634 LINCOLN ST	Evaluation	1928	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13286	4635 LINCOLN ST	Evaluation	1887	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13287	4642 LINCOLN ST	Evaluation	1898	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13288	4643 LINCOLN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13289	4647 LINCOLN ST	Evaluation	1911	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.4	4650 LINCOLN ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.5	4651 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Upright and Wing	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13290	4653 LINCOLN ST	Evaluation	1904	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13291	4658 LINCOLN ST	Evaluation	1901	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13292	4661 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.6	4662 LINCOLN ST	Evaluation	1912	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13293	4664 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.7	4669 LINCOLN ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13294	4670 LINCOLN ST	Evaluation	1937	Domestic – Single Dwelling	Other	English Norman Cottage	ND	PHD-C	ND	PHD-C
5DV.13295	4671 LINCOLN ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.8	4673 LINCOLN ST	Evaluation	1886	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13296	4676 LINCOLN ST	Evaluation	1937	Domestic – Single Dwelling	Other	English Norman Cottage	ND	PHD-C	ND	PHD-C
5DV.13297	4684 LINCOLN ST	Evaluation	1903	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13298	4685 LINCOLN ST	Evaluation	1915	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13299	4694 LINCOLN ST	Evaluation	1949	Domestic – Single Dwelling	Minimal Traditional	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13300	4695 LINCOLN ST	Evaluation	1912	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
	4700 LINCOLN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13301	4701 LINCOLN ST	Descriptive	1998	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13302	4703 LINCOLN ST	Descriptive	1998	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13303	4705 LINCOLN ST	Descriptive	1998	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1236	4710 LINCOLN ST	Evaluation	1912	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13304	4716 LINCOLN ST	Evaluation	1908	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13305	4720 LINCOLN ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13306	4721 LINCOLN ST	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13307	4731 LINCOLN ST	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13308	4732 LINCOLN ST	Descriptive	1908	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.11466	4736 LINCOLN ST	Evaluation	1908	Domestic – Single Dwelling	Shotgun	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13309	4741 LINCOLN ST	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1691.9	4744 LINCOLN ST	Evaluation	1890	Domestic – Single Dwelling	Shotgun	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13310	4751 LINCOLN ST	Descriptive	1999	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13311	4752 LINCOLN ST	Evaluation	1954	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13312	4760 LINCOLN ST	Evaluation	1954	Domestic – Single Dwelling	Minimal Traditional	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13313	4761 LINCOLN ST	Evaluation	1929	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13314	4767 LINCOLN ST	Evaluation	1951	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
	4768 LINCOLN ST	Foundation	N/A	Vacant lot	N/A	N/A	-	-	-	-
	4770 LINCOLN ST	Foundation	N/A	Vacant lot	N/A	N/A	-	-	-	-
5DV.13315	4777 LINCOLN ST	Evaluation	1932	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13316	4779 LINCOLN ST	Foundation	N/A	Lot with Accessory Building	Accessory Building	N/A	-	-	-	-
5DV.13317	4780 LINCOLN ST	Descriptive	2002	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13318	4790 LINCOLN ST	Descriptive	2003	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13319	4800 LINCOLN ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13320	4821 LINCOLN ST	Descriptive	2001	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13321	4831 LINCOLN ST	Evaluation	1930	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13322	4835 LINCOLN ST	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13323	4840 LINCOLN ST	Evaluation	1924	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13324	4845 LINCOLN ST	Evaluation	1979	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13325	4849 LINCOLN ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13326	4854 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13327	4860 LINCOLN ST	Evaluation	1910	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13328	4863 LINCOLN ST	Evaluation	1934	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13329	4868 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.1617	4872 LINCOLN ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13330	4875 LINCOLN ST	Evaluation	1934	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13331	4881 LINCOLN ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13332	4884 LINCOLN ST	Evaluation	1941	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.13333	4891 LINCOLN ST	Evaluation	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13334	4894 LINCOLN ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13335	4900 LINCOLN ST	Evaluation	1940	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13336	4903 LINCOLN ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13337	4911 LINCOLN ST	Evaluation	1939	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13338	4912 LINCOLN ST	Descriptive	1929	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13339	4917 LINCOLN ST	Enhanced	1930	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	NR-NE	NPD
5DV.13340	4920 LINCOLN ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.5519	4925 LINCOLN ST	Descriptive	1926	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13341	4930 LINCOLN ST	Enhanced	1925	Domestic – Single Dwelling	Bungalow	No Style	NE	NPD	NR-NE	NPD
5DV.13342	4935 LINCOLN ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13343	4936 LINCOLN ST	Evaluation	1954	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13344	4939 LINCOLN ST	Evaluation	1940	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13345	4944 LINCOLN ST	Evaluation	1922	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13346	4949 LINCOLN ST	Evaluation	1938	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13347	4955 LINCOLN ST	Evaluation	1894	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.13348	4958 LINCOLN ST	Evaluation	1924	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.1693	4963 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13349	4967 LINCOLN ST	Evaluation	1933	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13350	4970 LINCOLN ST A	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13351	4970 LINCOLN ST B	Evaluation	C.1950	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13352	4971 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13353	4978 LINCOLN ST	Evaluation	1928	Domestic – Multiple Dwelling	Central Block With Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.13354	4984 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13355	4991 LINCOLN ST	Evaluation	1936	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13356	4991 LINCOLN ST REAR	Evaluation	c.1930	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13357	4992 LINCOLN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13358	5001 LINCOLN ST	Descriptive	2001	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.3733	5004 LINCOLN ST	Evaluation	1922	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.3734	5010 LINCOLN ST	Evaluation	1914	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.3735	5014 LINCOLN ST	Evaluation	1921	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.3736	5022 LINCOLN ST UNIT A	Descriptive	1934	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.3736	5022 LINCOLN ST UNIT B	Evaluation	c.1960	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.3737	5026 LINCOLN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13359	5030 LINCOLN ST	Evaluation	1962	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13360	5039 LINCOLN ST	Evaluation	1962	Religious Facility	Other	No Style	ND	NPD	ND	NPD
5DV.3738	5044 LINCOLN ST	Evaluation	1924	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.3846	5050 LINCOLN ST	Descriptive	1947	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13361	5060 LINCOLN ST	Evaluation	1952	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13362	5070 LINCOLN ST	Descriptive	2000	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13363	5075 LINCOLN ST	Evaluation	1971	Commercial - Business/Professional	Modular	No Style	ND	NPD	ND	NPD
5DV.13364	5079 LINCOLN ST	Evaluation	c.1920	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13365	5080 LINCOLN ST	Evaluation	1949	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.3740	5081 LINCOLN ST	Evaluation	1929	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.13366	5085 LINCOLN ST	Evaluation	1955	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.3739	5086 LINCOLN ST	Enhanced	1943	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	NR-NE	NPD
LOGAN STREET										
	4401 LOGAN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.1690.14	4411 LOGAN ST	Enhanced	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	SR-E (C)	PHD-C
5DV.1690.15	4414 LOGAN ST	Enhanced	1912	Domestic – Single Dwelling	Bungalow	Craftsman	E	PHD-C	NR-E (A)	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.1690.16	4417 LOGAN ST	Evaluation	1898	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13367	4424 LOGAN ST	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13368	4425 LOGAN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13369	4428 LOGAN ST	Evaluation	1905	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13370	4435 LOGAN ST	Evaluation	1952	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13371	4438 LOGAN ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13372	4441 LOGAN ST	Evaluation	1925	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.13373	4444 LOGAN ST	Evaluation	1886	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13374	4447 LOGAN ST	Evaluation	1906	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	E	PHD-C
5DV.13375	4448 LOGAN ST	Evaluation	1895	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13376	4452 LOGAN ST	Evaluation	1891	Domestic – Single Dwelling	Hall and Parlor	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13377	4457 LOGAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13378	4460 LOGAN ST	Evaluation	1906	Vacant Building	Classic Cottage	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1690.17	4461 LOGAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13379	4466 LOGAN ST	Evaluation	1920	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13380	4467 LOGAN ST	Evaluation	1904	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13381	4478 LOGAN ST	Evaluation	1941	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13382	4482 LOGAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Mixed Style	ND	PHD-C	ND	PHD-C
5DV.13383	4482 LOGAN ST REAR	Evaluation	c.1891	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.21	4602 LOGAN ST	Evaluation	1890	Unknown Current Use	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13384	4603-4609 LOGAN ST	Enhanced	1942	Domestic – Multiple Dwelling	Other	Eclectic	ND	PHD-C	NR-E (C)	PHD-C
5DV.13385	4614 LOGAN ST	Evaluation	1904	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13386	4621 LOGAN ST	Evaluation	1919	Domestic – Multiple Dwelling	Minimal Traditional	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13387	4622 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13388	4624 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Gabled Ell	No Style	NE	PHD-NC	NE	PHD-NC
5DV.7998	4625 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13389	4626 LOGAN ST	Evaluation	1911	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13390	4627 LOGAN ST	Evaluation	1902	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13391	4629 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13392	4634 LOGAN ST	Evaluation	1886	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13393	4638 LOGAN ST	Evaluation	1907	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13394	4642 LOGAN ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13395	4643 LOGAN ST	Evaluation	1917	Domestic – Single Dwelling	Gable Front	Greek Revival	ND	PHD-C	ND	PHD-C
5DV.13396	4645 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13397	4646 LOGAN ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13398	4649 LOGAN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13399	4650 LOGAN ST	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13400	4657 LOGAN ST	Evaluation	1886	Domestic – Single Dwelling	Other	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13401	4658 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13402	4663 LOGAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1367	4666 LOGAN ST	Descriptive	1902	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13403	4668 LOGAN ST	Evaluation	1904	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13404	4671 LOGAN ST	Evaluation	1905	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13405	4672 LOGAN ST	Evaluation	1908	Domestic – Single Dwelling	Gable Front	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13406	4674 LOGAN ST	Evaluation	1907	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13407	4678 LOGAN ST	Evaluation	1926	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13408	4683 LOGAN ST	Evaluation	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Mixed Style	ND	PHD-C	ND	PHD-C
5DV.13409	4723 LOGAN ST	Evaluation	1911	Domestic – Multiple Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13410	4727 LOGAN ST	Evaluation	1886	Domestic - Institutional Housing	Ranch	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13411	4745 LOGAN ST	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.1691.26	4759 LOGAN ST	Evaluation	1912	Domestic – Multiple Dwelling	Hipped-Roof Box	Classical Revival	ND	PHD-C	ND	PHD-C
5DV.13412	4777 LOGAN ST	Descriptive	1985	Domestic – Single Dwelling	N/A	N/A	NE	PHD-NC	NE	PHD-NC
5DV.13413	4781 LOGAN ST	Descriptive	2002	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13414	4785 LOGAN ST	Evaluation	1916	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13415	4787 LOGAN ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13416	4795 LOGAN ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13417	4900 LOGAN ST	Descriptive	N/A	Agriculture	N/A	N/A	ND	NPD	ND	NPD
5DV.13418	4920 LOGAN ST	Evaluation	1921	Domestic – Single Dwelling	Upright and Wing	No Style	ND	NPD	ND	NPD
5DV.13419	4930 LOGAN ST	Evaluation	1961	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
	5001 LOGAN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	5001 LOGAN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13420	5041 LOGAN ST	Descriptive	1989	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
	5041 LOGAN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13421	5051 LOGAN ST	Enhanced	1918	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NR-NE	NPD
5DV.13422	5060 LOGAN ST	Evaluation	1952	Unknown Current Use	Ranch	Ranch	ND	NPD	ND	NPD
5DV.13423	5063 LOGAN ST	Evaluation	1921	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13424	5075 LOGAN ST	Evaluation	1901	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13425	5084 LOGAN ST	Evaluation	1927	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13426	5085 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.13427	5095 LOGAN ST	Evaluation	1896	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.15023	5185 LOGAN ST	Descriptive	2005	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
PARK AVENUE										
5DV.14925	3400 PARK AVE	Descriptive	2007	Domestic – Multiple Dwelling	N/A	No Style	L30	L30	L30	L30
5DV.14928	3421 PARK AVE	Evaluation	1983	Government - Local	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.14916	3451 PARK AVE	Evaluation	C1980	Industry/Processing	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.14919	3490 PARK AVE	Descriptive	1996	Commercial - Gas Station	N/A	N/A	L30	L30	L30	L30
5DV.14921	3500 PARK AVE	Evaluation	1979	Domestic - Hotel/Motel	Other	No Style	ND	NPD	ND	NPD
5DV.14920	3600 PARK AVE	Evaluation	1979	Commercial - Restaurant	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.14930	3460 PARK AVE A	Descriptive	2006	Commercial - Other	Strip Mall or Shopping Center	N/A	L30	L30	L30	L30
5DV.14943	3460 PARK AVE B	Descriptive	2006	Commercial - Other	Strip Mall or Shopping Center	N/A	L30	L30	L30	L30
5DV.14944	3460 PARK AVE C	Descriptive	2006	Commercial - Restaurant	Strip Mall or Shopping Center	N/A	L30	L30	L30	L30
PEARL STREET										

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
	4401 PEARL ST	Foundation	N/A	Parking lot	N/A	N/A	-	-	-	-
	4401 PEARL ST	Foundation	N/A	Vacant lot	N/A	N/A	-	-	-	-
5DV.13716	4419 PEARL ST	Descriptive	2004	Unknown Current Use	N/A	N/A	L30	L30	L30	L30
5DV.13428	4429 PEARL ST	Evaluation	1911	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13429	4431 PEARL ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13430	4435 PEARL ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13431	4443 PEARL ST	Descriptive	2002	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13432	4445 PEARL ST	Descriptive	2002	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1690.25	4455-4459 PEARL ST	Evaluation	1897	Domestic – Multiple Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13433	4458 PEARL ST	Evaluation	1970	Commercial - Warehouse	Other	No Style	ND	NPD	ND	NPD
5DV.13434	4463-4465 PEARL ST	Evaluation	1897	Domestic – Multiple Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13435	4600 PEARL ST	Evaluation	1937	Domestic – Single Dwelling	Other	English Norman Cottage	ND	PHD-C	ND	PHD-C
5DV.13436	4610 PEARL ST	Evaluation	1953	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13437	4620 PEARL ST	Evaluation	1930	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13438	4637-4639 PEARL ST	Evaluation	1911	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.1190	4641 PEARL ST	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13439	4645 PEARL ST	Evaluation	1917	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13440	4659 PEARL ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13441	4667 PEARL ST	Evaluation	1940	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.14938	4670 PEARL ST	Evaluation	C.1900	Domestic – Single Dwelling	Foursquare	No Style	ND	PHD-C	E	PHD-C
5DV.13442	4673 PEARL ST	Evaluation	1925	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13443	4679 PEARL ST	Evaluation	1886	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.14918	4686 PEARL ST	Evaluation	C.1920	Education - School	Other	Mission	ND	PHD-C	E	PHD-C
5DV.13444	4695 PEARL ST	Evaluation	1952	Domestic – Single Dwelling	Ranch	No Style	ND	PHD-C	ND	PHD-C
5DV.13445	4707 PEARL ST	Descriptive	1985	Domestic – Single Dwelling	N/A	N/A	NE	PHD-NC	NE	PHD-NC
5DV.13446	4709 PEARL ST	Evaluation	1927	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.27	4715 PEARL ST	Evaluation	1906	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13447	4717 PEARL ST	Evaluation	1908	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13448	4728 PEARL ST	Evaluation	1896	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13449	4730-4732 PEARL ST	Evaluation	1925	Domestic – Multiple Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13450	4735 PEARL ST	Evaluation	1916	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.7997	4739 PEARL ST	Evaluation	1922	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13451	4740 PEARL ST	Evaluation	1936	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	E	PHD-C
5DV.13452	4742 PEARL ST	Evaluation	1914	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.13453	4745 PEARL ST	Evaluation	1923	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.63	4751 PEARL ST	Evaluation	1910	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13454	4755 PEARL ST	Evaluation	1952	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13455	4759 PEARL ST	Enhanced	1920	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	SR-E (C)	PHD-C
5DV.13456	4775 PEARL ST	Evaluation	1911	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.28	4779 PEARL ST	Evaluation	1924	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13457	4785 PEARL ST	Evaluation	1886	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.1691.29	4792 PEARL ST	Evaluation	1913	Domestic – Single Dwelling	Gabled Ell	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13458	4795 PEARL ST	Evaluation	1922	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.806	4854 PEARL ST	Evaluation	1882	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13459	4860 PEARL ST	Evaluation	1904	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	NPD	ND	NPD
5DV.13460	4874 PEARL ST	Evaluation	1891	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13461	4877 PEARL ST	Evaluation	1981	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.13462	4914 PEARL ST	Evaluation	1906	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.13463	4918 PEARL ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.805	4923 PEARL ST	Enhanced	1901	Domestic – Single Dwelling	Other	Victorian Cottage	ND	NPD	SR-E (C)	NPD
5DV.13464	4928 PEARL ST	Descriptive	1893	Unknown Current Use	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13465	4935 PEARL ST	Evaluation	1979	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13466	4945 PEARL ST	Descriptive	1999	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.13467	4955 PEARL ST	Descriptive	1991	Industry/Processing	N/A	N/A	L30	L30	L30	L30
5DV.13468	4964 PEARL ST	Evaluation	1892	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13469	4977 PEARL ST	Evaluation	1933	Commercial - Business/Professional	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13470	4984 PEARL ST	Evaluation	1894	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13471	4988 PEARL ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
PENNSYLVANIA STREET										
	4400 PENNSYLVANIA ST	Foundation	N/A	Vacant lot	N/A	N/A	-	-	-	-
	4401 PENNSYLVANIA ST	Foundation	N/A	Vacant lot	N/A	N/A	-	-	-	-
5DV.13472	4409 PENNSYLVANIA ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13473	4417 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13474	4418 PENNSYLVANIA ST	Evaluation	1899	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13475	4420 PENNSYLVANIA ST	Evaluation	1893	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.13476	4422 PENNSYLVANIA ST	Evaluation	1890	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13477	4423 PENNSYLVANIA ST	Evaluation	1896	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.1293	4424 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13478	4425 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13479	4430 PENNSYLVANIA ST	Evaluation	1900	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13480	4436 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13481	4437 PENNSYLVANIA ST	Evaluation	1908	Domestic – Single Dwelling	Other	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13482	4440 PENNSYLVANIA ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13483	4446 PENNSYLVANIA ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13484	4447 PENNSYLVANIA ST	Evaluation	1951	Domestic – Single Dwelling	Ranch	No Style	ND	PHD-C	ND	PHD-C
5DV.13485	4450 PENNSYLVANIA ST	Evaluation	1903	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13486	4455 PENNSYLVANIA ST	Evaluation	1902	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13487	4456 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13488	4459-4463 PENNSYLVANIA ST	Descriptive	1941	Domestic – Multiple Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13489	4460 PENNSYLVANIA ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13490	4464 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13491	4466 PENNSYLVANIA ST	Descriptive	1890	Domestic – Single Dwelling	Other	No Style	NE	PHD-NC	NE	PHD-NC

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13492	4469 PENNSYLVANIA ST	Evaluation	1949	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13493	4472 PENNSYLVANIA ST	Evaluation	1913	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13494	4475 PENNSYLVANIA ST	Evaluation	1902	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13495	4476 PENNSYLVANIA ST	Evaluation	1949	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13496	4480 PENNSYLVANIA ST	Descriptive	1900	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13497	4485 PENNSYLVANIA ST	Evaluation	1908	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13498	4489 PENNSYLVANIA ST	Evaluation	1907	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.14915	4497 PENNSYLVANIA ST	Evaluation	1902	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13499	4605 PENNSYLVANIA ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	E	PHD-C
5DV.11783	4615 PENNSYLVANIA ST	Evaluation	1926	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	ND	PHD-C
5DV.11784	4619 PENNSYLVANIA ST	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.14940	4626 PENNSYLVANIA ST	Evaluation	c1945	Domestic – Multiple Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13500	4627 PENNSYLVANIA ST	Descriptive	2014	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.11785	4635 PENNSYLVANIA ST	Evaluation	1902	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.11786	4641 PENNSYLVANIA ST	Evaluation	1938	Domestic – Single Dwelling	Other	English Norman Cottage	ND	PHD-C	ND	PHD-C
5DV.11787	4642 PENNSYLVANIA ST	Evaluation	1928	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13501	4645 PENNSYLVANIA ST	Evaluation	1896	Domestic – Single Dwelling	Hall and Parlor	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13502	4647 PENNSYLVANIA ST	Evaluation	1896	Domestic – Single Dwelling	Gabled Ell	No Style	NE	PHD-NC	NE	PHD-NC
5DV.11788	4648 PENNSYLVANIA ST	Evaluation	1925	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13503	4651 PENNSYLVANIA ST	Evaluation	1947	Domestic – Single Dwelling	Other	English Norman Cottage	ND	PHD-C	ND	PHD-C
5DV.13504	4656 PENNSYLVANIA ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13505	4658 PENNSYLVANIA ST	Evaluation	1907	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13506	4663 PENNSYLVANIA ST	Evaluation	1911	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13507	4664 PENNSYLVANIA ST	Evaluation	1902	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13508	4670 PENNSYLVANIA ST	Evaluation	1911	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13509	4671 PENNSYLVANIA ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13510	4673 PENNSYLVANIA ST	Enhanced	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	NR-E (C)	PHD-C
5DV.13511	4682 PENNSYLVANIA ST	Evaluation	1903	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13512	4683 PENNSYLVANIA ST	Evaluation	1911	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13513	4684 PENNSYLVANIA ST	Evaluation	1886	Domestic – Single Dwelling	Shotgun	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13514	4686 PENNSYLVANIA ST	Evaluation	c.1903	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13515	4687 PENNSYLVANIA ST	Enhanced	1921	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	SR-E (C)	PHD-C
5DV.13516	4710 PENNSYLVANIA ST	Evaluation	1911	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13517	4720 PENNSYLVANIA ST	Evaluation	1930	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13518	4730 PENNSYLVANIA ST	Evaluation	1936	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13519	4736 PENNSYLVANIA ST	Evaluation	1926	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13520	4746 PENNSYLVANIA ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13521	4750 PENNSYLVANIA ST	Evaluation	1929	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13522	4770 PENNSYLVANIA ST	Evaluation	1934	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13523	4774 PENNSYLVANIA ST	Evaluation	1935	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13524	4780 PENNSYLVANIA ST	Evaluation	1940	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13525	4796 PENNSYLVANIA ST	Evaluation	1922	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13526	4796 PENNSYLVANIA ST UNIT REAR	Evaluation	1937	Unknown Current Use	Other	No Style	NE	PHD-NC	NE	PHD-NC
RINGSBY STREET										
5DV.14937	3301 RINGSBY CT	Evaluation	C.1970	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.14924	3455 RINGSBY CT	Evaluation	1980	Commercial - Other	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.14926	3457 RINGSBY CT	Descriptive	2007	Mixed Use	N/A	N/A	L30	L30	L30	L30
5DV.14933	3459 RINGSBY CT	Descriptive	2012	Mixed Use	N/A	N/A	L30	L30	L30	L30
5DV.14931	3505 RINGSBY CT	Descriptive	c.2010	Other Current Use	N/A	N/A	L30	L30	L30	L30
5DV.14934	3507 RINGSBY CT	Descriptive	1991	Commercial - Warehouse	N/A	N/A	L30	L30	L30	L30
5DV.14935	3575 RINGSBY CT	Descriptive	2016	Unknown Current Use	N/A	N/A	L30	L30	L30	L30
5DV.14927	3705 RINGSBY CT	Evaluation	1973	Commercial - Warehouse	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.14932	3755 RINGSBY CT	Descriptive	c2010	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
SHERMAN STREET										
5DV.1690.7	4285 SHERMAN ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13527	4287 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1201	4289 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.8	4300 SHERMAN ST	Evaluation	1899	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13528	4301 SHERMAN ST	Evaluation	1899	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13529	4305 SHERMAN ST	Evaluation	2004	Domestic – Single Dwelling	Gable Front	No Style	L30	L30	L30	L30
5DV.13530	4306 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13531	4309 SHERMAN ST	Evaluation	1892	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13532	4310 SHERMAN ST	Foundation	N/A	Lot with Accessory Building	N/A	N/A	-	-	-	-
5DV.13533	4313 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13534	4314 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13535	4317 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.5470	4318 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13536	4321 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13537	4322 SHERMAN ST	Evaluation	1913	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13538	4326 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Other	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13539	4330 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13540	4333 SHERMAN ST	Evaluation	1888	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13541	4341 SHERMAN ST	Evaluation	1917	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13542	4342 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.4759	4344 SHERMAN ST	Evaluation	1932	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13543	4345 SHERMAN ST	Enhanced	1890	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	SR-E (C)	PHD-C
5DV.13544	4349 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	Edwardian	ND	PHD-C	ND	PHD-C
5DV.13545	4350 SHERMAN ST	Evaluation	1899	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13546	4353 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1669	4354 SHERMAN ST	Evaluation	1911	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13547	4357 SHERMAN ST	Evaluation	1895	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13548	4358 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13549	4362 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.34	4367 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
	4401 SHERMAN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13550	4404 SHERMAN ST	Enhanced	1916	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	NR-NE	PHD-C
5DV.13551	4410 SHERMAN ST	Evaluation	1915	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	E	PHD-C
5DV.13552	4415 SHERMAN ST	Evaluation	1888	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1193	4417 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13553	4418 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.13554	4422 SHERMAN ST	Evaluation	1907	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13555	4423 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13556	4424 SHERMAN ST	Evaluation	1907	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13557	4429 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13558	4433-4435 SHERMAN ST	Evaluation	1895	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.13559	4436 SHERMAN ST	Evaluation	1945	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13560	4437 SHERMAN ST	Evaluation	1885	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1690.9	4438 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13561	4439 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13562	4442 SHERMAN ST	Evaluation	1905	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13563	4443 SHERMAN ST	Evaluation	1902	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13564	4448 SHERMAN ST	Evaluation	1905	Domestic – Single Dwelling	Shotgun	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13565	4454 SHERMAN ST	Evaluation	1909	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13566	4457 SHERMAN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13567	4460 SHERMAN ST	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13568	4465 SHERMAN ST	Evaluation	1895	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13569	4466 SHERMAN ST	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13570	4472 SHERMAN ST	Evaluation	1910	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13571	4475 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13572	4478 SHERMAN ST	Evaluation	1908	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.11353	4481 SHERMAN ST	Evaluation	1914	Domestic – Multiple Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.11356	4485 SHERMAN ST	Evaluation	1921	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	E	PHD-C
5DV.13573	4602 SHERMAN ST	Evaluation	1946	Domestic – Single Dwelling	Other	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13574	4610 SHERMAN ST	Evaluation	1946	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13575	4611 SHERMAN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13576	4620 SHERMAN ST	Evaluation	1948	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.1195	4623 SHERMAN ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13577	4624 SHERMAN ST	Descriptive	2002	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1691.3	4625 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Shotgun	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13578	4629 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13579	4630-4634 SHERMAN ST	Evaluation	1939	Domestic – Multiple Dwelling	Other	English Norman Cottage	ND	PHD-C	ND	PHD-C
5DV.13580	4637 SHERMAN ST	Evaluation	1894	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13581	4640 SHERMAN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	NE	PHD-NC	NE	PHD-NC
5DV.3281	4646 SHERMAN ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	SR-ND	PHD-C
5DV.13582	4649 SHERMAN ST	Evaluation	1908	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13583	4651 SHERMAN ST	Evaluation	1948	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13584	4656 SHERMAN ST	Evaluation	1886	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13585	4657 SHERMAN ST	Evaluation	1908	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.10	4658 SHERMAN ST	Evaluation	1886	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13586	4661 SHERMAN ST	Evaluation	1924	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13587	4668 SHERMAN ST	Evaluation	1916	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.11259	4671 SHERMAN ST	Descriptive	2013	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1691.11	4672 SHERMAN ST	Evaluation	1925	Domestic – Single Dwelling	I-House	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13588	4673 SHERMAN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13589	4674 SHERMAN ST	Evaluation	1911	Domestic – Single Dwelling	Gable Front	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13590	4675 SHERMAN ST	Evaluation	1911	Domestic – Single Dwelling	Bungalow	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13591	4676 SHERMAN ST	Evaluation	1942	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13592	4678 SHERMAN ST	Evaluation	1918	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.12	4685 SHERMAN ST	Evaluation	1916	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.13593	4689 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Other	No Style	ND	PHD-C	ND	PHD-C
5DV.13594	4700 SHERMAN ST	Evaluation	1942	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13595	4701 SHERMAN ST	Enhanced	1923	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	NR-NE	PHD-C
5DV.13596	4703 SHERMAN ST	Evaluation	1923	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-C	ND	PHD-C
5DV.13597	4709 SHERMAN ST	Evaluation	1921	Domestic – Single Dwelling	Upright and Wing	No Style	ND	PHD-C	ND	PHD-C
5DV.13598	4716 SHERMAN ST	Evaluation	1921	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13599	4717 SHERMAN ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13600	4718 SHERMAN ST	Evaluation	1924	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.14	4726 SHERMAN ST	Evaluation	1908	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.13601	4732 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Shotgun	No Style	ND	PHD-C	ND	PHD-C
5DV.13602	4733 SHERMAN ST	Evaluation	1908	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13603	4735 SHERMAN ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.13604	4738 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13605	4739 SHERMAN ST	Evaluation	2004	Domestic – Single Dwelling	Gable Front	Victorian Cottage	L30	L30	L30	L30
5DV.13606	4744 SHERMAN ST	Evaluation	1912	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C
5DV.13607	4745 SHERMAN ST	Evaluation	1917	Domestic – Single Dwelling	Hipped-Roof Box	No Style	NE	PHD-NC	NE	PHD-NC
5DV.1691.15	4746 SHERMAN ST	Evaluation	1911	Domestic – Single Dwelling	Hall and Parlor	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13608	4747 SHERMAN ST	Evaluation	1901	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13609	4748 SHERMAN ST	Evaluation	1910	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	PHD-C	ND	PHD-C
5DV.1691.36	4750 SHERMAN ST	Descriptive	1891	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13610	4771 SHERMAN ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	No Style	ND	PHD-C	ND	PHD-C
5DV.13611	4777 SHERMAN ST	Evaluation	1914	Domestic – Single Dwelling	Bungalow	No Style	NE	PHD-NC	NE	PHD-NC
5DV.13612	4782 SHERMAN ST	Evaluation	1956	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	PHD-C	ND	PHD-C
5DV.13613	4787 SHERMAN ST	Evaluation	1949	Domestic – Single Dwelling	Hall and Parlor	No Style	ND	PHD-C	ND	PHD-C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13614	4790 SHERMAN ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13615	4793 SHERMAN ST	Evaluation	1926	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.13616	4798 SHERMAN ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	ND	PHD-C
5DV.13617	4801 SHERMAN ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13618	4875 SHERMAN ST	Evaluation	1925	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
	4900 SHERMAN ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.5223	4907 SHERMAN ST	Evaluation	1924	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13619	4926 SHERMAN ST	Evaluation	1896	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13620	4935 SHERMAN ST	Evaluation	1938	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13621	4940 SHERMAN ST	Evaluation	1929	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13622	4941 SHERMAN ST	Evaluation	1923	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13623	4951 SHERMAN ST	Enhanced	1965	Domestic – Single Dwelling	Bungalow	No Style	NE	NPD	NR-NE	NPD
5DV.13624	4956 SHERMAN ST	Descriptive	2007	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13625	4960 SHERMAN ST	Descriptive	2006	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13626	4967 SHERMAN ST	Evaluation	1955	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13627	4970 SHERMAN ST	Descriptive	2006	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13628	4972 SHERMAN ST	Descriptive	1924	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.13629	4986 SHERMAN ST	Enhanced	1943	Domestic – Single Dwelling	Basement House	No Style	ND	NPD	SR-E (C)	NPD
5DV.14913	4994 SHERMAN ST	Evaluation	C.1980	Unknown Current Use	Other	No Style	ND	NPD	ND	NPD
5DV.13630	5001 SHERMAN ST	Evaluation	1945	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.794	5008 SHERMAN ST	Enhanced	1922	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	NR-ND	PHD-C
5DV.3750	5016 SHERMAN ST	Evaluation	1913	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.3741	5021 SHERMAN ST	Evaluation	1937	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.1197	5028 SHERMAN ST	Evaluation	1915	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.3742	5029 SHERMAN ST	Evaluation	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.3751	5036 SHERMAN ST	Evaluation	1918	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.3752	5040 SHERMAN ST	Evaluation	1920	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.1196	5043 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3753	5044 SHERMAN ST	Evaluation	1915	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.3743	5049 SHERMAN ST	Enhanced	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	NR-NE	PHD-C
5DV.3754	5054 SHERMAN ST	Evaluation	1912	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.3744	5055 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3755	5060 SHERMAN ST	Evaluation	1911	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.3745	5061 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3756	5064 SHERMAN ST	Evaluation	1915	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.3746	5065 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3747	5069 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3757	5072 SHERMAN ST	Evaluation	1915	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.3748	5073 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3749	5077 SHERMAN ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.3758	5080 SHERMAN ST	Evaluation	1929	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.3759	5090 SHERMAN ST	Evaluation	1932	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.1194	5094 SHERMAN ST	Evaluation	1914	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13631	5095 SHERMAN ST	Evaluation	1948	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.13632	5140-5142 SHERMAN ST	Descriptive	2003	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13633	5150-5158 SHERMAN ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13634	5162-5166 SHERMAN ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13635	5172-5176 SHERMAN ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13636	5196 SHERMAN ST	Descriptive	2005	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
W 38TH AVENUE										
5DV.13637	805 W 38TH AVE	Evaluation	1912	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.14945	807 (APPROXIMATE) W 38TH AVE	Evaluation	c.1912	Commercial - Warehouse	Commercial/Industrial Block	No Style				
W 39TH AVENUE										
5DV.10434	639 W 39TH AVE	Evaluation	1952	Domestic - Hotel/Motel	Other	Ranch	ND	NPD	ND	NPD
5DV.13638	700 W 39TH AVE	Descriptive	1986	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.10430	725 W 39TH AVE	Evaluation	1955	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
W 40TH AVENUE										
5DV.13639	505 W 40TH AVE	Evaluation	1962	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
W 41ST AVENUE										
5DV.13640	611 W 41ST AVE	Evaluation	c.1960	Unknown Current Use	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
W 42ND AVENUE										
5DV.13641	450 W 42ND AVE	Evaluation	1973	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
W 43RD AVENUE										
5DV.13642	401 W 43RD AVE	Evaluation	1963	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13643	402 W 43RD AVE	Evaluation	1891	Domestic – Single Dwelling	Hipped-Roof Box	No Style	ND	NPD	ND	NPD
5DV.13644	406 W 43RD AVE	Evaluation	1886	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.13645	418 W 43RD AVE	Enhanced	1886	Domestic – Single Dwelling	Terrace Type	No Style	NE	NPD	NR-NE	NPD
5DV.13646	521 W 43RD AVE	Evaluation	1891	Unknown Current Use	Other	No Style	ND	NPD	ND	NPD
5DV.13647	642 W 43RD AVE	Evaluation	1978	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
W 44TH AVENUE										
5DV.13648	501 W 44TH AVE	Evaluation	1957	Commercial - Business/Professional	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13649	570 W 44TH AVE	Evaluation	1975	Commercial - Business/Professional	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
W 45TH AVENUE										
5DV.13650	301 W 45TH AVE	Evaluation	1963	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13651	351 W 45TH AVE	Evaluation	1962	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13652	501 W 45TH AVE	Evaluation	1947	Commercial - Warehouse	Service Bay Business	No Style	ND	NPD	ND	NPD
W 48TH AVENUE										
5DV.13653	400 W 48TH AVE	Evaluation	1981	Mixed Use	Commercial/Industrial Block	Contemporary	ND	NPD	ND	NPD
5DV.13654	555 W 48TH AVE	Evaluation	1955	Commercial - Warehouse	Service Bay Business	Modern Movement	ND	NPD	ND	NPD
5DV.13655	600 W 48TH AVE	Evaluation	1957	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13656	601 W 48TH AVE	Evaluation	1954	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13657	700 W 48TH AVE	Evaluation	1983	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
W 49TH AVENUE										
5DV.13658	40 W 49TH AVE	Evaluation	1963	Industry/Processing	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
W 50TH AVENUE										
5DV.13659	601 W 50TH AVE	Evaluation	1977	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
W ELK PLACE										
5DV.13660	530 W ELK PL	Evaluation	1965	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13661	540 W ELK PL	Evaluation	1970	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
W WARNER PLACE										
5DV.13662	200 W WARNER PL	Evaluation	1971	Domestic - Hotel/Motel	High Rise	Modern Movement	ND	NPD	ND	NPD
WASHINGTON STREET										
5DV.13663	4420 WASHINGTON ST	Evaluation	1975	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13664	4433 WASHINGTON ST	Evaluation	C.1990	Unknown Current Use	Other	No Style	L30	L30	L30	L30
	4440 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	4441 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13665	4465 WASHINGTON ST	Evaluation	1973	Commercial - Retail Store	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13666	4490 WASHINGTON ST	Descriptive	1988	Commercial - Restaurant	N/A	N/A	L30	L30	L30	L30
5DV.13667	4495 WASHINGTON ST	Evaluation	1975	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.4427	4500 WASHINGTON ST A	Descriptive	1994	Commercial - Gas Station	N/A	N/A	L30	L30	L30	L30
5DV.4427	4500 WASHINGTON ST B	Descriptive	1994	Commercial - Gas Station	N/A	N/A	L30	L30	L30	L30
5DV.13668	4600 WASHINGTON ST	Evaluation	1975	Commercial - Warehouse	Other	No Style	ND	NPD	ND	NPD
	4601 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.11320	4630 WASHINGTON ST	Evaluation	1965	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
	4635 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	4651 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.5511	4667 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.350	4676 WASHINGTON ST	Descriptive	1995	Commercial - Restaurant	N/A	N/A	L30	L30	L30	L30
5DV.13669	4700 WASHINGTON ST	Evaluation	1990	Industry/Processing	Commercial/Industrial Block	No Style	L30	L30	L30	L30
5DV.13670	4700-4710 WASHINGTON ST	Foundation	N/A	Lot with Accessory Building	N/A	N/A	L30	L30	L30	L30
5DV.13671	4705 WASHINGTON ST	Evaluation	1989	Domestic – Single Dwelling	Gable Front	No Style	L30	L30	L30	L30
5DV.13672	4708 WASHINGTON ST	Evaluation	1983	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.13673	4709 WASHINGTON ST	Descriptive	2001	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.13674	4717 WASHINGTON ST	Evaluation	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13675	4735 WASHINGTON ST	Evaluation	1980	Commercial - Warehouse	Other	No Style	ND	NPD	ND	NPD
5DV.13676	4755 WASHINGTON ST	Evaluation	1973	Commercial - Warehouse	Other	No Style	ND	NPD	ND	NPD
5DV.13677	4770 WASHINGTON ST	Evaluation	1954	Commercial - Warehouse	Other	No Style	ND	NPD	ND	NPD
5DV.13678	4800 WASHINGTON ST	Evaluation	1931	Commercial - Warehouse	Other	Moderne	ND	NPD	ND	NPD
5DV.13679	4801 WASHINGTON ST	Descriptive	1886	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13680	4815 WASHINGTON ST	Descriptive	1916	Vacant Building	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.13681	4825 WASHINGTON ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13682	4827 WASHINGTON ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.13683	4831 WASHINGTON ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.804	4837 WASHINGTON ST	Descriptive	1906	Commercial - Other	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13684	4851 WASHINGTON ST	Evaluation	1901	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.13685	4855 WASHINGTON ST	Evaluation	1948	Unknown Current Use	House with Commercial Addition	No Style	ND	NPD	ND	NPD
5DV.13686	4881 WASHINGTON ST	Descriptive	1890	Commercial - Other	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.13687	4895 WASHINGTON ST	Evaluation	1950	Mixed Use	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13688	4903 WASHINGTON ST	Evaluation	1968	Commercial - Other	Service Bay Business	No Style	ND	NPD	ND	NPD
5DV.13689	4915 WASHINGTON ST	Evaluation	1957	Commercial - Retail Store	House with Commercial Addition	Mixed Style	ND	NPD	ND	NPD
5DV.13690	4920 WASHINGTON ST	Evaluation	1948	Commercial - Warehouse	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13691	4931 WASHINGTON ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.13692	4939 WASHINGTON ST	Evaluation	1890	Unknown Current Use	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13693	4943-4945 WASHINGTON ST	Evaluation	1899	Commercial - Other	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.13694	4950 WASHINGTON ST	Evaluation	1978	Commercial - Business/Professional	Commercial/Industrial Block	No Style	ND	NPD	ND	NPD
5DV.13695	4995 WASHINGTON ST	Descriptive	1955	Vacant Building	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.13696	5000 WASHINGTON ST	Evaluation	1948	Commercial - Restaurant	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13697	5005 WASHINGTON ST	Descriptive	1991	Commercial - Retail Store	N/A	N/A	L30	L30	L30	L30
5DV.13698	5040 WASHINGTON ST	Descriptive	1967	Commercial - Warehouse	Unknown - Not Visible	No Style	ND	NPD	ND	NPD
5DV.13699	5050 WASHINGTON ST	Evaluation	1952	Commercial - Gas Station	Gas Station - House with Canopy	No Style	ND	NPD	ND	NPD
5DV.13700	5055 WASHINGTON ST	Evaluation	1951	Commercial - Warehouse	Commercial/Industrial Block	Modern Movement	ND	NPD	ND	NPD
5DV.13701	5095 WASHINGTON ST	Evaluation	1961	Commercial - Retail Store	Gas Station - Oblong Box	No Style	ND	NPD	ND	NPD
5DV.13715	5101 WASHINGTON ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.13702	5105 WASHINGTON ST	Descriptive	1924	Commercial - Retail Store	Other	No Style	ND	NPD	ND	NPD
5DV.1694	5106 WASHINGTON ST	Evaluation	1939	Vacant Building	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.13703	5114 WASHINGTON ST	Evaluation	c.1890	Vacant Building	False Front Commercial	No Style	ND	NPD	ND	NPD
5DV.1695	5116 WASHINGTON ST	Evaluation	c.1890	Domestic – Single Dwelling	Foursquare	No Style	ND	NPD	ND	NPD
5DV.13704	5124 WASHINGTON ST	Descriptive	1993	Unknown Current Use	N/A	N/A	L30	L30	L30	L30
5DV.13705	5125 WASHINGTON ST	Evaluation	1901	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.1604	5130 WASHINGTON ST	Evaluation	1918	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.13706	5134 WASHINGTON ST	Evaluation	1891	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13707	5140 WASHINGTON ST	Evaluation	1889	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.13708	5142 WASHINGTON ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13709	5148 WASHINGTON ST	Evaluation	1892	Domestic – Single Dwelling	Gabled Ell	No Style	ND	NPD	ND	NPD
5DV.13710	5152 WASHINGTON ST	Descriptive	2005	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.13711	5164 WASHINGTON ST	Evaluation	c.1950	Commercial - Other	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13712	5180 WASHINGTON ST	Evaluation	1985	Commercial - Retail Store	Gable Front	No Style	ND	NPD	ND	NPD
5DV.13713	5194 WASHINGTON ST	Evaluation	1889	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.13714	5194 WASHINGTON ST REAR	Evaluation	c.1950	Mixed Use	Other	No Style	ND	NPD	ND	NPD
5DV.14910	5234 WASHINGTON ST	Evaluation	1955	Commercial - Warehouse	Commercial - Other	No Style	ND	NPD	ND	NPD

9. APPENDICES

Historical context documents developed specifically for Discover Denver help project staff, and the general public, in understanding the historical development of the city. These context documents cover historical events that occurred during specific time periods important to Denver’s history, and discuss buildings from those time periods that still may be found throughout the city. All Discover Denver historical context documents are available on the project website, at www.DiscoverDenver.CO . Contexts with particular relevance to the development of the Globeville neighborhood follow in this appendix.

Theme documents that provide an overview of building types constructed during specific time periods were also developed for Discover Denver. As with the historical contexts, theme documents relevant to building types found throughout Globeville are found in the appendices.

Appendix A

1. The Instant City—The Gold Rush and Early Settlement, 1858-1892

By R. Laurie Simmons and Thomas H. Simmons

1.1. Introduction

Native Americans lived in the Denver region thousands of years before the arrival of the gold seekers and permanent settlers. As the authors of *Denver: An Archaeological History* remind us, before creation of a city “other groups of people inhabited the plains, mountains, forests, and riversides of the area. These people—Native Americans of various nations, tribes, and bands—did not mark their boundaries on maps, although they must have known the limits of their territories and their trails intimately.”¹ This context focuses on the early years of the city’s development, but it is important to remember native people occupied the area when the first prospectors arrived, and their presence influenced many aspects of the city’s early development, including routes of travel, patterns of settlement, and frontier lifestyles.

The discovery of small amounts of gold in the Denver area in 1858 led all manner of miners, merchants, craftsmen, and entrepreneurs to undertake a rigorous cross-country journey and stake their claim to the promise of a new and prosperous life in the West. Some also arrived with plans to develop towns and everything attendant to urban life. In 1860 two of the pioneer settlements merged to form Denver City, which soon shed its mining camp status and emerged as a center of commerce and government.² The new town grew slowly at first, adding essential businesses, services, and trappings of culture. The nation’s focus on the Civil War, Denver’s isolation, and a series of misfortunes that befell the community thwarted rapid progress in the 1860s. Perseverance of citizens and their leaders resulted in connection to a transcontinental railroad route and extension of a rail network through the state; expansion of the population; attraction of industry, manufacturing, and agriculture; creation of a streetcar system; and rapid, steady growth during 1870-92. The foundations of modern Denver were laid during this era, including major development of the downtown commercial district and early neighborhoods, warehouses and industrial facilities, the state capitol, city government and public institutions, the first parks and parkways, churches and cultural organizations, and transportation and utility systems. Growing widely beyond the initial nucleus of settlement, Denver spread to encompass an ever-expanding ring of residential subdivisions and satellite towns.

In the discussion below, initial references to historic buildings still standing are accompanied by a State Identification Number (5DV.XXX) if surveyed and contained in History Colorado’s COMPASS database. Buildings known to be present but not surveyed will be identified by the notation “(extant).” Resources without these notations are demolished or have unknown status.

1.2. “Beautifully Situated on the Bank of the River”: Denver’s Founding and Early Development: 1858-1869³

The discovery of gold brought a rush of hopeful people to the Pike’s Peak region. Following the widely publicized California gold strikes of the late 1840s, miners searched the West for a new El Dorado, exploring areas likely to contain the precious mineral. Early rumors of gold and location of small amounts of it in the vicinity of present-day Denver in 1850 and 1857 intrigued fortune seekers in other parts of the country, who formed parties traveling west in 1858. As in earlier frontiers, some groups planned to claim speculative townsites in hopes of profiting from the sale of lots to settlers or by selling supplies and services to those arriving in what was then part of Kansas Territory. Historians Thomas Noel and Stephen Leonard observed: “Denver, the child of 1858 gold discoveries on the South Platte River, might have died at birth except for some sharp developers.”⁴

Four groups claimed land for towns at or near the confluence of the South Platte and Cherry Creek, an isolated location almost three hundred miles from New Mexican trading towns to the south, five to six hundred miles from Kansas and Nebraska communities to the east, and almost four hundred miles from Mormon settlements to the west.⁵ In June 1858 William Green Russell, a Georgia farmer and veteran of earlier booms, came west with a large party who found traces of gold in the South Platte River at Cherry Creek and then Dry Creek (today's Englewood), where they initiated a fledgling settlement, Placer Camp, before expanding their search into other regions.⁶ On September 9 prospectors from Lawrence, Kansas, created the first townsite, Montana City, farther north.⁷ On September 24 mountain men and Kansas prospectors established the townsite of St. Charles, on the northeast side of Cherry Creek where it joins the South Platte, before heading east to promote their town and sell lots.⁸ Members of Russell's party returned to the area and with others from the Lawrence contingent founded Auraria on the southwest side of Cherry Creek on November 1.⁹ Auraria's four principal roads, today's 10th, 11th, 12th, and 13th streets, were drawn parallel to the course of Cherry Creek.¹⁰

The last burst of town platting accompanied the arrival of experienced town promoter William H. Larimer, Jr., whose party appropriated the almost deserted St. Charles townsite on November 16. Six days later Larimer's group created the Denver City Town Company to lay out lots on the former St. Charles claim, naming their town after James W. Denver, governor of Kansas Territory.¹¹ Denver City's plat, featuring streets named after members of the town company and Native Americans, ran diagonal to true compass points and parallel to the South Platte River, Cherry Creek, and the Smoky Hill Trail. Finally, the enterprising Larimer created the townsite of Highland on bluffs on the northwest side of the South Platte River in December 1858.

From these real estate beginnings Denver's early development proceeded, and many of today's commercial, governmental, cultural, educational, and religious institutions are the result of trends, events, and accomplishments of the first decade of its history.

Denver City and Auraria Quickly Become Rivals

Denver City and Auraria quickly surpassed the other settlements and became rivals. Both gave town lots to individuals and groups considered beneficial to their development. Methodist pastor George W. Fisher, the first clergyman in the area, received lots in exchange for promising to build a log cabin; he preached the area's first sermon in December 1858.¹² The first fraternal group held meetings to plan a Masonic lodge at Auraria.¹³ By the end of the year freighters from Missouri River towns and New Mexican trading communities began to bring supplies to the settlements.¹⁴ Kinna and Nye sold miner's hardware and cooking utensils from their hardware store-tin shop in Auraria beginning on December 1.¹⁵ At year's end Auraria, with about fifty log buildings, was almost twice as large as Denver City.¹⁶

During the winter of 1858-59 accounts of the Pikes Peak region's mining promise, including a journal of William Russell's, received widespread notice farther east. Battered by hard times resulting from an 1857 worldwide economic downturn, hundreds of men and a few women prepared to head west. Reports of important gold discoveries in the mountains early in 1859 and verification of mining district wealth by persons such as Horace Greeley encouraged a deluge of prospectors to begin the journey.¹⁷ Many of the fortune seekers set out from towns on the Missouri River, such as St. Joseph, Omaha, Kansas City, and Leavenworth. There businesses offered the types of provisions needed for mining on the frontier to those embarking on one of the overland routes to the settlements at Cherry Creek.¹⁸ Historian Clyde L. King asserted the discovery of gold in the mountains held great significance for Denver's future, forcing it to transform from a mining camp to a major supplier of goods and services to the mining camps: "It meant that Denver could become the center through which capital should flow that was to be used in opening up the great resources of the state, and the center in which the transportation, industrial, and political problems of Colorado were to be solved."¹⁹

Denver City and Auraria gained important buildings and services during 1859 as this new focus brought new types of construction. Richard "Uncle Dick" Wootton, arrived in Auraria with his family on Christmas Day 1858 accompanied by several barrels of "Taos lightning," and raced entrepreneurs Blake and Williams to establish the first exclusively commercial log building in the area.²⁰ His competitors, who had set up a business tent in Denver City in November 1858, erected a large hotel and store known as Denver House (later rebuilt and called the Elephant Corral, 5DV.47.2).²¹ Many of the first buildings served multiple purposes, with some saloons also serving as a place for religious and political meetings, entertainment, and a variety of other activities.²² The Denver House also functioned as a meeting place and community center during the early years. Enterprising pioneer Thomas Pollock opened the first blacksmith shop, Kasserman and Company initiated the first carpenter shop, and Karczewsky and Reitze offered the first bakery goods.²³ Pollock also started a hotel, where frontier ministers William H. Goode and Jacob Adriance preached; later in 1859 the two organized the Auraria and Denver Methodist Episcopal Mission.²⁴

During 1859 the first ferry began operating across the South Platte River to connect the northern and southern settlements and enable gold seekers to access routes to mining districts in Gilpin, Park, and Boulder counties.²⁵ The first pioneer's baby was born, the first murder committed (and man hanged), the first theater opened, and the first general meeting was held to consider organizing a state government. A brickyard began operating, and the firm of Foster and Marion, who advertised their services as civil engineers, surveyors, and draughtsmen, indicated one of them was "a practical architect."²⁶ Settlers could join chess and debating clubs, hear poetry readings, or play billiards.²⁷ One of the more important businesses in the settlement consisted of providing entertainment and lodging for travelers passing through on the way to and from the mining camps.²⁸ The Temperance/Tremont House (5DV.2954, no longer extant) provided lodging, food, and entertainment, as did a few similar establishments.²⁹

William N. Byers arrived in 1859 with a printing press to start the region's first newspaper, the *Rocky Mountain News*, on the second floor of Wootton's saloon.³⁰ Byers previously helped lay out and promote the town of Omaha and produced a *Guide to Pike's Peak*. On April 23 the first issue of the paper appeared, providing optimistic predictions for the future while noting a troubling amount of disillusionment among prospectors who found little gold in the area and returned east. The publisher advised those coming to the goldfields to bring a full set of mining tools and clothing and provisions to last three months, as local supplies were insufficient.³¹ Many advertisements in the newspaper's first year were for businesses offering goods and services in the jumping-off points of Omaha and Council Bluffs. Byers soon became one of the most active community boosters and real estate investors. Utilizing the newspaper to promote his new hometown, he was involved in most of the major plans to further local development in the early years.³²

Denver City demonstrated the importance of transportation systems to a town's success when it induced the Leavenworth and Pike's Peak Express Company to open an office in return for fifty-three town lots and shares in the town company.³³ The stage carried passengers, freight, and mail into the settlement and took passengers, mail, and gold out. By attracting the express company Denver City secured its future, as everyone in the area went there to send or receive letters and the settlement gained prominence as the hub of commerce and finance.³⁴ The first stage arrived on May 7, 1859, providing a link to the families and towns the settlers left behind.

In association with the stages a series of stations along the trails were established to provide varying degrees of services for travelers, stage employees, and animals. On the north bank of Cherry Creek in 1859 Samuel and Jonas Brantner built a log house (5DV.7) they sold to single-mother Mary Cawker the following year. Under her ownership the property became Four Mile House, a stage stop on the Smoky

Hill/Cherokee Trail with a large corral and stables where travelers found refreshment and animals received care. Four Mile House is Denver's oldest identified building. Stages and freighters crossing the overland routes to Denver soon provided pioneers with imported products of surprising sophistication, including tobacco and cigars, wines and liquors, all manner of books, dry goods, housewares, medicines, and ever-popular oysters.³⁵

By summer 1859 the two settlements were flourishing, together containing about three hundred log buildings, with several brick structures under construction.³⁶ Early drawings and the reports of visitors indicated Native Americans set up their tipis near the settlers' rows of wood buildings.³⁷ Semi-arid Denver still had little in the way of landscaping, and most developed areas displayed few of the shrubs, trees, grass, or flowers found in attractive cities farther east. Before they dug wells, settlers hauled water by barrel, cart, or wagon from the rivers and creeks. Early Denver historian Jerome Smiley described the town as presenting "aspects of extreme dreariness."³⁸ To alleviate this situation, nine Denver citizens organized the Capital Hydraulic Company to build a ditch from the South Platte River in an unsuccessful effort to provide irrigation for city residents.³⁹

Early Efforts to Create a Territory and Unified Town

As early as 1858, settlers met to discuss ways to achieve organization and recognition of a new territory that would establish needed laws, a government, and officials. A delegate dispatched to Washington promoted the idea, but received little encouragement. The large influx of people in 1859 led to an even greater desire for laws, judges, and legal remedies. Meeting in Auraria in April, delegates from several settlements proposed a new governmental entity to include parts of Kansas, Nebraska, New Mexico, and Utah (named Jefferson, a widely popular designation approved by voters). In December the provisional territorial legislature passed an extra-legal act to consolidate Denver, Auraria and Highland; granted the town a charter establishing certain powers; and enabled the first city election, which resulted in John C. Moore becoming mayor. Agreement on consolidation of the communities became imperative, as Jefferson Territory lost impetus after failing to receive official recognition and disorder continued to plague the community.⁴⁰

Byers and other leaders realized that a successful future for the community lay in uniting the competing towns and establishing a new government and laws. An accord was reached in April 1860, when Auraria voted to merge with its old rival, creating a town known as Denver City.⁴¹ Denver citizens crafted a city constitution and elected officials, with Moore staying in office until he joined the Confederate army a year later.⁴² Auraria then was referred to as "West Denver." The area north of the South Platte River attracted little settlement at first, and Ute people continued to hold their annual encampments at the head of today's 15th Street in North Denver.⁴³

Characteristics of Denver in 1860

The first mining boom provided a foundation for Denver's economy and supported a populace with varied skills, origins, and social status.⁴⁴ The population reached 4,749 people at the time of the community's first U.S. Census in June 1860. The document recorded residents from thirty-four states and territories, about one-quarter foreign born, and only 12.8 percent women. African Americans were among the pioneers, a few who had arrived as slaves. Thomas J. Riley was cited as the first permanent black settler; his residence began in 1860.⁴⁵ The census reported only twenty-three "free colored" in the town. The early population was very transitory, as new mineral discoveries constantly lured wealth seekers away.⁴⁶ Despite this, important institutions and enterprises were established, including the first bank, a daily newspaper (the *Daily Herald and Rocky Mountain Advertiser*), regular mail service, and religious congregations.⁴⁷

Town leaders felt development of the surrounding agricultural areas would provide a stable base of settlement that would supply the city with foodstuffs and provide urban businesses with a market for supplies. Byers and Larimer began a major campaign to promote farming and ranching, organizing an agricultural society, sponsoring fairs, and distributing information.⁴⁸ Historian David T. Brundage found 1860 Denver's business community included twelve wholesale houses, twenty-four attorneys and physicians, twenty-seven retail businesses, and thirty-five saloons.⁴⁹ Pioneer industries and warehouses arrived soon after the city's first residents. In 1860 newspapers advertised wholesalers in goods like groceries, hardware, and miners' provisions, as well as a flour mill, brewery, vinegar factory, cabinet and coffin makers, an ice company, lumber and brick yards, and foundries. In the summer the *News* contained advertisements for pioneer businesses such as the Hawkens and Wicks St. Louis Restaurant and Bakery, McGavran and Walley's Cabinet Factory (producing cabinets, chairs, and coffins and arranging "funerals eastern style"), and J.B. Dole and Company, with gold scales for sale.⁵⁰ The Denver City firm of J.B. Ashard and Company advertised their services as "architects and builders."⁵¹

Settlers discarded their wagons and canvas tents for hewn-log cabins as quickly as possible. The first businessmen erected one- to two-story log structures, adding frame false fronts when they could afford them, as was typical of western boom towns. Some log houses also received false fronts. The growing population provided an increasing demand for carpenters, bricklayers, and contractors, who Smiley reported "commanded fabulous wages."⁵² Sawmills sold much of their lumber for early buildings erected along Cherry Creek.⁵³ Brick made from local clay also became a popular building material for homes and businesses. A more permanent and fireproof building material, brick was utilized to duplicate the substantial business blocks found in established cities.

Historian Carl Abbott described 1860 Denver as a "walking city" with a populated area three-fourths of a mile in radius. The early settlement included little separation of buildings based on function, with "the heart of the business district lying within a block of the finest residences. Stores, workshops, and homes were jumbled together on every major street."⁵⁴ Developed areas lay basically between today's Curtis Street, 20th Street, and the South Platte River on the east side of Cherry Creek, and on the west side the area between Curtis and the river. What was then called West Denver was the site of the larger businesses and population, although by 1863 the area was already waning. Larimer Street served as an important commercial thoroughfare, as did Blake Street on the east side.⁵⁵ North Denver continued to be viewed as geographically isolated from the rest of the community for many years and saw little development. The topography of the area remained one of canyons and cliffs, which made building of streets a challenging problem.

"Softening the Rough Influences": Denver's Early Schools

The importance of education in Denver's history is evident in the fact that the first school opened within six months of the first significant gold discoveries in the area. The town companies demonstrated support for early educational efforts by offering free town lots for school sites. Jerome Smiley reported Irish immigrant Owen J. Goldrick arrived at the fledgling settlements in the summer of 1859 and announced plans to establish a private school for the small number of children present. His private Union School opened in a log cabin in Auraria in October with thirteen students, including two of Native American and two of Latino descent. Goldrick generally is cited as the first teacher to open a school and hold classes.⁵⁶ Smiley judged the teacher "participated in almost every other movement for softening the rough influences that surrounded the pioneer communities."⁵⁷ Goldrick reopened his school on May 7, 1860 and later led organization of the school district. Indiana Sopris received the distinction of being the first woman schoolteacher, also opening a school in Auraria on May 7, 1860.⁵⁸ At the end of the same month, Lydia Maria Ring established a school in a log cabin that was more permanent than the other early educational ventures, operating continuously for four years.

In October 1860 the government of Denver proposed a study of the concept of creating free schools. However, no progress in establishing such facilities occurred until the first session of the Colorado Territorial Legislature in 1861, when an act provided for organization of public schools and division of counties into school districts.⁵⁹ In early Denver the principal districts were No. 1 (“East Denver”) and No. 2 (“West Denver”). District 2 opened the first free public school in Colorado, on December 1, 1862, in the upstairs of a rented building on Larimer Street. The first public school in East Denver held classes nine days later in a rented frame building. In 1865 West Denver became the first district to own a school building. In 1868 the schools became racially segregated, a policy continued until construction of Arapahoe School four years later.⁶⁰

Challenges and Changes during the Civil War and After

On February 28, 1861 Congress created Colorado Territory, named after one of its rivers, and William Gilpin became the first territorial governor. The outbreak of the Civil War six weeks later diverted attention from celebration of the new territory. In addition, a mining slump, combined with Denver’s isolation, Native Americans’ unrest over loss of their traditional lands and lifestyles, and a series of other challenges, stalled the town’s growth. In 1861 prices for town lots were low, even in sections already developed.⁶¹ Smiley reported “a great abundance of land around the town, and but few of the people then here cared to invest at any price in small patches of it which were still overgrown with wild herbage and in the possession of prairie dogs.”⁶² Although Denver remained the preeminent settlement in the territory, promising rivals Colorado City (1861) and Golden (1862-67) prevented it from being selected the territorial capital until December 1867.

Leonard and Noel indicated that during the war “the divided nation lacked the capital and the interest to finance mines, build smelters, establish farms, and develop cities in Colorado.”⁶³ Many people returned eastward, leaving those who remained feeling less certain of the town’s future. Some progress could be seen in 1861, including Denver’s incorporation, opening of the first session of the territorial legislature, and creation of the territorial county of Arapahoe with Denver as its county seat. The town could take pride in its achievements early in the decade, which ranged from construction of its first church building to establishment in 1863 of a U.S. Branch Mint, which functioned as an assay office in the Clark, Gruber and Company Bank Building.⁶⁴ Arrival of telegraph lines in 1863 provided quick communication with other parts of the country, lessening Denver’s sense of isolation. Yet the town’s architecture in the early 1860s conveyed its struggling frontier status, according to Jerome Smiley: “Its treeless, grassless, brushless condition gave it an exceedingly uninviting appearance; its motley, irregular, ugly structures of brick, frame, or log were calculated to cause nightmare in the brain of an unseasoned visitor.”⁶⁵ He found the majority of buildings were one-story, with only a few taller and opined, “The higher ones were worse than the lower, in that their loftiness made their frightful ugliness more conspicuous.”⁶⁶

Beginning in 1863 Denver experienced a series of events that encouraged more people to leave, but also influenced the appearance of today’s built environment and determined the location of early residential neighborhoods. A disastrous fire (known to pioneers as “the Great Fire”) burned a four-square-block area between today’s Market and Wazee streets from Cherry Creek to 16th Street, including much of the commercial district along Market and Blake Streets on April 19.⁶⁷ The conflagration, possibly the result of arson, started behind the Cherokee House, a saloon at 15th and Blake streets, very early one Sunday morning and spread quickly among the area’s wood buildings due to a combination wind, dry conditions, an unreliable source of water, and untrained and disorganized fire-fighting citizens, as detailed in journalist Dick Kreck’s 2000 book, *Denver in Flames*.⁶⁸ The disaster, which destroyed seventy structures in two hours, resulted in enormous losses for the mostly uninsured business owners and destruction of the town’s stores of foods and supplies; it was “a crushing blow to the young frontier town,” according to Kreck.⁶⁹ The next day the city council passed an ordinance requiring construction

with outside walls of brick, stone, or other inflammable material for new buildings in a thirteen-block area known as the “fire district.”⁷⁰ As Kreck pointed out, the new rule “even today gives downtown Denver its historic look.”⁷¹

Business owners set about rebuilding with fireproof materials immediately, and by the end of the year a new commercial district lured consumers. Construction after the fire was, in most cases, more substantial, reflecting the desire for permanence, lessons learned from the fire, and the continuing maturation of the settlement. Brickmaking became a flourishing business, with red clay excavated from a site along the South Platte River near 15th Street.⁷² Business owners began to erect two- and three-story brick structures, and homeowners built more elaborate residences displaying architectural styles developed in the East. Tom Noel observed that the fire spared Larimer Street and confirmed its “main street status” within the city.⁷³ Former slave Barney Ford’s 1863 brick restaurant and saloon (1514 Blake Street, 5DV.47.66) replaced a burned structure; it is the oldest documented commercial building in the city.⁷⁴ In 1876 a city ordinance prohibited construction of frame buildings within the entire city limits.⁷⁵

Other trials followed for those residents determined to remain. In January 1864 harsh winter weather with heavy snows made freighting on the Plains difficult, killed many cattle, and raised the prices of food and other supplies in Denver.⁷⁶ Although Native Americans and mountain men had warned early settlers not to build homes in the flood plain of Cherry Creek, this advice was ignored and a number of pioneers established residences and businesses there. Following several days of rain Cherry Creek overran its banks on May 19, 1864 and swept away many of these early structures, including the offices of the *Rocky Mountain News* and the City Hall with its public documents. The flood caused extensive property damage and several deaths.⁷⁷ The waters also demolished the 11th and 15th Street bridges, the main structures connecting North Denver to the other side of the South Platte River.

After the disaster, growth of the city turned eastward, away from the river and creek. The creek flooded several more times before major improvements began in the Speer administration in the early twentieth century. Jerome Smiley believed “the new and uniformly good buildings that succeeded the destroyed ones had given the central portion of the east side what was thought to be a metropolitan appearance.”⁷⁸

In the summer of 1864 Native American unrest along stage routes made it difficult for mail and freight to reach the city, disrupted transportation along trails, and inflated prices. The Sand Creek Massacre in southeast Colorado in November increased tension between indigenous people and settlers. A further challenge tested the community’s resolve the following year, when grasshoppers infested the settlement, driving up the cost of wheat and flour and driving down real estate prices. To end the year Denver’s first major windstorm raged over Christmas, followed by heavy snowfall.⁷⁹

In the mid-1860s the mining boom, which had fueled Denver’s early growth, began to fade, as the rich, easily extracted placer gold was exhausted and miners left for other bonanzas. However, the worst blow to the city’s hopes came in 1866, when the Union Pacific Railroad (UP) announced it would bypass Denver and build through Cheyenne, Wyoming. Community leaders knew that without a rail connection the city would never become a regional center of business, industry, finance, and distribution. Without a railroad, people, capital, and manufactured goods would not flow into Denver and it would not produce and ship products to eastern markets. The hundreds of miles between Denver and communities in the Midwest made travel expensive for potential settlers as well as visitors. So critical was a railroad connection that Leonard and Noel judged: “Of all the challenges Denver was to face during the rest of the nineteenth century, none was more important to its emergence as a major Western metropolis than the building of railroads.”⁸⁰

In the wake of UP's decision, many businessmen moved to Wyoming to exploit the opportunities brought by the railroad. The height of the recession in Denver came in 1866 and 1867, when the population dropped to less than that of 1860.⁸¹ Real estate values plunged precipitously, and many people who lost faith in the town's viability returned to the East. Some of the most hopeful, however, believed Denver's opportunity lay ahead and continued to plan for future growth.

A "Marked Change in Appearance": New Technologies, Railroad Plans, and a Water System

Just as the future seemed bleakest, new developments in mining, smelting, and other enterprises began to improve Denver's economy. Trained metallurgists discovered improvements in mining and ore processing that would revolutionize those industries in Colorado. As a result, new groups of people moved westward, bringing new skills, cultures, and traditions to the community. At the same time Denver's leadership proved capable of handling the challenge of ending its isolation; guiding its industrial, manufacturing, and supply sectors; and attracting new settlers who would provide steady demand for the city's products.

Town leaders, such as former territorial governor John Evans and newspaper publisher William Byers, realized the key to Denver's future lay in achieving their goal of securing a rail linkage. As Leonard and Noel characterized the dilemma: "If Rocky Mountain pay dirt were to pay off, Colorado needed cheap, fast, and efficient transportation."⁸² Evans and Byers organized a public meeting of local businessmen that founded a Board of Trade (forerunner of the Chamber of Commerce) to support their efforts to end the city's isolation. When the UP failed to provide a line to Denver and the Kansas Pacific faltered in its effort to build toward the city, Evans, Bela Hughes, Walter Cheesman, Luther Kountze, David Moffat, and others organized the Denver Pacific Railway and Telegraph Company in 1867 and raised capital for construction of a line between Cheyenne and Denver. On May 18, 1868 the city celebrated the groundbreaking for the railroad. In support of the effort the Denver Pacific received a generous land grant it could use to raise money and secure loans.⁸³

Pioneer John W. Smith began work on a thirty-mile irrigation ditch (5DV.1813) in 1865 and completed the project in May 1867, when it received priority right No. 1 on the South Platte River. The structure is one of Denver's oldest historic resources today. Construction of Smith's Ditch, Denver's first water supply, from the river through what is now Washington Park, the Denver Country Club, and around the ridges of Capitol Hill (where Smith owned substantial acreage), allowed residents to plant the first trees and lawns in their yards.⁸⁴ This vegetation produced a "marked change in the appearance of the town," according to Lyle Dorsett and Michael McCarthy.⁸⁵ The nearly one thousand miles of lateral ditches branching out of the structure meant that "streams of clear, cold water flowed at the sides of the streets to which it could descend from the hills, including the business streets," as described by Smiley.⁸⁶ Beginning in 1869 Denver purchased water from the ditch to irrigate lawns, trees, and gardens, and in 1875 it acquired the entire system, which then became known as the City Ditch.⁸⁷

Denver's Expansions and New Additions

Anticipated railroad connections, a resurgence in mining, and expansion of the city boundary stimulated creation of several residential additions in the late 1860s. Denver did not officially receive its land grant until May 28, 1864, under a special act of Congress. At that time, the town received 960 acres representing the amount of land commonly given to one townsite, rather than the total amount claimed by the two settlements before unification. The land outside of the official grant was then subject to pre-emption and homesteading. Apparently anticipating the situation, several individuals filed claims on land adjacent to town in 1864, including: Frederick J. Ebert, James McNassar, H.C. Brown, and L.B. France. Several other claims followed the official award of the townsite grant, and many of these formed the basis of suburban development in early Denver.⁸⁸ In 1864 the territorial legislature extended

the corporate limits of Denver to 2,240 acres by adding much of the undeveloped prairie surrounding the townsite. The city limits then extended from today's West 32nd Avenue on the north to West 11th Avenue on the south, and from Zuni Street on the West to Broadway on the east. In 1868 another 1,600 acres were added to Denver, which began referring to itself as "the Queen City of the Prairie"; by the next decade it preferred to be known as the "Queen City of the Plains."⁸⁹

Henry Cordes Brown recognized the potential for developing subdivisions outside the confines of the original townsite, establishing a 160-acre homestead near today's 12th and Sherman in April 1864. The Denver Town Company had included the acreage of Brown's homestead in its original townsite, but did not vigorously protest when Brown occupied the land.⁹⁰ Smiley noted that in 1864, there was little or nothing between Curtis Street and Capitol Hill and "that section of the city seemed far less promising than the old Highland district" in North Denver.⁹¹ By the close of 1867, few improvements had been made between Stout and the brow of Capitol Hill, and beyond that almost nothing. The "hillside builders were regarded as rather singular men for choosing to go so far off in the country to build their houses; and the dwellings did look lonesome and forlorn standing away out there by themselves," according to Smiley.⁹²

On the bluff just east of Broadway, Brown laid out a residential subdivision on a portion of his homestead lands in 1868. His plat broke the diagonal street grid originally developed for Denver streets in favor of north-south blocks that took advantage of the scenic views from the bluff. The developer also donated part of his land for the site of a state capitol, believing construction of such an important edifice would lend value to his real estate development.⁹³ This action influenced growth of the business district eastward from its early center around Larimer Street.⁹⁴

Seven other residential additions were filed in 1868, including Case's, Case and Ebert's, Curtis and Clark's, Evans's, Horr's, J.W. Smith's, and Witter's First.⁹⁵ The following year, three more subdivisions were created: Downing's, H. Witter's, and Shaffenburg's.⁹⁶ Of these, Case and Ebert's Addition filed on April 7, 1868 was the earliest, occupying an immense area northeast of what was then the center of development. Francis M. Case and Frederick J. Ebert were among those most familiar with the terrain surrounding the city and with the plans of Denver's leaders for its future development. Their subdivision included an area adjacent to the South Platte River and encompassed what would become the yards of the Denver Pacific Railway, making it attractive to industry.⁹⁷ The developers also planned a fine residential development including the city's first public greenspace, Curtis Park (still extant), consisting of 2.44 acres of land at 31st and Curtis.⁹⁸ Parks were not considered vital components of the town during the early years as most people were too busy "to think seriously of play activities."⁹⁹ The addition became the first of Denver's streetcar suburb in the early 1870s.

1.3. Developing the "Great Braggart City": Railroads and Streetcars Generate Tremendous Growth in the 1870s

The impact of Denver's 1860s trials became vividly clear when the 1870 census revealed the town's population stood at 4,759, only ten residents more than a decade earlier.¹⁰⁰ Of the persons enumerated, 5.1 percent were minorities, including 237 African Americans and only 4 Chinese residents. As in 1860, close to a quarter (23.9 percent) of the population was foreign-born.

Jerome Smiley described Denver's building stock in mid-1871 as consisting of "1,128 buildings of all kinds, one-half of them less than two stories high, and but few of them three. Generally, those more recently built were of brick, but a large proportion of the dwellings were frame, and there were still many log structures surviving from the pioneer era."¹⁰¹ The character of the city's architecture would start to change as the arrival of railroads and mining wealth brought new groups of people, transported manufactured building supplies from the East, and carried in construction materials extracted around

the state. Businesses received vast iron fronts and metal cornices. Gothic Revival, Second Empire, Italianate, Queen Anne, and other architectural styles appeared. Architects drawn to Denver in the 1870s, including Emmet Anthony (1871), William H.J. Nichols (1872), Leonard Cutshaw (1873), Robert S. Roeschlaub (1873), Frederick C. Eberley (1879), and John G. Weller (pre-1875), began designing buildings in styles popular in the rest of the country.¹⁰²

Arrival of the Iron Horse Leads to Remarkable Growth

In the early 1870s the difficult work of the post-Civil War period began to reap rewards. On June 22, 1870 Denver's grandest wish came true when the Denver Pacific Railway steamed into town from Cheyenne, establishing the long-awaited transcontinental connection. Two months later the Kansas Pacific Railway, building westward from the Colorado-Kansas border, met a crew laying track eastward from a junction with the Denver Pacific tracks at Comanche Crossing near today's Strasburg.¹⁰³ In September, the Colorado Central Railroad connected Denver and Golden, from which track-laying would penetrate the Front Range.¹⁰⁴ Confidence in Denver's future increased dramatically among its residents, and the city began to grow at a remarkable rate.¹⁰⁵

After Denver replaced its dreams of mining gold with the goal of becoming Colorado's marketplace, the railroads, more than any other industry, quickly helped it become the leader of the region.¹⁰⁶ They not only carried new residents and visitors to the city, but also employed thousands of people in laying track, operating and maintaining trains, and a multitude of associated jobs. New groups of people arrived seeking employment with the railroads, including African Americans who worked in large numbers as porters and laborers. The trains also brought raw materials from across the region for processing and manufacturing in Denver and very significantly enabled the town to reap the riches of the mountain mining districts on a large scale.¹⁰⁷ With railroad shipment of ores speedier and less expensive than by wagon, capitalists realized they could profitably operate smelters in Denver, creating a major late nineteenth century industry. The railroads also promoted agricultural settlement, with much farm and ranch production carried on the rails to Denver for sale or processing by its plants and distributed throughout the territory and other parts of the country.

In addition to the railroads entering the city in 1870, other lines extended tracks throughout the territory and accessed its abundant resources. In 1872 a narrow gauge railroad, the Denver, South Park & Pacific Railway (DSP&P), founded by Evans, Moffat, and Cheesman, tapped the mountain mining camps in Park and Summit counties and achieved its biggest prize with completion of its line to Leadville. Another narrow gauge, the Denver & Rio Grande Railway (D&RG) organized by Gen. William Jackson Palmer and associates in 1870, boosted Denver to a position of regional dominance in accessing the wealth of the mountains. The D&RG built from Denver south to Colorado Springs and Pueblo, with branches extending into Leadville, the San Juans, and Durango and Silverton in southwestern Colorado. Both narrow gauge lines transported the agricultural bounty of the farming and ranching areas and valuable raw materials found along its route back to Denver for processing, manufacturing, or shipment to eastern markets.¹⁰⁸

"Second Only to the Railroads": Emergence of Public Transit Systems

Historian Jerome Smiley saw the emergence of the street railway system in the 1870s as second only to the railroads in influencing the development of Denver.¹⁰⁹ Streetcar systems in the United States dated to the early nineteenth century, with the first being a New York horsecar line. The horse-drawn streetcar proved to be an improved method of transportation within urban areas, embodying low cost, flexibility, and safety.¹¹⁰ As the systems expanded and technology improved, streetcars became a means of liberating middle class homeowners from specific neighborhoods near their work in the inner city by allowing them to live farther away from the noise and pollution of the urban core. Citizens also began to

ride the street railways for pleasure and recreational trips, in the process becoming familiar with areas outside their own neighborhoods.¹¹¹ Real estate developers understood the value of outlying residential additions would be realized only if adequate transportation systems connected their residents with places of employment. As transportation planner King Cushman observed, "Interurban electric railway promoters and land developers had mutual economic interests and began to join forces, hustling a competitive market for riders and real estate sales."¹¹²

Denver's first public transit system, the Denver Horse Railroad Company (later Denver City Railway Company), organized in 1867 and received a liberal charter from the territorial legislature for the sole right to build and operate a horse railroad in Denver and any later additions. The company waited for arrival of the steam railroads before beginning work in 1871, when Chicago investors headed by Lewis C. Ellsworth purchased the system and completed the first line. The original streetcar route traveled from 7th Street and Larimer in West Denver to 16th Street, turning on Champa, and heading out to 27th Street, where it terminated at a site in Five Points then known as Shaffenburg Park.¹¹³ After acquiring convenient transportation access to downtown, the neighborhood steadily developed as a fine residential area and attracted some of Denver's most successful residents. Subsequent extensions of the line beginning in 1873 provided access to North Denver, Capitol Hill, and Park Avenue. Please see "The Connected City" historic context for a complete discussion of Denver's streetcar history during the 1870s.

Isabella Bird Describes Denver

Between the beginning of 1871 and the end of 1873, two thousand new buildings graced Denver's streets, many of brick construction.¹¹⁴ The town grew so quickly that when the famous British traveler Isabella Bird visited in October 1873 she called it "the great braggart city." Bird aptly summarized Denver's growing commercial character: "It is a busy place, the *entrepôt* and distributing point for an immense district, with good shops, some factories, fair hotels, and the usual deformities and refinements of civilization. Peltry shops abound, and sportsmen, hunter, miner, teamster, emigrant, can be completely rigged out at fifty different stores."¹¹⁵ She noted the large numbers of asthmatics and other invalids who came hoping the fresh air and sunshine would cure their diseases. Bird described a Denver with many saloons, men spending their hard-earned wages in "maddest dissipation," characters such as Buffalo Bill, large numbers of Native Americans, and very few women.¹¹⁶ Her account of the diverse population is a compelling reminder of the extremely colorful population of Denver as it rapidly emerged from rugged frontier town to a more sophisticated small city:

There were men in every rig: hunters and trappers in buckskin clothing; men of the Plains with belts and revolvers, in great blue cloaks, relics of the war; teamsters in leathern suits; horsemen in fur coats and caps and buffalo-hide boots with the hair outside, and camping blankets behind their huge Mexican saddles; Broadway dandies in light kid gloves; rich English sporting tourists, clean, comely, and supercilious looking; and hundreds of Indians on their small ponies, the men wearing buckskin suits sewn with beads, and red blankets, with faces painted vermilion and hair hanging lank and straight, and squaws much bundled up, riding astride with furs over their saddles.¹¹⁷

Growth in Commerce, Manufacturing, and Industry

Although Denver, now tied to larger markets, could not escape the effects of the Panic of 1873, it recovered relatively quickly and resumed its upward progress within three years.¹¹⁸ A city census in January 1874 recorded 14,197 people, enough to move Denver into the category of small city.¹¹⁹ Rich silver discoveries in mining towns such as Leadville in the later 1870s stimulated continued population growth, made Colorado the country's leading metal producer, and supported the prosperity of the

Queen City. Leadville turned to Denver “unceasingly” for supplies as the mining camp mushroomed into a booming city. Edward Roberts later wrote that “in meeting all demands the commerce of the city was greatly increased, and the merchants enriched. More than all other towns, Denver profited by Leadville’s wealth. Fortunes made in one place were spent in the other.”¹²⁰ Thousands of people passed through Denver on their way to Leadville, and many of those made rich by the mines subsequently moved to the capital to conduct further business, erect large residences, and spend their wealth. Commerce emerged as the city’s most significant economic activity, with wholesale and retail activities, banking, and railroads dominating the local economy.¹²¹

Although Denver’s leaders initially envisioned it as the capital of a mercantile empire, industries also contributed to the city’s economy.¹²² A variety of these operations located along the north-south railroad corridor and South Platte River through the city. Manufacturing firms included beer breweries and pickle factories; flour, pottery, paper, and woolen mills; and ice houses and machine works. Among the larger manufacturers of the mid-1870s were those producing beer, clothing, flour and feed, and window sash, doors, and blinds.¹²³ David Brundage discovered small-scale manufacturing was the rule until Leadville’s silver boom of the late 1870s and early 1880s, which “triggered immediate growth.”¹²⁴

Smelting and Equipment Manufacturing Bring New Populations

As railroads tapped rich mining areas such as Leadville, they enabled Denver to take advantage of its centralized location and resources to develop its most important nineteenth century industry: smelting. City boosters hoped to attract a smelter facility that could process ores utilizing methods developed by Colorado’s first successful operation, Nathaniel P. Hill’s Argo at Black Hawk. Construction of these industrial facilities led to creation of some of the city’s most important ethnic neighborhoods, as immigrant workers attracted by the industry changed the demographic face of the city. They came in three waves of immigration: Welsh, Cornish, and Scandinavian; Irish and Italian; and later, Austrian, Polish, and Germans from Russia.¹²⁵

In the early 1870s the first smelting effort in Denver began with the purchase of a tract of land near the junction of the Denver Pacific and Kansas Pacific railroads to erect the Swansea Smelting Works. In association with its smelter operation the enterprise laid out the town of Swansea to house the industry’s workers. The smelter failed, but the community of Swansea continued to attract industrial and railroad workers.¹²⁶ In 1878 Nathaniel P. Hill’s Boston and Colorado Smelting Company built the city’s first profitable smelter, the Argo, in a complex bordered by the Colorado Central Railroad about two miles northwest of downtown Denver. Noted Denver architect Robert Roeschlaub designed the plant and a company town of the same name that included a hotel, workers’ tenements and houses, a school, and a church, according to historian James E. Fell, Jr. The smelter, which began operating in 1879, attracted American, British, and Scandinavian workers and tried to maintain a diverse workforce. Colorado voters elected Nathaniel P. Hill to the U.S. Senate during the same year.¹²⁷ Success of the Argo led to several other attempts at smelting in Denver in the 1880s.

The manufacture of mining machinery became Denver’s second most valuable industry, including five enterprises by the end of the decade. The industry employed hundreds of workers producing products vital to the state’s mining sector, including stamp mills, concentrators, crushers, and other items. In the process, Denver developed a reputation for turning out the world’s best mining machinery and shipped it around the world.¹²⁸ The railroads’ machine and car shops, producing essential equipment for their networks, became a third major component of the city’s industrial operations.

New Government Facilities, Infrastructure, and Amenities

In the 1870s Arapahoe County played a more active role in its citizens’ lives, and Denver benefited from its position as county seat. In 1873 Arapahoe County erected its first public building in the capital, a

facility to house the poor, which later evolved into the county hospital. Two years later the location selected for the Arapahoe County Courthouse on the block bounded by today's Court Place, 15th and 16th streets, and Tremont Place aroused great controversy among real estate developers, each of whom wanted to boost their own property values by securing the structure for their area. A group of about thirty property owners convinced the county commissioners to select the final site by adding the incentive of a \$2,000 donation toward the cost of the land.¹²⁹ Many residents felt the location was too far from the business district then centered along Larimer, Market, and Blake, although the decision influenced the course of downtown growth.

In the decades after the railroads arrived, Denver's increasing maturity also was reflected in the growth of its infrastructure and extension of municipal services and amenities. The city's water, sewer, and telephone systems began operating in the 1870s. The Denver City Water Company became the first enterprise to pipe water into private homes. James Archer headed the company, and its board included other illustrious businessmen, such as Walter Cheesman, Jerome Chaffee, and David Moffat.¹³⁰ The system obtained its water from a large well and pumping station on the banks of the South Platte River near the downtown and expanded rapidly.¹³¹ This represented the first of eleven efforts in the 1870s and 1880s by private companies to bring water to the city, culminating in the incorporation of the Denver Union Water Company.¹³²

Parks

By the beginning of the decade Curtis Park remained the only public greenspace in Denver. Mayor Joseph E. Bates recommended the city establish a system of parks in 1872. In the same year, Territorial Representative Jerome B. Chaffee convinced Congress to cede 160 acres of land which would one day become Congress Park but initially served as a cemetery.¹³³ Real estate development also motivated creation of the city's first planned parkway, Park Avenue, bordered by small triangular lots of park land in 1874.¹³⁴ Two years later Denver State Representative Henry Lee and real estate developer Jacob Downing sponsored a bill to permit municipalities to procure land for park uses. They hoped Denver would obtain acreage to create two parks of 640 acres, one on the west side of town and one on the east, linked by a diagonal boulevard. Eventually the city council limited the land acquisition to 320 acres in east Denver (City Park, 5DV.50) and eliminated the other components.¹³⁵ In the 1870s the city began planting trees along its major thoroughfares, resulting in a transformation from the brown prairie as seen by Isabella Bird into a community shaded by many trees. Another special purpose greenspace, Riverside Cemetery (5DV.11277), opened in 1876.

Buildings for Religion, Culture, and Education

Denver's 1870s population included people of all backgrounds, economic classes, and interests who occupied a city where rough-hewn miners rubbed elbows with the British aristocracy's second sons. Although making money was uppermost in the minds of many early residents, a desire to experience the higher realms of culture, religion, and education were also priorities. The number of ecclesiastical buildings serving the community's spiritual life grew during the decade, serving the religious needs of much of the developed city. For example, in Highland in 1874 Bishop John Franklin Spalding organized the All Saints Episcopal congregation consisting principally of working-class Welsh, Cornish, Scottish, English, and German immigrants, who worshipped in a mission church at 15th and Central streets.¹³⁶ In 1878 John Evans commissioned the design of a small stone church (5DV.174) as a memorial to his daughter, Josephine, for the Colorado Seminary (now on the University of Denver campus, it is considered the oldest Protestant Church still in use in the city).¹³⁷ Emmanuel Episcopal Church (5DV.120), a Denver Landmark at 1201 10th Street on the Auraria campus, is a fine rusticated stone building with Gothic Revival details built in 1876. The 1879 Sacred Heart Church (5DV.5993) at 2760 Larimer Street, a notable remaining example of the Catholic community's spiritual aspirations, was

designed in Gothic Revival style by early Denver architect Emmet Anthony for upper-class Irish and Italian residents, including the famous Baby Doe Tabor.¹³⁸

Churches became important facilitators of social interaction by sponsoring both religious and secular activities among their congregants. They provided a place for early residents to enjoy music as participants and listeners during services, concerts, and recitals. Many Denverites played instruments and loved to sing, as noted in Henry Miles's 2006 history of music in the city.¹³⁹ He judged churches were the most significant influence in the Queen City's early musical development.¹⁴⁰ Choral organizations, often associated with churches, also contributed to the musical advancement of the city. Local saloons served an important role in the musical realm, frequently providing such entertainment along with drinks. The large halls of the city, such as Apollo Hall (5DV.104.5), provided a venue for organized musical events, as did facilities such as the Denver Theatre and Forrester Opera House, forerunners of the 1881 Tabor Opera House and the 1908 Municipal Auditorium (5DV.521).¹⁴¹

As Jerome Smiley reported, "Until 1870 comparatively little progress was made by the public schools of Denver," a fact he attributed to the large number of fortune-hunting men without families occupying the area and the lack of local agreement as to what public education should include.¹⁴² In 1870 the Territorial Legislature approved an act giving local school boards greater authority in the control and management of schools and providing for the allocation of public revenues to support and build them. Smiley judged that "from the new legislation Districts Numbers 1 and 2 received new vigor, and from one point of view their vital history may be said to have then begun."¹⁴³

The school districts in the county strained to keep pace with the growth of population through the erection of new schools, which were built at the rate of about one per year until the end of the century. The first school owned by District 1 ("East Denver") did not open until 1873; until then the district rented classroom space in locations such as the half-completed church known as "the Baptist dugout." The 1873 Arapahoe School, located on the north side of Arapahoe Street between 17th and 18th streets, represented the first architecturally distinguished school in Denver, and received acclaim as "the pride of the city" and "our magnificent temple of learning."¹⁴⁴ The building included space for the first high school in Denver. Stout Street (1874), Broadway (1875), and 24th Street (1879) schools followed; none of the public schools from this period survives.

Neighborhoods and Satellite Towns of the 1870s

In Denver's early years, little distinction existed between residential and commercial areas. The city's 1870s additions sought to provide more separation between new housing sites and the noise and congestion of the city center; these developments were made possible by the growth of public transportation. A significant national movement of the growing middle class to subdivisions outside the city's core began during this period. Growth of the streetcar system provided convenient transportation, spurring many middle-class people to move out of the older, more congested areas of the city to new middle-class subdivisions and emerging suburbs such as Baker, Berkeley, Highland, and Washington Park. However, many of these middle-class Denver neighborhoods continued to display some economic diversity, with larger and smaller homes scattered within them. Although some terraces and double houses were built in these neighborhoods, typically there were fewer large multi-family buildings in the new middle-class subdivisions and suburbs than in the older parts of the city. In addition, some neighborhoods were platted as industrial areas to support smelters, railroads, and other industries of the era. Others evolved as ethnic, class, or racial enclaves as a result of de facto segregation and residential covenants. The growth of the city outward often displaced agricultural use of the land, which then was pushed farther to the outskirts of the city.

The favorite residential section of Denver in the 1870s continued to be in the area of today's central business district, between Lawrence and Broadway from 14th to 18th streets. Fourteenth Street was considered the epicenter of the finest residential section of the city, where many of Denver's most prominent early residents built large brick and stone homes. Here such moguls as David H. Moffat, John L. Routt, Nathaniel Hill, John Evans, and William B. Daniels lived in substantial residences.¹⁴⁵ The houses constructed were in many cases the first development on those lots and most were later replaced by commercial structures which followed the growth of the business district. The 1883 Byers-Evans house (5DV.163) at 1310 Bannock Street, operated as a house museum by History Colorado today, is the best remaining example of early Denver's elite dwellings in the center of the city.

The decade's growth stimulated creation of two satellite towns: Highlands (1875), northwest of downtown, and Argo (1879), a community associated with the smelter to the north. By the end of the 1870s, development in West Denver (formerly known as Auraria) was expanding toward Broadway, but much vacant land remained in the area between Cherry Creek, the South Platte River, and 8th Avenue. Broadway still lay outside the built-up area eastward and 23rd Street marked the limit of development on the northwest.¹⁴⁶ William Byers, his relatives, and business associates platted several subdivisions in the Baker Neighborhood during the 1870s, beginning with Sumner's Addition in 1872. Without public transportation to the area until the Denver Circle Railroad was built nine years later, development proceeded slowly. Industrial growth brought new families to West Denver, facilitated by the laying of Rio Grande railroad tracks along the west bank of the South Platte River. Among the early industries that located near 8th Avenue were the Davis and Mullen flour mills. During the following decades, the area attracted a pottery works, paper mill, woolen mill, brewery, ice houses, and a chemical factory.¹⁴⁷ The workers in these industries built homes conveniently located in nearby residential areas.

In North Denver developers laid out several subdivisions in the 1870s, including the Potter-Highlands Addition, a 320-acre tract owned by the American Baptist Missionary Union of Boston, Massachusetts. Reverend Walter M. Potter, pastor of the First Baptist Church of Denver obtained the land for the group, which offered lots for sale in 1873. Daniel T. Casement, whose land was advertised as "beautifully located" with "an elegant view of the city," also platted an addition. Railroad builders William J. Palmer and William A. Bell established the unusual Highland Park Addition (5DV.2101) in 1875, creating a subdivision with narrow curving streets and landscaping based on the design of a Scottish village. The Highland Park Addition is cited as one of the few examples of nineteenth century picturesque community planning in the region.¹⁴⁸

Capitol Hill continued to be mostly undeveloped prairie, without improved streets. Smiley observed that everything east of Broadway in 1879 was considered "out in the country" and the only significant building in that direction was the 1876 residence Henry C. Brown had erected on land bordered by 17th, Broadway, Lincoln, and 18th. Brown hoped the mansion would attract settlement in his subdivision.¹⁴⁹ In 1879 he sold his home, reportedly the finest in the city, to Horace Tabor for what was considered an extravagant price.¹⁵⁰ Tabor's purchase of the residence drove up property values in Brown's addition, and others began to view the area with higher esteem.

1.4. "Real Estate Mania" and Denver's First Great Growth, 1880-92

Denver comprised 18 percent of the state's 1880 population with 35,629 people—more than a seven-fold increase over the 1870 Census tally. John W. Reps, historian of frontier urban planning, concludes that "in a scant quarter of a century, the crude and disorderly camps at the mouth of Cherry Creek had become a city of impressive size and appearance."¹⁵¹ Over thirteen thousand inhabitants (38.1 percent) lived in two wards at the city's core, in an area extending from Cherry Creek northeast to 21st Street and from Wynkoop Street southeast to Welton Street.¹⁵² Historian Gunther Barth found that during the 1880s an average of five hundred persons arrived daily in Colorado, with 90 percent passing through its

capital city.¹⁵³ David Brundage found that 8,700 manual workers lived in the city by 1880, constituting 66 percent of the workforce; that number rose to 33,000 people (68 percent of those employed) by 1890. He described Denver in the nineteenth century “a working-class city.”¹⁵⁴ The area reportedly included a large “floating population,” particularly during the summer months, which enhanced its lodging business.¹⁵⁵

Census data for 1880 paints a picture of a mostly white city. Minority groups comprised 3.6 percent of the total population, including 1,046 African Americans, 1 Native American, and 238 Chinese persons, nearly all of whom worked in hand laundries.¹⁵⁶ Almost a quarter of the city’s residents were foreign born.¹⁵⁷ Lionel D. Lyles, who studied black residential mobility in Denver, found the African American population fairly dispersed in the 1870s and 1880s.¹⁵⁸ During the late nineteenth century, the residential sector for African American residents of the city began to expand into the Five Points area, northeast of downtown, and the adjacent neighborhoods of Whittier and Cole, which were also near rail facilities providing employment.

Chinese people in the West became particular targets of prejudice during the early 1880s. On October 22, 1880 the *Rocky Mountain News* ran a lengthy article offering its perspective on Denver’s Chinatown on Wazee Street and stirring already volatile anti-Chinese sentiments: “Here are the opium houses and gambling halls, and worse places still, which make the lowest and meanest places to be found in the city.”¹⁵⁹ The article asserted the “wily heathen” were putting unskilled laborers out of work and driving women into prostitution. Nine days later a poolroom dispute resulted in an anti-Chinese riot by thousands of Denverites, who ransacked and destroyed dwellings, laundries, and other businesses and inflicted numerous beatings and one death. About 185 Chinese were taken to the county jail for their own protection. The following day the *News* crowed: “Washee, washee is all cleaned out in Denver.”¹⁶⁰ Despite this incident, the Chinese population increased during the decade.

Rapid growth in the 1880s lifted Denver from the fiftieth most populous municipality in the nation to the twenty-sixth largest by 1890. Incredibly, a population of 106,713 in that year made it the West’s second largest city after San Francisco. Foreign-born residents accounted for 23.9 percent of the inhabitants, while the gender ratio continued to show an imbalance with 1.3 males for each female. The city’s statewide dominance increased, as it rose to encompass 26 percent of the state’s total population. The satellite town of Highlands to the west became the sixth largest community in the state. By 1890 Denver covered more than sixteen square miles, extending from Zuni Street and the South Platte River on the west to Colorado Boulevard on the east and from Alameda Avenue on the south to 44th and 46th avenues on the north. Many citizens lived in new subdivisions in the City Park, Park Hill, and Whittier neighborhoods by 1890, giving east-central Denver a total population of 11,362.¹⁶¹ The most populous ward was the Eighth, embracing the older Curtis Park area, with a total of 21,000 persons.

Historian Jerome B. Smiley found that “by 1890, the speculative fever had become a mania. The open prairie for miles had been platted in city lots and thrown upon the market.”¹⁶² He called 1890 the year of greatest development for Denver, and Assessor data bolsters the argument: nearly 2,500 parcels were built on that year.¹⁶³ In some respects growth created problems the city’s infrastructure could not handle. Observing that “coal smoke ruined the view and fouled the air” in winter and noting problems with overcrowding and sanitation, Leonard and Noel deemed 1890 Denver “a city overwhelmed by growth.”¹⁶⁴

The City Gains New Territory and Satellite Towns Emerge

Historian Frank Fossett described the maturing city in 1880: “The streets are broad, solid, and cleanly, and are lined in all directions with massive blocks, or elegant residences and pretty cottages in the midst of running waters, handsome shade trees, green lawns, and pleasant groves.”¹⁶⁵ Smiley judged that

between 1880 and 1885 “the building of the modern city was fairly inaugurated.”¹⁶⁶ Bolstered by wealth flowing from Leadville, the era saw substantial dwellings built, public facilities completed, and significant commercial buildings erected. In 1883 the state legislature approved the annexation of 7.6 square miles of territory abutting the city on the north, east, and south. Two years later the state census reported Denver’s population stood at 54,308, a 52 percent increase from 1880. An additional 3.8 square miles were annexed to Denver in 1889, including land between its eastern edge and Colorado Boulevard and what is now the Country Club area.

Although construction experienced small declines during the early 1890s, subdivision platting activity dropped sharply from more than one hundred plats filed each year between 1888-90 to twenty-seven in 1891 and thirty-four in 1892. The 1891 subdivisions were scattered widely on the edges of the city, with a number of small plats filed in northwest Denver. Some of the larger subdivisions of the period included an amended plat for University Park (near the University of Denver), Manchester Heights (on the west side of the South Platte River south of W. Mississippi Avenue), and the Malone and DuBois Subdivision and Porter and Raymond’s Second Addition to Montclair (both south of Montclair). Developers platted Park Hill east of Colorado Boulevard in 1887, but it did not gain significant development until the steam Denver and Park Hill Railway Company completed a line to the area about 1890. Railroad historian Morris Cafky wrote that at the time of the railway’s construction Park Hill was “nothing but jack-rabbit country.”¹⁶⁷ Establishment of educational institutions also spurred development in more distant areas of the city.

Satellite Towns Offer an Alternative to City Living

While Denver proper expanded its territory during the 1880s, additional satellite towns rose on its periphery: Harman (1882) to the southeast; South Denver (1886); Barnum (1887) and Valverde (1888) to the southwest; and Montclair (1888) to the east-southeast. The new satellite communities sought to attract residents by drawing a contrast with what they viewed as the central city’s crowding, pollution, questionable morals, saloons, and crime. For example, Baron Walter von Richthofen’s promotional brochure for Montclair pictured “a pure moral atmosphere” in “a pleasant suburban town combining the advantages of country and city, where both health seekers and pleasure lovers might at leisure enjoy surroundings at once tasteful and convenient to Denver.”¹⁶⁸ Montclair represented a wealthier suburb; its lots were larger than typical, with houses required to be three stories and cost at least \$10,000. Building plans were subject to approval by the board of trustees. Richthofen’s 1887 Montclair home (5DV.158) was an immense stone castle.

Edwin and Louise Harman established a town on their farm, occupying the northern part of today’s Cherry Creek neighborhood. A town hall and school were constructed, but little residential development occurred during the 1880s.¹⁶⁹ South Denver embraced 9.1 square miles extending from Alameda Avenue on the north to Yale Avenue on the south and from the South Platte River east to Colorado Boulevard. The 1881 Denver Circle Railroad and the street railway line down Broadway drew new residents to the area. Its incorporators formed the town to get rid of saloons attracted to the area as a consequence of the National Mining and Industrial Exhibition of 1882. In 1878 circus promoter Phineas T. Barnum acquired the land comprising Barnum on the west side of the South Platte about three miles from downtown, believing the location’s fine views and climate beneficial to health-seekers would lure elite residents.¹⁷⁰ Settlement in Valverde, west of the South Platte River between West Alameda and West Mississippi avenues, preceded its formal incorporation. The community included a residential area, a small commercial strip along West Alameda Avenue, and farming tracts.¹⁷¹

Four new satellite towns formed around the city of Denver in the early 1890s: Elyria (1890) and Globeville (1891) to the north; Colfax (1891) to the west; and Berkeley (1892) to the northwest. Elyria and Globeville included smelting plants, other industries, and housing for workers, many of whom came

from Central and Eastern Europe. Colfax, a ribbon of land a few blocks wide, extended from Broadway west to Sheridan Boulevard and encompassed a large Jewish population with attendant businesses and institutions. Berkeley, covering 1.5-square miles including Berkeley Lake, emerged on the former alfalfa farm of John Brisben Walker. In 1888 he had sold most of his farm at enormous profit to a Kansas City syndicate that developed a suburban town.¹⁷²

Silver Wealth Brings New Mansions and Commercial Development

Denver's commercial and industrial sectors benefitted greatly from the city's emergence as a transportation, service, and financial hub. The Leadville silver bonanza served as an additional stimulus to the capital city's economy, and many of the newly-minted "Cloud City" millionaires built lavish residences replacing pioneer era structures and occupying previously undeveloped lands. Louisa Ward Arps noted the erection of large residences brought greater social pretense, stimulating the growth of groups such as the Denver Club, the University Club, and the Sacred Thirty-six.¹⁷³ By 1890, Denver was home to thirty-one millionaires, and each attempted to commission a more elaborate mansion than his neighbors.¹⁷⁴

Growing firms engaged in the retail trade, business and professional services, lodging and entertainment, finance, insurance, and real estate required new buildings. Horace A. W. Tabor, who acquired millions mining Leadville silver, came to Denver in 1879 and is credited with shifting the focus of business development from its older core at 15th and Larimer streets to the east and south, where he owned considerable property. In 1880 Tabor erected the city's first significant office building, the Tabor Block at 16th and Larimer streets, and one of its finest hostelrys, the Windsor Hotel at 18th and Larimer streets. These were followed in 1881 by the most important cultural and entertainment venue of the era, the Tabor Grand Opera House at 16th and Curtis streets. The five-story masonry buildings set a new standard for architectural sophistication in the city. The Tabor Block and the Opera House represented the work of Chicago architect Willoughby J. Edbrooke, whose brother Frank E. Edbrooke came to the city to oversee construction and became Denver's leading nineteenth century architect.¹⁷⁵

The Central Business District experienced great building activity in the late 1880s and early 1890s. Some of the city's most significant nineteenth century commercial buildings date to this period—including the Boston Building (1889, 5DV.108) designed by the noted Boston firm of Andrews, Jacques, and Rantoul; Denver Dry Goods (1889, 5DV.136), a department store planned by architect Frank E. Edbrooke; the downtown Masonic Temple (1890, 5DV.136), also by Edbrooke; Kittredge Building (1891, 5DV.139), the work of architect A. Morris Stuckert; Oxford Hotel (1891, 5DV.47.62), another Edbrooke creation; Equitable Building (1892, 5DV.121), a second office building representing the skills of Andrews, Jacques, and Rantoul; and the renowned Brown Palace Hotel (1892, 5DV.110) by Edbrooke. Urban planner David R. Hill contrasts the construction of this time with what occurred earlier:

Most of the retail, office, hotel and warehousing structures were non-contiguous four- to eight-story elevator "blocks," as opposed to the earlier two- or three-store "contiguous shotgun" commercial structures. The blocks usually covered from one-fourth to one-sixteenth of a (surveyed) block. Often they were placed on corners, and regularly they used the ground floor next to the street for small shops and window displays. This added to the already bustling sidewalk life of the streetcar/pedestrian CBD era.¹⁷⁶

The surge in building activity drew talented architects who left a great legacy to the Queen City. In addition to the much-in-demand Frank Edbrooke, a number of other skilled building designers began practicing in Denver during this period. Among them were: Fred Hale (1880), William Quayle (1880), Ernest P. Varian (1880), Willis A. Marean (1881), Eugene R. Rice (1881), Harold W. and Viggio Baerresen

(1884), Henry Dozier (1884), Frederick J. Sterner (1884), David W. Dryden (1886), Robert G. Balcomb (1886), Montana S. Fallis (1886), Aaron Grove (1887), John James Huddart (1887), William Lang (1887), John J. Humphreys (1888), James Murdock (1888), Glen W. Huntington (1888), Franklin E. Kidder (1888), Alexander Cazin (1888), Walter L. Rice (1888), Albert J. Norton (1890), George Williamson (ca. 1890), and Robert Willison (1890).¹⁷⁷

Booms in Smelting, Agriculture, and Other Industries Change the City

Smelting in Denver surged in the 1880s, becoming the city's most valuable industry. Although little remains today of two great smelter operations established during the decade, the worker's communities associated with the industry are significant representatives of this history. When fire destroyed James B. Grant's smelter in Leadville in 1882, he and associates Edward Eddy and William H. James became the first of that city's industrialists to relocate their headquarters to Denver. Construction on a brick and stone complex to house the Grant Smelter, Denver's second great smelter and the largest producer in the state, began in the same year. The plant occupied fifty acres about two miles northeast of downtown Denver, across the South Platte River from Argo, with the finest and most up-to-date facilities and technology available. The complex, with eight blast furnaces, blew in on October 7, 1882, and Grant was elected governor of Colorado the following month. Construction of the smelter initiated a real estate boom in its vicinity.¹⁷⁸ In 1883 the firm merged with a Nebraska producer to form Omaha and Grant Smelting and Refining, which continued to expand its operations and profits.¹⁷⁹

Edward R. Holden, Richard Cline, Malvern W. Iles, and Arthur Chanute organized the Holden Smelting Company in 1886 and purchased land near the Omaha and Grant plant, where they constructed a new facility. The firm completed its first smelting unit in September and expanded its land and operations the following year. To fund its improvements the company received loans from Colorado National Bank, whose officers Dennis Sheedy and Charles B. Kountze acquired large stock holdings in the industry. When Holden's management of the smelter led to its bankruptcy, the bankers decided only Sheedy's management could save it and he became president of the Holden's board of directors. In 1889 the operation reorganized as Globe Smelter and Refining Company. Under Sheedy's leadership it established a company town known as "Globeville" south of the plant, which increasingly became home to immigrant workers from eastern Europe and "one of the most famous ethnic neighborhoods in the city" in historian James Fell's estimation.¹⁸⁰

During the 1880s, Colorado experienced a cattle boom and an expansion in irrigated agriculture, resulting in development of associated facilities within the city. In 1881 the Denver Union Stock Yard, an organization importantly connected with Colorado's livestock industry, was established by prominent members of the Colorado Cattle Growers Association.¹⁸¹ Stockyards consisted of facilities for buying, selling, and shipping of livestock and were a location where a farmer or rancher met a purchaser (often a slaughter house or meat-packing company) to sell their animals. In 1886 the Denver Union Stock Yard Company, created by Kansas City interests, took over the older enterprise and created an operation with rail access in the northern part of Denver near the Grant Smelter.¹⁸² Animals such as cattle, hogs, sheep, horses, and mules could be transported directly to the stockyards by rail, driven into wood pens for inspection by buyers, and sold to local processors or shipped via train to eastern markets.¹⁸³ An exchange building containing offices of livestock traders and other facilities was built.¹⁸⁴ From these beginnings the Denver stockyard expanded in size and operations until it became the third largest American stockyard enterprise during the twentieth century.

Other food-related industries located adjacent to the railroad spine and the South Platte River. Flourishing businesses shipped prepared items across the state and beyond. David Brundage identified 259 manufacturing companies located in Denver in 1880, with most employing less than one hundred workers. Brick, flour, and beer producers were among the leading manufacturers. By 1887 the city

included four flour mills/elevators: Star, Excelsior, Hungarian, and Crescent. Among the facilities associated with food products were the Denver Packing Company, Smith Brothers packing house, Kuner Pickle Company, Maaz and Company pickle and vinegar factory, Marquis Canning Works, Westman and Company grain warehouse, Capelli and Mazza macaroni factory, the Crocker (5DV.2100) and Rhoads cracker factories, and Kinsey Agricultural Implements.¹⁸⁵ Other important industries included the Overland Cotton Mill (5DV.2458), with its associated worker's village of Manchester; Denver Paper Mill; Colorado Iron Works (5DV.4788); Colorado Milling and Elevator; and brewing companies. Factories began to locate on the edge of the developed city on less expensive land, serve larger markets, and attract more immigrant workers.

Denver's prosperity up to the 1893 Silver Panic resulted in a number of substantial masonry warehouses and industrial buildings. Wholesale warehouses included buildings that could encompass more than one function—such as storage, manufacturing, office, and retail activities—and provided goods and supplies for people and enterprises in the city and across the state and region. Warehouses held every conceivable manufactured item for sale, including groceries, clothing, hardware, furniture, and mining supplies. Larger wholesaling companies erected finely crafted multistory buildings for these purposes, and some industries developed large sites with multiple buildings and structures.

Denver Secures its Position as State Capital and Adds New Architecture, Services, and Amenities

After serving as the temporary territorial and state capital for nineteen years, Denver received voter approval as the permanent seat of state government in 1881. Construction on the State Capitol, designed by Detroit architect Elijah E. Myers, began on a two-block site in Brown's Addition in 1886, but the building was not occupied until 1894-95. The location of the capitol drew commercial development southeastward and enhanced the appeal of the surrounding residential area, just as Henry C. Brown envisioned when he donated the land to the state in 1867.

Denver's triple status as state capital, county seat of Arapahoe County, and Colorado's largest city boosted its economy. The strong growth of the 1880s prompted construction of a number of new governmental facilities. The Arapahoe County Courthouse, also designed by Elijah E. Myers, opened in 1883 at 16th and Tremont Streets and provided an activity center southeast of much of the business district. Municipal government functions expanded in the 1880s, when the city established a paid fire department (1881) and added police patrol wagons and telephone call boxes (1886). In 1887 only forty-three policemen patrolled the city's streets, a low ratio of protection compared to eastern cities. A three-story stone city hall with a tall clock tower and basement jail opened in 1884 at Larimer and 14th streets.¹⁸⁶ The city also received its first military facility in 1887, when construction began on Fort Sheridan (later Fort Logan, 5DV.694), seven miles southwest of downtown. Local citizens donated land for the post.¹⁸⁷ Other governmental buildings of the 1880s included a U.S. Post Office and Federal Building at 16th and Arapahoe streets (1885-92), a new county jail (1891) at West 14th Avenue and Kalamath Street, and additions to the Arapahoe County Hospital in 1889 and 1892 at West 6th Avenue and Bannock Street.¹⁸⁸

Schools and Colleges

School District Number 1, lying east of the South Platte River and north of Cherry Creek, gained a number of school buildings to meet its growing student enrollment. Superintendent Aaron Gove engaged Denver architect Robert S. Roeschlaub to design the district's first high school, East Denver, built during 1881-90. Elementary schools were added to serve the city's neighborhoods, including Ebert (1880), Gilpin (1881), Longfellow (1882), Columbine (1882), Whittier (1883), Emerson (1884, 5DV.1465), Hyde Park/Wyman (1887), Wyatt (1887, 5DV.2066), and Corona/Dora Moore (1889, 5DV.185).¹⁸⁹ In

addition, Catholics erected Sacred Heart School (5DV.997) in association with their church in 1890. Montclair School (5DV.9942), designed by architect John J. Huddart, opened in 1891.

Higher education also contributed lasting buildings to the city. In downtown Denver, the Brinker Collegiate Institute (5DV.124) opened in an 1880 Italianate-style building designed by Frank Edbrooke. Sacred Heart College (later Regis College, 5DV.4188) moved to a site at West 50th Avenue and Lowell Boulevard in 1887. Other institutions of higher learning initiated construction in distant areas of the city in the 1890s. The Sisters of Loretto erected a \$300,000 building in southwest Denver to house their Loretto Academy (5DV.162), a Catholic girls' school in 1891. The University of Denver, organized by the Methodist Episcopal Church and originally located in downtown Denver, completed two sizable buildings, including Iliff Hall (5DV.9219), on donated land in distant University Park in 1891-92.¹⁹⁰ To the east in Montclair construction began in 1889 on a Romanesque Revival-style building to house Colorado Woman's College (5DV.159), a Baptist-affiliated institution. Funding problems and the Panic of 1893 prevented its completion until 1909.¹⁹¹

Cultural, Recreational, and Devotional Resources

Denver residents could choose from a wide variety of venues for cultural and leisure activities. At one end of the cultural spectrum the 1881 Tabor Grand Opera House provided a venue with 1,500 seats for opera and theatrical entertainment. The *St. Louis Republican* hailed it as "a magnificent building, beautiful in architectural design, and perfect in all its appointments."¹⁹² Second Empire-style Lincoln Hall (5DV.104.4) on Larimer Street offered a location for conventions and meetings, parties, concerts, bazars, dinners, and other gatherings. A special feature of the building was "one of the finest rooms for dancing purposes," where many groups held balls and other dancing events.¹⁹³ Some pursued another form of relaxation at the 1886 Italianate-style brothel (5DV.515) run by Mattie Silks on Market Street.

Outdoor recreation included baseball, which was played in the city as early as 1862. A baseball field on the west side of Broadway opposite the National Mining and Industrial Exposition grounds was erected in the early 1880s. The first professional team in the city dated to 1885, and amateur and professional games took place on vacant lots throughout the city.¹⁹⁴ In addition, families could enjoy the fresh air at three amusement parks established in the early 1890s. The small Arlington Park (1892) opened on the site of today's Alamo Placita Park. John and Mary Elitch's facility at West 38th Avenue and Tennyson Street included a zoo, gardens, games, and an 1890 octagonal theater (5DV.143), where vaudeville and light opera were offered.¹⁹⁵ Manhattan Beach (1891), at the northwest corner of Sloan's Lake, featured a summer hotel, stage, and zoo, and held swimming races and mock naval battles in the lake.¹⁹⁶

The city's religious needs were met by a growing list of churches. New religious edifices included Gothic Revival-style Smith's Chapel (5DV.27) on Galapago Street in 1882 and Willoughby Edbrooke's design for Temple Emmanuel (5DV.144) at 2400 Curtis Street in the same year. Some ecclesiastical denominations followed the rapid course of population growth to the new subdivisions and satellite towns. Those remaining in the central city experienced dwindling attendance and financial struggles. Despite these challenges, one of the city's congregations with roots dating to its mining camp days determined to erect a magnificent new building at 18th and Broadway and commissioned Robert Roeschlaub to design it. The Gothic Revival-style building with an exterior face of Castle Rock rhyolite, Trinity Methodist Episcopal Church (5DV.115), opened on 23 December 1888, with two thousand people filling the sanctuary.¹⁹⁷ The following year St. Joseph's Church (5DV.25) became the seventh Catholic sanctuary in the city, completing a brick and stone Gothic Revival-style building on Galapago Street to serve its middle-class German and Irish population.¹⁹⁸

“A Spiderweb of Steel”: Railroad and Street Railway Systems Spread to New Areas of the State and City¹⁹⁹

Denver grew more connected with additional eastern railroads entering the city, further growth of intrastate routes, and expansion of the intracity street railway. Historians Leonard and Noel asserted that “more than any other factor, this spiderweb of steel explains Denver’s nineteenth century transformation from a mining camp to a regional metropolis.”²⁰⁰ During the decade the city gained four new inter-city railroad connections: Denver & New Orleans (1881); Chicago, Burlington, & Quincy (1882); Atchison, Topeka, & Santa Fe (1887); and Chicago, Rock Island, & Pacific (1888).²⁰¹ By the mid-1880s more than one hundred trains a week passed through the capital. The heavy railroad presence bolstered the city’s role as a business and hotel hub, smelting center, and warehouse and distribution point, while transporting the output of Denver’s factories, smelters, and food processing plants to eastern markets and throughout the state.

The city’s radial street railway system grew, opening up more distant areas of the city to residential settlement.²⁰² Historian Jerome Smiley reported that as the lines were completed Denver experienced “an unprecedented era of activity in real estate, and in building operations all over the districts they were to serve.”²⁰³ Street railway mileage expanded from about ten miles in 1880 to ninety-six miles by 1892. By 1890 the most densely served area was the central core and immediately adjacent neighborhoods, where multiple lines crisscrossed the Central Business District, Union Station, and Five Points areas with extensions into the Cole and Whittier neighborhoods to the east. Evidence of the system remains throughout neighborhoods it served, including the 1882 Denver City Railway Company Car Barn (5DV.8214) at 1025 33rd Street, the 1883 Denver City Railway Company (5DV.882) building at 1635 17th Street, and the 1889 Denver City Cable Railway Building (5DV.117) at 1901 Lawrence Street.

Landowners with property near the carlines saw the value of being on a street railway system and offered the companies cash bonuses to build routes along Broadway and East Colfax. The Broadway line extended south to Yale Avenue with multiple parallel routes built through the Lincoln Park and Baker neighborhoods on the west and the Capitol Hill, Speer, Washington Park West, and Platt Park neighborhoods on the east. The East Colfax Avenue line was built to Yosemite Street, flanked by multiple lines through North Capitol Hill, City Park West, and City Park on the north and Capitol Hill, Cheesman Park, and Congress Park on the south. A less dense network of lines accessed northwest Denver, with the Highland and West Highland neighborhoods best served. Save for a line to Barnum, the southwest area was devoid of routes south of Alameda Avenue and west of the South Platte River. The southeast area (east of University Boulevard and south of 1st Avenue) and the far northeast section also remained unserved.

“Real Estate Fever”: Changes to Older Neighborhoods and Growth of New Residential Subdivisions

As the city matured, many of its earliest residential areas grew less desirable due to the growth of commercial and industrial uses. As commerce expanded in downtown, single-family dwellings within the Central Business District began to disappear. A proliferation of business establishments displaced the elite homes that once lined 14th Street. The commercial area also expanded across Cherry Creek into the Auraria neighborhood, where single-family houses were converted to business uses or boarding and rooming houses. The population there increasingly consisted of working class residents employed by railroads, breweries, mills, and factories occupying parts of the neighborhood.²⁰⁴ Curtis Park remained a popular high-end residential area in the 1880s, but some of the well-to-do moved into more distant subdivisions to the southeast or northwest linked to downtown by street railways.²⁰⁵

Expanding street railway systems and real estate interests operated hand-in-hand to spur housing development outside the core area. The investors of the 1881 Denver Circle Railroad, for example,

incorporated the Denver Circle Real Estate Company the following year. In some cases developers established independent street railways to enhance the marketability of subdivisions not served by the principal transportation companies. Street railway construction generally proceeded quickly given the flatness of the terrain and lack of geographic obstacles. Historians Leonard and Noel observed: "As most Denverites could not afford a horse and buggy, public transit was essential to many moving out of the core city."²⁰⁶

Most residential growth of the 1880s focused on areas northeast and south of downtown Denver, where dense street railway lines provided good service. Some of the development occurred in older subdivisions that continued to receive construction during the 1880s. The large Case and Ebert Addition in Five Points dated to 1868 but received 378 properties in the 1880s. The Hyde Park, Ford, and Downing additions northeast of downtown also experienced much construction. To the east the 1870s additions of Stile's, San Rafael, and Park Avenue saw large numbers of parcels developed in the 1880s.

The 1881 Denver Circle Railroad provided comfortable, fast, five-cent-fare access to new residential developments in the area south of downtown, including the Baker and La Alma neighborhoods of West Denver. Other street railway lines also constructed lines through the area. With railroads and manufacturing along the South Platte River, the western edge of the neighborhoods attracted workers from those industries. Middle and upper middle class residents located farther to the east near Broadway, a grand boulevard adorned with spacious homes, large green lawns, and substantial business enterprises.²⁰⁷ Area subdivisions with high numbers of developed parcels dating to the 1880s included Hunt's Addition, Elmwood, Fairmont, and Broadway Terrace.

Residential development accelerated in 1885 and 1886, focusing on the unimproved areas farther from the city center, and, by 1887, Denver was in the midst of a real estate boom. Jerome Smiley recalled the period: "Additions by the score were platted, and lots sold at fabulous prices; nearly everybody had the real estate fever, and was loaded up to the limit of his resources."²⁰⁸ Historian Kenneth T. Jackson noted this was part of a national trend, as "urban real estate was the single most important source of leisured wealth in the nineteenth century."²⁰⁹ The years between 1880 and 1889 saw 527 subdivisions platted, with 75 percent dating to 1887-89.²¹⁰ Despite the boom in subdivision platting and dwelling construction, the pace of population growth still resulted in housing shortages.

Capitol Hill to the southeast developed slowly as an elite residential neighborhood, luring more wealthy homeowners with the start of state capitol construction in 1886. The well-to-do erected large, architect-designed brick and stone dwellings. The first substantial mansion in the area was a three-story stone residence erected on Grant Street in 1882 by pioneer Charles B. Kountze, a founder of Colorado National Bank.²¹¹ Real estate developer Donald Fletcher built a splendid house nearby that encompassed a bowling alley and swimming pool in the basement and a third-floor ballroom and theater stage. He platted Fletcher's Addition east of Brown's Addition and suffered when the real estate market crashed.²¹² Local historian Edith Kohl asserted Fletcher turned the tide of settlement to East Denver.²¹³ Other early upper-class residents of Capitol Hill included Denver & Rio Grande's Chief Engineer John A. McMurtrie, with an 1890 mansion on Pennsylvania Street; real estate developer Horace A. Bennett's red sandstone mansion at 13th and Logan streets; and mercantile entrepreneur John Sydney Brown, who lived in a three-story brick abode on Grant Street. Cattleman, mining executive, and smelter operator Dennis Sheedy constructed a grand 1892 Queen Anne-style house at 1115 Grant (5DV.740), today one of the few largely intact survivors of the era.

North Denver's geographic separation from the rest of the city due to its position on the west side of the South Platte River began to diminish. In 1887 smelter operator Nathaniel P. Hill completed the 23rd Street Viaduct across the railroad tracks and river. Denver City Cable Railway Company built the 16th Street and Larimer Street viaducts in 1889.²¹⁴ Real estate developers had organized the Denver and

Berkeley Park Rapid Transit Company and the Highlands Street Railroad Company in 1888. Passengers rode along lines from the North Denver terminus of the Denver Tramway Company line to Elitch Gardens, Berkeley, and Rocky Mountain Lakes. The routes were successful in carrying normal passenger traffic to quickly developing residential areas in northwest Denver and received heavy usage on weekends and holidays by passengers going to the amusement parks and lakes. In 1890 Denver Tramway Company bought these lines and converted them to electric. Connection to downtown Denver stimulated residential development of such subdivisions as Wolff Place, Kountze Heights, and Packard Hill in today's West Highland neighborhood.²¹⁵

Racial and Ethnic Communities

The 1890 U.S. Census found racial minorities within Denver constituted 3.8 percent of the total population, a figure essentially unchanged from ten years earlier. African Americans (3,045 persons) were the largest minority group, followed by Chinese (971), "civilized Indians" (46), and Japanese (9). Nearly 29 percent of the city's minorities resided in Ward 8, located northeast of 21st Street between Blake and California streets. Most African American householders, identified as "colored" in city directories, lived in what is now the Five Points neighborhood. Today's Union Station neighborhood contained the second largest number of blacks; the remainder were scattered throughout other parts of the city. During the early 1890s nearly three-quarters of Denver's African Americans worked as porters, laborers, waiters, and janitors.²¹⁶ Over half of the city's Chinese residents lived in Ward 4, between 16th and 21st streets and Welton and Wazee Streets. Leonard and Noel described a "densely packed Chinese section" of the city at 16th and Wazee Streets.²¹⁷

The 1890 Census found thirty-eight different ethnic groups within Denver, with the greatest numbers being natives of Ireland, Germany, Britain, and Scandinavian countries.²¹⁸ The high point of Italian immigration to Colorado came between 1880 and 1895, with many people settling in an area known as the South Platte River bottoms, where they built shacks and tents and used the river to water their produce gardens.²¹⁹ Railroad construction drew many Italian workers, mostly from southern Italy, to Denver, while Northern Italians with industrial backgrounds found employment in mining and smelting.²²⁰ In the 1880s Italians worshipped at Sacred Heart Church and attended an associated school at 28th and Lawrence Streets. The Catholic Church encouraged Italians to move to the west side of the South Platte, and a "Little Italy" community emerged, where "Italian was spoken as often as English."²²¹ Life in the area (including parts of today's Highland and Sunnyside neighborhoods) incorporated many old country traditions and practices. Italian residents established large gardens and truck farms, as well as planting productive flower and vegetable gardens in their backyards. Women baked bread in outdoor ovens. Many of the dwellings were "small, inexpensive, one-room brick cottages," according to Christine A. DeRose.²²² As the area grew more populous, businesses catering to its Italian residents opened, such as the American Beauty Macaroni Factory, the Queen City Manufacturing Company, and the North Denver Grocery.²²³

Denver's Jewish population became more concentrated in the early 1890s, as influxes of Orthodox Russian and Eastern European Jews, who worked in occupations such as peddler, junk dealer, rag picker, and laborer, led to increasing residential segregation. Many Jews (including members of the unsuccessful Cotopaxi Colony) located within the Town of Colfax, especially in the area from the South Platte River to Federal Boulevard.²²⁴ One history of the area indicated that "for at least thirty-five years, half of the Jews of Denver lived in West Colfax."²²⁵ The community members built houses, started businesses, erected synagogues, and opened private schools to serve the neighborhood.²²⁶

1.5. Summary

Between 1858 and 1892 Denver emerged from a tiny frontier settlement of log cabins and tents into the second largest city in the western United States, a place with 106,713 people and a correspondingly impressive collection of buildings. After experiencing slow growth during its first decade, the Queen City received railroad connections in the 1870s and 1880s that insured its survival and catalyzed its development. Denver became a regional center for smelting, warehousing, meatpacking and food processing, commerce, and financial services. Voters tapped the city as the permanent seat of state government in 1881 and it received a splendid capitol symbolizing its important status. New residential construction strongly correlated with the presence of street railway lines. An expanding street railway system extended the city's reach beyond its central core and supported hundreds of residential subdivisions, as well as eleven satellite towns springing up on its periphery. More than seven thousand parcels of land were developed during 1871-92, and a flurry of annexations brought the city's total area to 16.3 square miles. The "real estate mania" reached its height in 1890, as everyone who had the financial means invested in property. Although the interdependence of Denver and the national economy was well established, few citizens noticed "the cloud rising above the horizon before the close of 1892" and "the majority of the people hoped, and believed, too, that the threatened storm would 'blow over,'" according to early historian Jerome Smiley.²²⁷

¹ Sarah M. Nelson, K. Lynn Berry, Richard F. Carrillo, Bonnie L. Clark, Lori E. Rhodes, and Dean Saita, *Denver: An Archaeological History* (Boulder, Colorado: University Press of Colorado, 2008).

² In 1860 Highland was still mostly undeveloped.

³ Quoted in Louisa Ward Arps, *Denver in Slices* (Athens, Ohio: Ohio University Press, 1959), 15. Capt. John Bell, member of the 1829 Long Expedition, provided this description of the site where the party camped on the South Platte River near Cherry Creek.

⁴ Stephen J. Leonard and Thomas J. Noel, *Denver: Mining Camp to Metropolis* (Niwot, Colorado: University Press of Colorado, 1990), 6.

⁵ Gunther Barth, *Instant Cities: Urbanization and the Rise of San Francisco and Denver* (Albuquerque: University of New Mexico Press, 1988), 100.

⁶ Leonard and Noel, *Denver*, 6.

⁷ Jerome C. Smiley, *History of Denver* (Denver: Old Americana Publishing Co., 1901; reprint 1978), 203; Clyde L. King, *The History of the Government of Denver* (Lancaster, Pennsylvania: New Era Printing Company, 1911), 7. The first townsite, Montana City, located about four miles south of today's Civic Center, was quickly abandoned. Smiley remarked that the members of the Lawrence Party which created Montana City "were more disposed to employ their time and talents in enterprises involving the manipulation of real estate than to engage in the drudgery of prospecting and of placer-mining."

⁸ Leonard and Noel, *Denver*, 7; Don Griswold and Jean Griswold, *Colorado's Century of Cities* (N.p.: Griswold and Mazzula, 1958), 2.

⁹ Auraria was christened after Russell's hometown in Georgia.

¹⁰ Denver Planning Commission, *Denver Planning Primer*, vol. 6, rev. ed. (Denver: Denver Planning Commission, 1940), 6.

¹¹ The Larimer party was not aware that Denver left office a few weeks earlier.

¹² John Alton Templin, "A History of Methodism in Denver, 1876-1912," PhD diss., Iliff School of Theology, 1956, 14; Smiley, *History of Denver*, 715.

¹³ Denver Lodge No. 5 A.F. & A.M., "Freemasonry in Colorado," accessed 9 May 2015, www.denver5.org/freemasonry-in-colorado/.

¹⁴ Denver Planning Commission, *Denver Planning Primer*, vol. 6, 7. Their wagons followed a route that traveled along Cherry Creek, crossed the hill where the state capitol now stands, and entered the fledgling towns via the path of today's 15th Street.

¹⁵ *Rocky Mountain News*, 23 April 1859, 2.

¹⁶ Smiley, *History of Denver*, 234.

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- ¹⁷ King, *The History of the Government of Denver*, 9-10.
- ¹⁸ Doris Monahan, *Destination: Denver City, The South Platte Trail* (Athens, Ohio: Swallow Press, 1985), 29-30.
- ¹⁹ King, *The History of the Government of Denver*, 11.
- ²⁰ Smiley, *History of Denver*, 232. The first family arriving in the settlements was reported to be that of Mr. and Mrs. M. Rooker, who brought a son and daughter.
- ²¹ Smiley, *History of Denver*, 246; William G.M. Stone, *The Colorado Handbook: Denver and Its Outings* (Denver: Borkhausen and Lester printers, 1892), 143; Barbara Gibson, *The Lower Downtown Historic District* (Denver: Historic Denver and Denver Museum of Natural History, 1995), 38. The Elephant Corral, located at today's 1444 Wazee St., fell in Denver's 1863 fire and was rebuilt more than once.
- ²² Thomas J. Noel, *The City and the Saloon: Denver 1858-1916* (Lincoln, Nebraska: University of Nebraska Press, 1985), 20.
- ²³ Stone, *The Colorado Hand-book*, 145.
- ²⁴ Henry Miles, *Orpheus in the Wilderness: A History of Music in Denver, 1860-1925* (Denver: Colorado Historical Society, 2006), 7.
- ²⁵ Stone, *The Colorado Hand-book*, 145.
- ²⁶ *Rocky Mountain News Weekly*, 21 December 1859, 3.
- ²⁷ Nelson, et al, *Denver*.
- ²⁸ Carl Abbott, "Boom State and Boom City: Stages in Denver's Growth," *Colorado Magazine* (Summer 1973): 210-211.
- ²⁹ *Rocky Mountain News*, 29 August 1860, 1. By 1860 Tremont House boasted of being "renovated and refitted in modern style" and featuring "all the comforts of a first class hotel." Its site (5DV.2954) was the subject of several historical archaeological investigations and reports in the late 1980s and 1990s.
- ³⁰ Leonard and Noel, *Denver*, 9.
- ³¹ *Rocky Mountain News*, 23 April 1859, 2.
- ³² Lyle W. Dorsett and Michael McCarthy, *The Queen City: A History of Denver*, 2nd ed. (Boulder, Colorado: Pruett Publishing, 1986), 3-4; and Smiley, *History of Denver*, 653-656.
- ³³ Leonard and Noel, *Denver*, 9.
- ³⁴ Smiley, *History of Denver*, 245-246.
- ³⁵ *Rocky Mountain News*, 27 and 29 August 1860.
- ³⁶ Katherine Kenehan, *Colorado: The Land and the People* (Denver: Denver Public Schools, 1957), 41.
- ³⁷ Smiley, *History of Denver*, 257, 258, 301.
- ³⁸ Smiley, *History of Denver*, 375.
- ³⁹ *Denver Municipal Facts*, 12 June 1909; Arps, *Denver in Slices*, 65. Stockholders in the company included such pioneers as Thomas Pollock, Richard Sopris, Amos Steck, and William Byers. The following year the Platte Water Company led by A.C. Hunt organized to provide water and received Right No. 1 in District 8 of Division 1, drawing from the South Platte River in present-day Littleton. Surveying miscalculations led to eventual abandonment of the project, later successfully revived by John W. Smith.
- ⁴⁰ Clyde L. King, "The History of the Government of Denver with Special Reference to Its Relations with Public Service Corporations," Ph.D. diss., University of Pennsylvania, 1911, 15-23.
- ⁴¹ Dorsett and McCarthy, *Denver*, 6. The name Denver City was chosen to insure the support of General Larimer for the unification. The Colorado Territorial Assembly validated the merger a year later.
- ⁴² King, "The History of the Government of Denver," 23 and 25.
- ⁴³ Noel, *The City and the Saloon; Colorado Old Times*, June 1976.
- ⁴⁴ Barth, *Instant Cities*, 6.
- ⁴⁵ Works Progress Administration, "Racial Groups in Denver: The Negro Population," Manuscript, Box 5, File 9, Western History and Genealogy Department, Denver Public Library.
- ⁴⁶ Leonard and Noel call early Denver "a revolving door" due to its high rate of mobility.
- ⁴⁷ Smiley, *History of Denver*, 720; David J. Wishart, *Encyclopedia of the Great Plains* (Lincoln, Nebraska: University of Nebraska Press, 2004), 502. Smiley reported the Methodist Episcopal, Episcopal, Roman Catholic, and Presbyterian churches had organized by the end of 1860 and met in a variety of locations, including vacant storerooms, halls, theaters, and rented quarters. Wishart indicated Thomas Gibson started Denver's first daily newspaper, the *Daily Herald and Rocky Mountain Advertiser*, on 1 May 1860.

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- ⁴⁸ Dorsett and McCarthy, *The Queen City*, 10.
- ⁴⁹ David T. Brundage, *The Making of Western Labor Radicalism: Denver's Organized Workers, 1878-1905* (Chicago: University of Illinois Press, 1994), 9.
- ⁵⁰ *Rocky Mountain News*, 27 August 1860, 2.
- ⁵¹ *Rocky Mountain News Weekly*, 28 March 1860, 3.
- ⁵² Smiley, *History of Denver*, 336.
- ⁵³ Smiley, *History of Denver*, 366.
- ⁵⁴ Abbott, "Boom State and Boom City," 210.
- ⁵⁵ Smiley, *History of Denver*, 370.
- ⁵⁶ Smiley, *History of Denver*, 732; Leonard and Noel, *Denver*, 27; Louisa Ward Arps, *Denver In Slices* (Athens, Ohio: Swallow Press, 1959), 12. Smiley noted that F.M. Steinberger claimed he opened a school in a log cabin in September 1859, but the historian could find no documentation of the facility existing at that date.
- ⁵⁷ Smiley, *History of Denver*, 732-733. Goldrick's school operated until 1862.
- ⁵⁸ Smiley, *History of Denver*, 733. Another woman, a "Miss Miller," served as Goldrick's teaching assistant in 1860.
- ⁵⁹ Smiley, *History of Denver*, 734-735.
- ⁶⁰ Denver Public Schools, "History," accessed 17 May 2015, communications.dpsk12.org/history.html.
- ⁶¹ Smiley, *History of Denver*, 336.
- ⁶² Smiley, *History of Denver*, 366.
- ⁶³ Leonard and Noel, *Denver*, 25.
- ⁶⁴ Smiley, *History of Denver*, 720. Under the leadership of Rev. W.M. Bradford in the summer of 1860 the Methodist Episcopal congregation erected the first church building, a brick structure at 14th and Arapahoe streets. When the Civil War started Bradford and others left Denver and the church stood vacant. Later it served the Episcopal St. John's in the Wilderness congregation.
- ⁶⁵ Smiley, *History of Denver*, 369.
- ⁶⁶ Smiley, *History of Denver*, 369.
- ⁶⁷ Dick Kreck, *Denver in Flames: Forging a New Mile High City* (Golden: Fulcrum Publishing, 2000), 11.
- ⁶⁸ Kreck, *Denver in Flames*, 10.
- ⁶⁹ Kreck, *Denver in Flames*, 29.
- ⁷⁰ Kreck, *Denver in Flames*, 32.
- ⁷¹ Kreck, *Denver in Flames*, 11.
- ⁷² Kreck, *Denver In Flames*, 34.
- ⁷³ Thomas J. Noel, *Denver's Larimer Street* (Denver, Historic Denver, Inc.: 1987), 1.
- ⁷⁴ Only a portion of the 1863 building survives.
- ⁷⁵ Louisa Ward Arps, *Denver in Slices* (Athens, Ohio: Swallow Press, 1959), 17. Arps, writing in 1959, remarked: "Today, by observing wooden houses, one can tell which parts of town were built outside the city limits and annexed later."
- ⁷⁶ Stone, *The Colorado Hand-book*, 157.
- ⁷⁷ Arps, *Denver in Slices*, 17; Smiley, 372; Dorsett and McCarthy, *The Queen City*, 37; Bill Brenneman, *Miracle on Cherry Creek*, (Denver: World Press, Inc., 1973); Leonard and Noel, *Denver*, 28.
- ⁷⁸ Smiley, *History of Denver*, 375.
- ⁷⁹ Arps, *Denver in Slices*, 17.
- ⁸⁰ Leonard and Noel, *Denver*, 31.
- ⁸¹ Abbott, "Boom State and Boom City," 213.
- ⁸² Leonard and Noel, *Denver*, 32.
- ⁸³ Leonard and Noel, *Denver*, 35.
- ⁸⁴ Smiley, *History of Denver*, 375.
- ⁸⁵ Dorsett and McCarthy, *The Queen City*, 43.
- ⁸⁶ Smiley, *History of Denver*, 375.
- ⁸⁷ Bette D. Peters, *Denver's City Park* (Denver: University of Colorado at Denver, 1986), 5.
- ⁸⁸ Smiley, *History of Denver*, 443-444.

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- ⁸⁹ Kenehan, *Colorado*, 167; Denver Planning Commission, *Denver Planning Primer*, 9; *Rocky Mountain News*, 31 March 1868, 1 and 11 August 1870. 4. In the nineteenth century the term “Queen City” commonly referred to a prosperous regional hub. For example, Cincinnati, Ohio, was nicknamed “the Queen City of the West.” Sedalia, Missouri, and Fort Worth, Texas, both claimed to be “Queen City of the Prairie.” Denver did not have sole claim to “Queen City of the Plains,” as cities such as Hastings, Nebraska, and Springfield, Missouri, among others, also selected the title for themselves.
- ⁹⁰ Smiley, *History of Denver*, 373.
- ⁹¹ Smiley, *History of Denver*, 374.
- ⁹² Smiley, *History of Denver*, 430.
- ⁹³ Although several early developers attempted to secure the capitol for their subdivisions, Brown ultimately won the prize. However, the state legislature took so long to begin construction that Brown attempted to have his donation revoked.
- ⁹⁴ Denver Planning Commission, *Denver Planning Primer*, 13.
- ⁹⁵ Smiley, *History of Denver*, 441 and 635.
- ⁹⁶ City and County of Denver City Engineer’s Office, Computer File, “Subdivision Titles,” 1994.
- ⁹⁷ Tivis E. Wilkins, *Colorado Railroads* (Boulder, Colorado: Pruett Publishing Company, 1974), 5.
- ⁹⁸ William C. Jones and Kenton Forrest, *Denver: A Pictorial History from Frontier Camp to Queen City of the Plains*, 3rd ed. (Golden, Colorado: Colorado Railroad Museum, 1993), 296; and Peters, 2.
- ⁹⁹ Denver Planning Commission, *Denver Planning Primer*, 14.
- ¹⁰⁰ Leonard and Noel, *Denver*, 30.
- ¹⁰¹ Smiley, *History of Denver*, 480.
- ¹⁰² Thomas J. Noel and Barbara S. Norgren, *Denver: The City Beautiful and Its Architects, 1893-1941* (Denver: Historic Denver, Inc., 1987), architects’ biographies.
- ¹⁰³ Wilkins, *Colorado Railroads*, 4.
- ¹⁰⁴ Kenton Forrest and Charles Albi, *Denver’s Railroads* (Golden, Colorado: Colorado Railroad Museum, 1986), 2.
- ¹⁰⁵ Smiley, *History of Denver*, 454.
- ¹⁰⁶ Leonard and Noel, *Denver*, 42.
- ¹⁰⁷ Leonard and Noel, *Denver*, 39.
- ¹⁰⁸ Leonard and Noel, *Denver*, 37.
- ¹⁰⁹ Smiley, *History of Denver*, 870.
- ¹¹⁰ King Cushman, “Exploring the Land Development and Transit Connection,” in Wayne Attoe, ed., *Transit, Land Use & Urban Form* (Austin, Texas: Center for the Study of American Architecture, 1988), 12.
- ¹¹¹ Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 112.
- ¹¹² Cushman, “Exploring the Land Development,” 15.
- ¹¹³ William Allen West, *Curtis Park: A Denver Neighborhood* (Denver: Historic Denver, 1980), 6; and Smiley, *History of Denver*, 854.
- ¹¹⁴ Brundage, *The Making of Western Labor Radicalism*, 11.
- ¹¹⁵ Isabella Bird, *A Lady’s Life in the Rocky Mountains* (Norman, Oklahoma: University of Oklahoma Press, 1960), 138.
- ¹¹⁶ Bird, *A Lady’s Life*, 139.
- ¹¹⁷ Bird, *A Lady’s Life*, 140.
- ¹¹⁸ Leonard and Noel, *Denver*, 44.
- ¹¹⁹ Smiley, *History of Denver*, 459.
- ¹²⁰ Edward Roberts, *The City of Denver, 1888* (N.P.: Outbooks, 1976), 19.
- ¹²¹ Brundage, *The Making of Western Labor Radicalism*, 11-12.
- ¹²² Abbott, “Boom State and Boom City,” 216.
- ¹²³ *Colorado State Business Directory*, “Denver,” 1878.
- ¹²⁴ Brundage, *The Making of Western Labor Radicalism*, 13.
- ¹²⁵ William C. Jones and Kenton Forrest, *Denver: A Pictorial History from Frontier Camp to Queen City of the Plains*. 3rd ed. (Golden, Colorado: Colorado Railroad Museum, 1993), 254.

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- ¹²⁶ Smiley, *History of Denver*, 551, 744-745.
- ¹²⁷ James E. Fell, Jr., *Ores to Metals: The Rocky Mountain Smelting Industry* (Lincoln, Nebraska: University of Nebraska Press, 1979), 134-139.
- ¹²⁸ Brundage, *The Making of Western Labor Radicalism*, 16.
- ¹²⁹ Smiley, *History of Denver*, 542-543.
- ¹³⁰ Smiley, *History of Denver*, 455. William Byers and David Moffat also formed the unsuccessful Denver Artesian Water Company in 1870.
- ¹³¹ David F. Halaas, *Fairmount and Historic Colorado* (Denver: Fairmount Cemetery Association, 1976), 68.
- ¹³² *Denver Post*, 21 November 1993; and Dorsett and McCarthy, *The Queen City*, 79.
- ¹³³ Jones and Forrest, *Denver*, 296.
- ¹³⁴ Noel and Norgren, *Denver: The City Beautiful and Its Architects*, 18.
- ¹³⁵ Peters, *Denver's City Park*, 3-4; "Denver Plan," 14. Denver took over operation of its 320 acres of land in 1882, but actual development of City Park did not begin for another five years, after a charter amendment required the city council to collect a property tax for improvement of parks.
- ¹³⁶ Mark A. Barnhouse, *Northwest Denver*, Images of America (Charleston, South Carolina: Arcadia Books, 2012), 85; Michelle Pearson, *Historic Sacred Places of Denver* (Denver: Historic Denver, In., 2004), 28. In 1890 the congregation built a small still-standing church (5DV.132) at 2222 West 32nd Avenue designed by James Murdoch.
- ¹³⁷ Michelle Pearson, *Historic Sacred Places of Denver*, 56.
- ¹³⁸ Pearson, *Historic Sacred Places*, 12.
- ¹³⁹ Henry Miles, *Orpheus in the Wilderness: A History of Music in Denver, 1860-1925* (Denver: Colorado Historical Society, 2006), 1.
- ¹⁴⁰ Miles, *Orpheus in the Wilderness*, 7.
- ¹⁴¹ Miles, *Orpheus in the Wilderness*, 62.
- ¹⁴² Smiley, *History of Denver*, 737.
- ¹⁴³ Smiley, *History of Denver*, 740.
- ¹⁴⁴ Smiley, *History of Denver*, 742-743.
- ¹⁴⁵ Thomas J. Noel, *Denver: Rocky Mountain Gold* (Tulsa, Oklahoma: Continental Heritage Press, Inc., 1980), 55.
- ¹⁴⁶ Smiley, *History of Denver*, 465.
- ¹⁴⁷ Kenehan, *Colorado*, 168.
- ¹⁴⁸ Barbara Norgren, "Potter-Highlands Historic District Survey of Potter-Highlands and Highland Park," 1981, 11; *Rocky Mountain News*, 19 June 1974; Ellen Micaud, "Highland Park (Scottish Village) Historic District," National Register of Historic Places nomination form, 1984.
- ¹⁴⁹ Smiley, *History of Denver*, 465.
- ¹⁵⁰ Smiley, *History of Denver*, 465.
- ¹⁵¹ John W. Reys, *Cities of the American West: A History of Frontier Urban Planning* (Princeton, New Jersey: Princeton University Press, 1980), 489.
- ¹⁵² This area covers about half a square mile and reflects a density of more than 27,000 persons per square mile.
- ¹⁵³ Barth, *Instant Cities*, 131.
- ¹⁵⁴ Brundage, *The Making of Western Labor Radicalism*, 18.
- ¹⁵⁵ Frank Fossett, *Colorado* (New York: C.G. Crawford, 1880), 33.
- ¹⁵⁶ Xi Wang, "The Chinese in Colorado: A Demographic Perspective," *Essays and Monographs in Colorado History* (1991): 37-58.
- ¹⁵⁷ U.S. Census Bureau, *Census of Population, Social Statistics of Cities, 1880* (Washington: Government Printing Office, 1887).
- ¹⁵⁸ Lionel D. Lyles, "An Historical-Urban Geographical Analysis of Black Neighborhood Development in Denver, 1860-1970," MA thesis, University of Colorado, Boulder, 1977.
- ¹⁵⁹ *Rocky Mountain News*, 22 October 1880, 18; Liping Zhu, *The Road to Chinese Exclusion: The Denver Riot, 1880 Election, and Rise of the West* (Lawrence, Kansas: University Press of Kansas, 2013).
- ¹⁶⁰ *Rocky Mountain News*, 1 November 1880, 8.
- ¹⁶¹ Bette D. Peters, *Denver's City Park* (Denver: University of Colorado at Denver, 1986), 12.
- ¹⁶² Smiley, *History of Denver*, 486.

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- ¹⁶³ Smiley, *History of Denver*, 483, 486, 636. Smaller numbers of parcels were developed in 1891 (949) and 1892 (404).
- ¹⁶⁴ Leonard and Noel, *Denver*, 65.
- ¹⁶⁵ Fossett, *Colorado*, 33.
- ¹⁶⁶ Smiley, *History of Denver*, 482.
- ¹⁶⁷ Morris Cafky, *Steam Tramways of Denver* (Denver: Rocky Mountain Railroad Club, June 1950), 17.
- ¹⁶⁸ Thomas J. Noel, *Richthofen's Montclair: A Pioneer Denver Suburb* (Denver: Graphic Impressions, 1976), 6.
- ¹⁶⁹ Leonard and Noel, *Denver*, 59-60.
- ¹⁷⁰ Robert Autobee, "If You Stick with Barnum," *Essays and Monographs in Colorado History* (1992): 6-7.
- ¹⁷¹ Sharon R. Catlett, *Farmlands, Forts, and Country Life: The Story of Southwest Denver* (Boulder: Westcliffe Publishers, 2007), 79.
- ¹⁷² Ruth E. Wiberg, *Rediscovering Northwest Denver: Its History, Its People, Its Landmarks* (Denver: Northwest Denver Books, 1976), 166.
- ¹⁷³ Arps, *Denver In Slices*, 22.
- ¹⁷⁴ Noel and Norgren, *Denver: The City Beautiful and Its Architects*, 8.
- ¹⁷⁵ "Frank E. Edbrooke," Colorado Architects Biographical Sketch (Denver: History Colorado, 10 October 2002; Richard R. Brettell, *Historic Denver: The Architects and the Architecture, 1858-1893* (Denver: Historic Denver, Inc., 1973), 33 and 37. All three buildings were demolished. Frank E. Edbrooke may have played a role in the design of the Tabor Block and Tabor Opera House. James Duff of Chicago reportedly designed the Windsor Hotel.
- ¹⁷⁶ David R. Hill, *Colorado Urbanization and Planning Context* (Denver: Colorado Historical Society, 1984), VI-180.
- ¹⁷⁷ Noel and Norgren, *Denver: The City Beautiful and Its Architects*, architects' biographies; History Colorado, "Architects of Colorado: Biographical Series," accessed 28 September 2015, www.historycolorado.org/oahp/architects. The year indicates when the architect started to practice in Denver.
- ¹⁷⁸ *Rocky Mountain News*, 8 July 18802.
- ¹⁷⁹ Fell, *Ores to Metals*, 143-145.
- ¹⁸⁰ Fell, *Ores to Metals*, 148-152.
- ¹⁸¹ Richard Goff and Robert H. McCaffree, *Century in the Saddle* (Denver: Colorado Cattlemen's Centennial Commission, 1967), 118.
- ¹⁸² Smiley, *History of Denver*, 888; Goff and McCaffree, *Century in the Saddle*, 118; *Rocky Mountain News*, 1 April 1887, 7.
- ¹⁸³ Smiley, *History of Denver*, 889.
- ¹⁸⁴ Smiley, *History of Denver*, 888; Dan Green, "I Am Angus: History of the Denver Union Stockyards," accessed 3 January 2013, <http://www.youtube.com>.
- ¹⁸⁵ Sanborn Map Company, Denver fire insurance map (Pelham, New York: Sanborn Map Company, 1887).
- ¹⁸⁶ Leonard and Noel, *Denver*, 65 and 67; Smiley, *History of Denver*, 543-45.
- ¹⁸⁷ Tolbert R. Ingram, comp. and ed., *Year Book of the State of Colorado, 1930* (Denver: State Board of Immigration, 1930), 240.
- ¹⁸⁸ The hospital is the site of today's Denver Health Medical Center.
- ¹⁸⁹ Francine Haber, Kenneth R. Fuller, and David N. Wetzal, *Robert S. Roeschlaub: Architect of the Emerging West, 1843-1923* (Denver: Colorado Historical Society, 1988), 84-109.
- ¹⁹⁰ Smiley, *History of Denver*, 760-62.
- ¹⁹¹ Wallace B. Turner, *Colorado Women's College, 1888-1982: The Story of a Dream* (Marceline, Missouri: Walsworth Publishing Company, 1982), 14-15.
- ¹⁹² *St. Louis Republican*, quoted in *Rocky Mountain News*, 17 September 1881, 4; John B. Jeffery, *John B. Jeffery's Guide to the Opera Houses, Theatres, public halls, Bill Posters, Etc. of the Cities and Towns of America* (Chicago: John B. Jeffery, 1882-83), 11.
- ¹⁹³ *Rocky Mountain News*, 14 December 1884, 4.
- ¹⁹⁴ Millie Van Wyke, *The Town of South Denver* (Boulder, Colorado: Pruett Publishing, 1991), 70; Mark S. Foster, *Denver Bears: From Sandlots to Sellouts* (Boulder, Colorado: Pruett Publishing, 1983), 1.
- ¹⁹⁵ R. Laurie Simmons and Thomas H. Simmons, "Elitch Gardens Historic Resources Survey, 1995" (Denver: Front Range Research Associates, Inc., September 1995), 6.

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- ¹⁹⁶ Phil Goodstein, *North Denver Story* (Denver: New Social Publications, 2011), 340-41.
- ¹⁹⁷ Trinity United Methodist Church, "Who We Are—Our History," accessed 25 September 2015, www.trinityumc.org.
- ¹⁹⁸ Pearson, *Historic Sacred Places*, 60.
- ¹⁹⁹ An extended discussion of Denver's streetcars is found in "The Connected City, 1870-1892" context.
- ²⁰⁰ Leonard and Noel, *Denver*, 39.
- ²⁰¹ Wilkins, *Colorado Railroads*, 1880s entries.
- ²⁰² A radial or hub-and-spoke rail system features lines connecting outlying areas to the center city.
- ²⁰³ Smiley, *History of Denver*, 860.
- ²⁰⁴ Leonard and Noel, *Denver*, 58.
- ²⁰⁵ Arps, *Denver in Slices*, 21.
- ²⁰⁶ Leonard and Noel, *Denver*, 56.
- ²⁰⁷ Nancy L. Widmann, Thomas H. Simmons, and R. Laurie Simmons, "Baker Neighborhood," Denver Neighborhood History Project, 1993-94 (Denver: Front Range Research Associates, Inc., July 1994); Van Wyke, *The Town of South Denver*, 23.
- ²⁰⁸ Smiley, *History of Denver*, 483.
- ²⁰⁹ Kenneth T. Jackson, *The Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 134.
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- ²¹⁶ City directories identified residents as "col'd" (colored) through the early 1920s. The Denver Neighborhood History Project for the Five Points neighborhood undertook an analysis of the computerized version of the 1893 *City Directory* created by Dr. Charles Brantigan. The geographic locations of 1893 addresses by current neighborhoods were determined by geocoding all "colored" records in the directory. Non-matches, due to such factors as street names no longer in existence, were assigned manually. R. Laurie Simmons and Thomas H. Simmons, "Five Points Neighborhood," Denver Neighborhood History Project, 1993-94 (Denver: Front Range Research Associates, Inc., January 1995), 24-25.
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- ²²³ Dorsett and McCarthy, *The Queen City*, 174.
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Appendix B

3. The Fall & Rise of the Queen City of the Plains, 1893-1904

By Mary Therese Anstey, with contributions by R. Laurie Simmons and Thomas H. Simmons

3.1. Introduction

Throughout the boom times of the 1880s, silver was king in Colorado. Nearly all members of Denver's elite class had investments in Leadville and other silver mines, the city was a major supplier of machinery and other mining materials, and local railroad interests transported ore to smelters in the city. Silver wealth fueled the construction of grand mansions for the wealthy, middle-class Victorian homes in outlying residential subdivisions, new warehouses and businesses, and just about everything else. But, in June 1893, everything changed when President Grover Cleveland signed legislation that caused the bottom to fall out of the silver market. The Panic of 1893 and a long economic depression that followed devastated Denver. Reductions in the numbers of foreign investors and a pre-existing agricultural downturn due to several drought years coupled with silver-related troubles to negatively affect Denver's economy and development. As a result, in Denver the "public spirit was at an all-time low."²²⁸

Nearby satellite communities, with relatively low populations but the costly requirement to provide a full range of municipal services (water, local government, transportation, and education), likely suffered even deeper downturns than Denver in response to the Panic of 1893. The independent communities of South Denver, Harman, Highlands, Barnum, and Colfax had little choice but to accept annexation into the City of Denver. Further annexations in 1902, this time thanks to a voter-approved constitutional amendment that created the City and County of Denver, added even more land to the city, increasing its overall size to 58.75 square miles. The second wave of annexations included the satellite towns of Argo, Berkeley, Elyria, Globeville, Montclair, and Valverde. The addition of all eleven former independent communities increased Denver's area by about twenty-five square miles and the municipal population by nearly thirteen thousand, allowing the recovering city to become more varied in terms of both its population and architectural character. Many of the outlying communities were ethnic or religious enclaves, and including those towns in the city instantly made it more diverse. The additional town halls, schools, churches, commercial buildings, and housing gave much larger Denver the feel of an established municipality with distinctive suburbs surrounding the central city.

Population trends over the 1893 to 1904 period supported this growth. Many citizens chose to leave Denver, a silver city, during the post-Panic economic downturn. Yet, somewhat surprisingly, the city actually experienced an overall growth rate of 25 percent between 1890 and 1900. Some of this expansion no doubt pre-dated the Panic because at least sixteen thousand individuals left between 1890 and 1895. But even in the midst of the economic upheaval there were newcomers, especially miners and others from mountain mining towns who came to Denver to seek work. The 1890s annexations also helped to boost the city's overall population. With the economic recovery and even more outlying satellite towns added to Denver in 1902, the city started to show the same kind of population gains it had experienced during the boom times. Denver's growth rate rose to 59 percent between 1900 and 1910, with the population increasing from 133,859 to 213,381.²²⁹

The post-Panic recovery ushered in changes to Denver's economy and architecture. City leaders recognized the need to diversify the economy to avoid a repeat of the boom and bust cycles associated with single-commodity economies, especially ones based upon an industry like mining. The Chamber of Commerce, in the midst of the economic depression, launched an aggressive campaign both to capitalize upon existing business opportunities and to attract new industry. Targets of these efforts included mining and smelting; agriculture; and manufacturing, specifically of durable goods that consumers needed to buy regardless of financial events.

City boosters also promoted tourism to improve Denver's economy. Marketing to attract visitors emphasized two key themes, both based upon the city's location. Many tourists expected a very different experience than what they encountered; in 1899 inventor Alexander Graham Bell noted, "I have not, since I have been here, seen a single buffalo, a single cowboy, a single Indian, and I have been in Denver six hours and I have not been shot at."²³⁰ Visitors also were drawn to Denver for its proximity to the mountains, with the Chamber of Commerce referring to Colorado as "America's Switzerland."²³¹ A very different kind of traveler, tuberculosis (TB) sufferers, came by the thousands to Denver in hopes the city's pure air and sunshine could cure their disease. In the early-1900s TB was the leading cause of death in the United States, and patients who moved to Denver helped to launch the city's healthcare industry, influenced suburban subdivision development, and, once healed, made major contributions to benefit the city. In response to economic changes, Denver's real estate market sought to provide options for those interested, after living through the economic downturn, in more modest housing. One solution, purpose-built apartment buildings, proved ideal for a wide variety of buyers and also profitable for local developers.

At the turn of the century, Denver started to experience the initial influences of the Progressive Movement. Interested in reform, this political and social movement was a response to the impacts of increasing industrialization, corporate expansion, political corruption, and other factors on cities and urban residents. Progressives emphasized efficiency, a concept embodied in the 1902 creation of the City and County of Denver. A voter-approved constitutional amendment allowed the city to manage its own affairs without interference from the governor, placing power in the hands of a strong mayor. During this period, citizens, especially members of the middle class who were most likely to espouse Progressive beliefs, supported an expanded role for government and believed in the ability of a well-managed municipality to solve local problems. Mayor Robert Speer, elected in 1904, had the support of a wide coalition and the experience, vision, and influence to address the issues facing Denver. His belief in "City Beautiful" philosophies led to improvement of the city's park and parkway system and other betterments of the built environment in Denver, ultimately transforming the "Queen City of the Plains" into a more elegant community.²³²

In the discussion below, initial references to historic buildings still standing are accompanied by a State Identification Number (5DV.XXX) if surveyed and contained in History Colorado's COMPASS database. Buildings still known to be present but not surveyed are identified with the notation "(extant)." Resources without these notations are demolished or have unknown status.

3.2. Denver in a Depression, 1893-1897

The Panic of 1893

Periodic economic downturns are part of our country's history. Yet, the nationwide Panic of 1893 was the largest financial crisis to impact nineteenth-century Denver, and it significantly shaped the city's future. The Panic brought the boom times of the 1880s and early 1890s to an abrupt end. No sector of society was untouched by the depression, which affected Denver's economic, political, and physical development until the end of the decade.

The origins of the Panic actually occurred two decades earlier. Federal legislators, in passing the 1873 Gold Coinage Act, adopted a gold standard for American currency. This decision represented a shift away from the previous system of bimetallism, or creating both gold and silver coinage, and aligned the United States with other industrialized nations. However, both the Bland-Alison Act of 1878 and the Sherman Silver Purchase Act of 1890 required the U.S. government to continue purchasing large quantities of silver. These two pieces of legislation were intended, but failed, to buoy the declining price of silver. President Grover Cleveland worried the silver purchase requirements were severely depleting

the nation's gold reserves and causing widespread concern about the overall health of the economy. In addition, European investors began selling their holdings of American stocks due to financial uncertainty in their own countries. These silver-related events, as well as overexpansion of railroads, stock market speculation, and an on-going depression in agriculture contributed to the economic decline. In 1893 the Sherman Silver Purchase Act was repealed in order to shore up gold reserves, but the action created fears the country would abandon the gold standard. As a result, silver prices fell dramatically, the stock market crashed, and a panic ensued.

Denver in a Panic

Given the importance of silver production to the Colorado and Denver economies, the Panic of 1893 resulted in devastating effects for the city. July 18 brought runs on the banks. Ultimately, half of the city's financial institutions, a total of ten banks, failed. As a result of the bank closures, real estate values slumped, smelters and other industries ceased production, and Denver tramway ridership dwindled because customers could not pay fares. Panic was the perfect word to describe how uncertain and chaotic everything felt and, in turn, how the populace behaved.

Denver's economy took on additional burdens when unemployed miners and other workers from the Colorado mountains descended on the capital city to look for work at a time when there were no available jobs. Precious little help existed for the homeless and jobless, and charities were overwhelmed. The People's Tabernacle, an anti-poverty self-help organization affiliated with Reverend Thomas A. "Parson Tom" Uzzell's nondenominational Protestant church, predated the Panic and assisted by providing tents, food, free medicine, clothing, and other much-needed aid. The wives of some of Denver's most affluent businessmen participated in the Charity Organization Society, an offshoot of the Ladies Union Aid Society.²³³ A different kind of lady, well-known brothel operator Mattie Silks, contributed a large circus tent, pitched in South Denver's Overland Park, for use as both a shelter for the poor and a city soup kitchen.²³⁴

By September 1893, the Colorado Bureau of Labor Statistics reported that 377 businesses had failed, 435 mines had closed, and 45,000 people were out of work.²³⁵ In the fall of 1893 a tent city sprang up in River Front Park near the "Bottoms," an area that already was home to many members of Denver's poor Italian immigrant population.²³⁶ The Chamber of Commerce offered lumber and supplies, and these illegal campers were encouraged to build boats and float down the river; two unlikely sailors died on one of those deadly rafts.²³⁷ The tent camp likely was a recruiting ground for Coxe's Army, Ohio labor leader's Jacob Coxe's ragtag, populist movement that convinced some jobless to march on Washington to demand government assistance and a federal minimum wage.²³⁸ After losing "troops" to legal challenges, police harassment, and other problems along the way, about 2,000 members of the "Army of the Unemployed" reached the nation's capital on March 26, 1894. Unfortunately, Coxe was arrested before he could make his speech to the assembled crowds at this first mass protest march on the U.S. capital. The jobless remained for nearly two months, making the economic realities of the Panic of 1893 achingly visible to national politicians.²³⁹

While the poor were living in open-air tents, many of Denver's wealthy lost their personal property, business interests, and social status. Individuals with tragic stories of loss included Henry C. Brown, who spent the last decade of his life fighting creditors and narrowly avoiding foreclosure of his Brown Palace Hotel; architect William Lang, who lost his practice, became an alcoholic, and was killed by a train; and eccentric developer Baron Walter von Richthofen, who launched a health spa to recoup his investments in the outlying satellite town of Montclair but died before it proved successful.²⁴⁰ Horace A.W. Tabor, perhaps Colorado's most famous mining investor and husband of the celebrated Baby Doe, fell the farthest. He was forced to trade his extravagant lifestyle for a modest livelihood and lost his downtown office block, opera house, and Capitol Hill mansion. Tabor moved back to the mountains and returned to

prospecting, living in a humble house he purchased for \$10. In 1898 he was fortunate to receive an appointment as Denver's postmaster and earned an annual salary of \$3,700, a figure more appropriate for a middle class professional than a Silver King.²⁴¹

As if widespread economic uncertainty were not enough to place Denver residents on edge, in the midst of this financial crisis Populist Colorado Governor Davis H. Waite decided to attempt to reform city politics. Waite's goal was to lessen corruption and vice within Denver. Instead, his efforts ended in a violent standoff, known as the "City Hall War" of 1894, which made the general public in the capital city even more anxious. The governor sought to remove Denver's police and fire commissioners because he believed these officials were too tolerant of gambling and prostitution. The two commissioners disagreed with Waite's actions and barricaded themselves, along with many of their supporters, in the City Hall. The governor escalated the situation, calling for the state militia to remove the recalcitrant municipal employees.²⁴² The city workers' contingent had homemade bombs at their disposal to use against the artillery of the militiamen. Curious citizens gathered to watch the tense display. A combination of federal troops and a Colorado court decision diffused the situation, with the police and fire commissioners leaving peacefully after it was determined "the governor *did* have the right to replace commissioners, but *did not* have the authority to use the Colorado Infantry to do it for him."²⁴³ This incident led some Denverites to initiate a debate on how the city government might increase its independence from the state. Such discussions ultimately led to a 1902 voter-approved change to the state constitution.

During the depression Denver took on a shabby appearance, a far cry from *Harper's* journalist Julian Banks' description of the city, early in 1893, as "a beautiful city—a parlor city with cabinet finish... [that] is so new that it looks as if it had been made to order, and was ready for delivery."²⁴⁴ Bank closures negatively impacted the Denver real estate market, and newspapers devoted multiple column inches to lists of tax sales and foreclosures. There was a dramatic decrease in the number of building permits, from 2,338 in 1890 to only 124 in 1894. In Montclair, as elsewhere throughout the city, "abandoned basement excavations pock-marked" the landscape, and in this particular satellite town the former prairie again became home to wildflowers, cactus, and prairie dogs.²⁴⁵ The only construction project that continued after the Panic was building of the Colorado State Capitol, providing much-needed jobs both to tradespeople and those responsible for excavating building materials like the fine Colorado marble used for all of the floors in the statehouse.

Financially-Motivated Annexations, 1893-1897

Some citizens, in response to the Panic and the resulting depression, left Denver to seek their livelihoods in cities that did not rely so heavily on silver for their prosperity.²⁴⁶ Between 1890 and 1895 Denver's population dropped from 106,000 to 90,000. The city coffers, already suffering from lack of consumer spending, could not afford the loss of tax income associated with a decrease in citizens. Denver needed a solution to its financial woes, and it looked outward toward both the open land and various satellite towns ringing the larger city.

Most historians, when explaining post-Panic annexations into the City of Denver, focus on the overwhelming financial motivations for the smaller, outlying communities to accept inclusion in the City of Denver. Clearly, the larger city could better afford to pay for the infrastructure, facilities, maintenance, and employees necessary to provide municipal services. However, it is important to remember that Denver also needed these communities to improve its own municipal finances. The June 18, 1893 issue of the *Denver Republican* relied on a variety of approaches, from bullying to bragging to belittling, all within a single short passage, when it encouraged outlying satellite towns to join the city. The newspaper reminded these residents they already owed their existence to the larger city, and it was their duty to join the city in order to bring Denver the prestige to which it was entitled. It also claimed

the towns, if they refused annexation, “would exhibit anything but a patriotic and enterprising spirit.”²⁴⁷ Between 1893 and 1897, Denver annexed three large tracts of land: east of Colorado Boulevard between East 48th and East Alameda Avenues, in north Denver between the towns of Berkeley and Argo, and a tract between the Town of Barnum and the South Platte River from West Alameda Avenue to West 9th Avenue. During the depression the city also annexed five surrounding independent towns: South Denver, Harman, Highlands, Barnum, and Colfax.

South Denver

This former satellite town had roots in the gold rush. In 1858 the Lawrence Party founded Montana City near the current location of West Evans Avenue in South Denver. However, the moniker South Denver was not used for the region until the early-1880s, and the town was not incorporated until 1886. The present-day boundaries are East Alameda Avenue to the north, South Colorado Boulevard to the east, East Yale Avenue to the south, and the South Platte River to the west. Voters begrudgingly approved annexation into Denver in 1894.

James Fleming, a young entrepreneur fresh from striking it rich in Pennsylvania’s oil fields, established South Denver in 1881 as an elite, “dry” suburb. Fleming sold large parcels of his land for transportation development and residential subdivisions. At the center of the remaining land he built a mansion that cost \$30,000. This 1882 Queen Anne-style stone home with distinctive two-story turrets, located at 1501 South Logan Street (5DV.8176), became South Denver’s first town hall, library, and jail when the community incorporated four years later. South Denver was only an independent town for eight years, and Fleming served as the community’s first and only mayor.

South Denver had “its own railway and its own university but almost no saloons.”²⁴⁸ The steam-powered Denver Circle Railroad was South Denver’s first link to the larger metropolitan area. The region’s first overhead electric line for a streetcar was located on South Broadway and opened on Christmas Day in 1889. Electric trolleys, introduced in 1900, became the major form of public transportation in Denver for over four decades. These transportation improvements allowed South Denver to develop as a typical streetcar suburb, with commercial enterprises located at the major stops along South Broadway. Middle class workers rode the streetcar between jobs in the city and new homes in South Denver’s numerous subdivisions. By the mid-1890s University Park, adjacent to the relocated Colorado Seminary (now the University of Denver), boasted telephone service, a post office, graded roads, and well water.

At the time of annexation large parts of South Denver were still quite rural, devoted to raising alfalfa, corn, beets, potatoes, apples, and cherries. South Denver voters reluctantly approved annexation for financial reasons after real estate values plummeted in the post-Panic period. Among the city’s post-Panic annexations, South Denver was second only to Highlands in numbers of residents. Its streetcar access and university, Overland Park and the Chamberlain Observatory, and its staunch anti-saloon policy continued to attract new residents for decades to come.

Harman

The former satellite town of Harman is located in the Cherry Creek neighborhood. The present-day boundaries are East 6th Avenue to the north, Colorado Boulevard to the east, East Alameda Avenue to the south, and University Boulevard to the west. Before Harman could come into its own, the crash of 1893 hit, effectively bankrupting the town. Voters, hoping for lower taxes after joining Denver, narrowly approved annexation in 1895.

Mississippi judge Edwin P. Harman and his wife Lou purchased the 320 acres of land for the agricultural town of Harman between 1869 and 1872. Located along the floodplain of Cherry Creek, native chokecherry trees, wildflowers, and buffalo grass suggested the rich soil was suitable for farming and

ranching. It is ironic, given the ultimate annexation of the town into Denver, that on 2 March 1882, the Harmans filed, and then withdrew the next day, a map and subdivision plat for their community to become part of the larger city to the northwest. By 1885 the entire half-section was divided into lots and approximately 140 people already had purchased land in Harman. In 1886 concerns about rough, ungraded streets inspired public discussions about the merits of annexation into Denver versus incorporating as an independent town. Based upon the results of a popular vote of all residents, Harman incorporated in November 1886. A few months later the *Denver Evening Times* attributed the incorporation victory to a shared desire for security, “for protection against tramps, bums, bummers (gangs of rough hoodlums and swindlers), and the liquor traffic.”²⁴⁹

In 1895 Denver inherited Harman’s small concentration of buildings and existing infrastructure. The City of Denver used the 1891 Town Hall, located at 400 St. Paul Street (5DV.754), as a fire and police substation until 1934, when it deeded the property to the Masons for use as a lodge. Harman’s small business district was near the intersection of Third Avenue and Detroit Street. Two houses of worship included the 1891 brick and stone Fourth Avenue Congregational Church that featured “cathedral leaded windows, a fine bell . . . and a seating capacity of 800” and the 1892 frame Roman Catholic edifice for the St. John the Evangelist parish. In 1903 the Catholics built a new church with a Gothic altar and golden oak pews at Fifth Avenue and Josephine Street.²⁵⁰ Within the incorporated boundaries of Harman a few houses, some small farms, several greenhouses, an infrastructure of curbs, gutters, and sidewalks, plus a system of canals, ditches, and irrigation pipes were present. In 1892 the town had subsidized a streetcar line that connected it to nearby Denver.

Highlands²⁵¹

This former satellite town, located on the high ground northwest of downtown, resembled South Denver in several ways: it had a large population, pioneer era origins, development as a typical streetcar suburb, and an anti-liquor stance. The present-day boundaries are West 38th Avenue to the north, Zuni Street to the east, West Colfax Avenue to the south, and Sheridan Boulevard to the west.

General William Larimer, Jr., founder of Denver City, laid out a townsite called Highland in December 1858 across the South Platte from Denver City and Auraria. Owen LeFevre and other developers established the 1875 town of Highlands, which distinguished itself from Denver by promoting both its pure artesian water and westerly breezes that alleviated pollution from the city’s industries. In 1885, after annexing the Potter Highlands and Highland Park additions, Highlands gained city status. By 1890 the town included 5,161 residents, making it one of the most populous of the satellite towns ringing the capital city (thanks in no small part to the seven streetcar lines offering residents convenient access to Denver).²⁵² It was the sixth largest town in the state. Faced with no industrial tax base, financial troubles, and the need to maintain and expand municipal services, independent Highlands residents voted to allow annexation into Denver in 1896.

Highlands exhibited several hallmarks of a streetcar suburb. The community included a total of thirty-five residential subdivisions, areas marketed to new residents who worked in Denver but wanted to live further away. These houses represented an architectural cross-section of popular Late Victorian styles and expressions. Highlands also possessed distinct commercial zones, with general stores and other commercial enterprises (but not saloons) operating out of two- to three-story brick buildings, like those on Zuni Street between West 30th and West 32nd Avenues, West 32nd Avenue and Lowell Boulevard, and West 25th Avenue east of Federal Boulevard; these shopping areas were near streetcar stops. In part thanks to the streetcar, Highlands became more diverse over time. The first wave of settlers and residents were predominantly Scottish, German, Welsh, Cornish, and English.²⁵³

Barnum

This former satellite town named for and associated with famous circus man Colonel Phineas T. Barnum is located in west Denver. The present-day boundaries are West 6th Avenue to the north, Federal Boulevard to the east, Alameda Avenue to the south, and Sheridan Boulevard to the west. Barnum residents approved annexation into Denver in 1896.

Earliest development interest dated back to 1865, but nothing had yet been constructed when Barnum purchased 860 acres for \$11,000 on March 21, 1878.²⁵⁴ The showman envisioned an exclusive hilltop subdivision with mountain views, winding boulevards, and an artificial lake. He even offered a parcel to the Colorado Seminary when it considered new campus locations outside downtown. In 1884 Barnum sold his land to his daughter Helen and her husband, Dr. William Buchtel, a tuberculosis sufferer drawn to Colorado's dry air. It was the Buchtels, who ultimately developed Barnum with 5,102 lots initially selling at prices ranging from \$15 to \$112 each. Despite a number of promotions, including raffles for cash or furnished homes valued at \$2,500 to \$7,000, there were few buyers. Historian Robert Autobee claimed Helen "should be viewed as the town's benefactor" and noted she "maintained a high profile in the area" for several years. She changed the residential focus to houses for the middle and working classes, inviting locals into her twenty-one room summer home, Villa Park Hotel, for dances and helping to finance gravel roads and an irrigation system for the local park.²⁵⁵ Most of the individuals who moved to Barnum, like suburban residents generally, wanted to "be free from the contaminating influence of downtown city streets."²⁵⁶

When incorporated in 1887, the Town of Barnum faced two issues that plagued its development until the 1920s: lack of water and geographic isolation. Between 1890 and 1893 town leaders authorized repairs to two existing artesian wells located near present-day West 1st Avenue and Hazel Court and West 7th Avenue and West Knox Court. And, by the mid-1890s, the town finally had water mains. The problem of the two-mile trip to Denver was not solved until 1893 when the Denver, Lakewood, and Golden Railroad started offering service between downtown and a stop at West 8th Avenue and Grove Street. Even this solution was costly and cumbersome, necessitating a transfer between two rival services and over an hour to complete the trip.

The first post-annexation census counted Barnum's population as approximately 1,229 residents. The community had a mix of American and foreign-born inhabitants, with Germans making up the majority of immigrant residents. Until the 1940s most of Barnum, and adjacent Barnum West, remained undeveloped and ringed by alfalfa fields.

Colfax

The Town of Colfax, incorporated in 1891, consisted of a narrow strip of land lying south of West Colfax Avenue that was two to seven blocks wide between Broadway and Sheridan Boulevard. Part of the town was mostly residential and more populated, with wealthier residents living in developer Ralph Voorhees' subdivision of large Victorian homes that today includes the Stuart Street historic district. An area along the western portion of the avenue was known as "No Man's Land" or "Jim's Town" until Jewish immigrants arrived. Like Denver's pioneer argonauts, they came seeking new opportunities or, in Yiddish, the *Goldineh Medinah* or "Golden Land."²⁵⁷ Colfax became part of Denver in 1897.

West Colfax Avenue, originally known as Golden Road, acted as the commercial spine of its namesake community. The western portion of the avenue included a nine-and-one-half block by two-and-one-half block area originally known as "Brooklyn," which featured one- and two-story brick buildings including saloons, stores, a hotel, and a restaurant. Both hay wagons traveling from the agricultural communities of Golden and Morrison and peddlers used this thoroughfare.

Jewish immigrants from Eastern Europe, most drawn to Colorado seeking a cure for cases of tuberculosis contracted in East Coast sweatshops and tenement housing soon after they arrived in this country, developed an ethnic enclave in West Colfax. These newly arrived Jews, whom author Ida L. Uchill referred to as “penniless” and “threadbare,” differed from the mostly middle- and upper-class German Jews who established Colorado’s first Jewish settlement in Curtis Park.²⁵⁸ The older ethnic and religious community erected Temple Emanuel at 16th Avenue and Pearl Street (5DV.715) in 1899 and increasingly moved into middle-class homes in the Capitol Hill neighborhood.²⁵⁹ Despite these differences, many established Denver Jews helped to ease the transition of the new arrivals, funding, commissioning, and volunteering within settlement houses and a West Colfax free kindergarten or reaching out to B’nai B’rith lodges throughout the state to seek jobs for the immigrants.

A wave of new Jewish immigrants arrived in Denver in the late 1880s in response to growing anti-Semitism in their home countries. Along West Colfax they sought to recreate closed settlements like those in their original homelands and their first American communities. Dr. Maurice Fishberg, in a 1904 health study, called this part of Denver a “most curious ‘ghetto’” and remarked on the tidy and clean brick homes located on the blocks adjacent to West Colfax Avenue. He stated “the environment here looks more like that of the average small western town than like a Jewish district of Europe or America.”²⁶⁰ Many of these Jewish residents of West Colfax worked as peddlers, originally with pushcarts, then with horse and buggy, and later established small shops.

The newly arrived Jews also organized aid and religious organizations, including the Jewish Ladies’ Hebrew Relief Society (1895), the Jewish Ladies’ Aid Society (1896), and the Modern Orthodox congregation of Beth Ha Medrosh Hagodol (1897). West Colfax Jews built their own synagogue, Congregation Zera Abraham at 2056 West Colfax Avenue, and were instrumental in the construction of the Jewish Consumptives’ Relief Society (now the campus for Rocky Mountain College of Art and Design), in adjacent Lakewood, to care for poor Jewish immigrants with tuberculosis. By the end of World War I, Denver’s Jewish population reached 11,000, with over half of these individuals living in this west side area. Uchill claims “it is likely that half of the Jews of Colorado lived there (West Colfax) until World War I.”²⁶¹

3.3. Denver Recovers and Expands, 1898-1904

Reflecting on the Panic of 1893, Denver University’s Chancellor William F. McDowell remarked, “The depression was not a swift and sudden storm that came and went, leaving devastation in its wake. It was sudden enough in its coming, but showed no haste in its departing.”²⁶² In Denver and much of the country the effects of the depression, including high rates of unemployment and low rates of new construction, lasted until the end of the century. Thanks to a wave of annexations, Denver emerged from the economic downturn as a much larger city, both geographically and in population. Business interests, boosters, and everyone else were ready for Denver to resume its upward trajectory. However, having suffered through the Panic, there was a concerted effort to avoid the mistakes of the past. Instead of rebuilding a single-industry economy, the Chamber of Commerce encouraged more diverse business interests. New or expanded endeavors of the post-Panic period included mining and smelting, tourism, healthcare (especially treatment of tuberculosis patients), manufacturing, and agriculture. Jobs returned slowly to the capital city and real estate prices continued to stagnate until 1900. But once this market rebounded, the city grew dramatically and added over 8,300 single-family residences from 1900 to 1910.²⁶³ However, not everyone lived in such accommodations, and the number of apartment buildings in Denver also increased. The combination of the completed, now far-reaching, streetcar network with annexation of more satellite towns in 1902, facilitated further outward expansion.

The Panic was a turning point, a milestone in Denver’s development. The crisis marked the official end to pioneer and boom times characterized by expedience and rapid growth. Having survived the early

challenges of establishing and expanding Denver, it was time to focus on planning for the future and determining, based upon the lessons learned during the city's first forty years, what should come next and how it should be achieved. It was during this recovery period that Colorado voters approved the City and County of Denver as a new governmental entity. This new municipal structure provided independence from state government and forced the city to tackle issues that politicians and business interests, up until that point, had been unable, unwilling, or unmotivated to correct. It was during this period that Denver, influenced by the beginnings of the Progressive Movement, reformed its municipal government and reevaluated its built environment. These activities formed the underpinnings for Denver's "City Beautiful" movement that Mayor Robert W. Speer, elected in 1904, introduced as his urban vision.

Lessons Learned

Economic Diversification

The discovery of gold in Cripple Creek caused a new mining boom, and ore was shipped to Denver for processing. Between 1891 and 1916 the mines in this south-central Colorado boomtown accounted for \$340 million in gold.²⁶⁴ Denver laborers built new mining machinery, expanding an important sector of its economy. In addition, in 1899 smelters once again became the city's largest industrial employers, providing 1,800 jobs.²⁶⁵ While pleased with the mineral wealth and the impact of gold on Denver's economy, business interests recognized it was neither prudent nor desirable for the city to return to the same practices that contributed to its largest financial crisis. Starting during the Panic-induced depression and continuing into the recovery, Denver sought a steady, rather than speculative, economic base. Members of the business community capitalized on their personal and professional networks to convince new manufacturing firms to relocate to Denver. Their recruitment efforts targeted textile mills, stocking and shoe factories, potteries, and glue manufacturers.²⁶⁶ All of these industries made necessities, products the public required as a matter of routine, thus representing a steadier stream of revenue than silver or gold.

Denver business leaders demonstrated resilience: setting out for a new-to-them frontier, overcoming a myriad of challenges to establish a city, retaining faith they would gain a transcontinental railroad connection, and profiting from their perseverance during the 1880s boom. Even during the depths of the depression, the Denver Chamber of Commerce and its members never stopped working to attract more dollars to the city's economy. They promoted Denver's proximity to the mountains, encouraging healthy tourists to rest and relax in scenery that rivaled European vistas in Switzerland or Austria and urging the unwell, not just TB sufferers but anyone with a lung-related ailment, to heal themselves with pure mountain air and sunshine. The Chamber marketed Denver as an excellent spot for working vacations as well, offering free meeting and exhibit space for conventions. Fraternal orders, professional societies, trade groups, and political organizations all held large gatherings in Denver; efforts to attract convention business led to Denver playing host to the 1908 Democratic National Convention.

Another Chamber of Commerce event not only encouraged tourism but also improved the mood of Denver residents during the economic depression. In 1895 this group launched the Festival of Mountain and Plain, a multi-day event compared to the New Orleans Mardi Gras. Key festival events included rodeos, trade exhibitions, an outdoor masquerade ball on Broadway, and themed sales in downtown department stores. Denver booster and founder of the *Rocky Mountain News* William Byers was an early festival director. He organized four festival parades, based on themes like western history, masked revelry, and the military (this final procession ended with a battle reenactment). Stories about the Festival appeared in newspapers nationwide, with an article in the *Kansas City Journal* describing the festivities: "Business was generally suspended, and the downtown streets were given up entirely to the throngs of merry-makers, bent upon making all the noise they knew how and having all the fun

possible.”²⁶⁷ The festival was an annual event for its first four years, and then revived periodically, first in 1901 and later in 1912.²⁶⁸

Denver’s promotion of Colorado’s rural agricultural economy improved its urban business climate. Farming and ranching represented a reliable and relatively stable industry during the depression. It depended upon established irrigation systems and increasing variety in crops, providing stockyard, cannery, flour milling and other processing jobs to Denver. The National Western Stock Show, first held in 1906, continues to honor the crucial link between the capital city and its agricultural economy and heritage. Wealthy investor Charles Boettcher launched a new late-life career for himself and a major industry in the state when, on a 1900 vacation in his native Germany, he became enthralled with the humble sugar beet. This fascination led him to introduce this crop to the state. His Great Western Sugar Company, with corporate offices in Denver at the northeast corner of 16th and California Streets (5DV.47.65), had many manufacturing firms up and down Colorado’s eastern plains. He, and then his son, Claude Kenzie, also launched other enterprises tangentially related to sugar beets, investing their profits in a wide variety of Boettcher-held and other Colorado and Denver firms.²⁶⁹ The Boettchers embodied the spirit and practice of Denver’s post-Panic business diversification.

Apartments

As a result of lessons learned and changing tastes, post-Panic Denver witnessed a rise in the number of purpose-built apartment buildings. Residents of the Queen City who had lived through the depression emerged with less extravagant tastes and a desire to live within their means. Apartments provided options for those who did not want the responsibilities of a house or were seeking shorter-term accommodations. In addition, apartments were affordable for the middle class and were located in areas with convenient transportation. Developers discovered apartment building construction was profitable, “the best class of investments to be made in western cities.”²⁷⁰

Despite such support for apartment living and building, Denver’s newspapers were conflicted about this housing type. The *Denver Times* was “dubious about [the] popularity of apartment houses in Denver” but they admitted the “first ones are successful.”²⁷¹ However, as more and more apartments were constructed, concern arose over the impact of cheap construction and a lower class of residents on tony Capitol Hill. Less than two years later the *Times* cautioned about the “invasion of tenements” and claimed “tenement property, even of the best sort, will detract from value of residence property.” The newspaper urged “citizens should fight their erection.”²⁷²

The journalistic hype did not seem to match reality, with not only middle class but also elite residents opting for apartment living. The well-constructed, attractive buildings were hardly tenements. Some early apartments were called “apartment hotels” to indicate they offered the same services as tourist accommodations. To further this connection many new apartment buildings, like the prestigious Perrenoud (5DV.2849) and Cornwall (5DV.183), chose grand names similar to those given to hotels. Both of these buildings for wealthy residents included ballrooms, with the Cornwall featuring a rooftop garden and the Perrenoud providing a basement level dining room and servant quarters. The individuals responsible for financing the construction of these two apartment hotels in Denver also lived in the buildings, indicating the suitability of these apartment houses for elite residents.

Both upscale apartment hotels and more modest apartment buildings of the post-Panic period mimicked residential styles of the surrounding neighborhoods, and many sought to resemble the large mansions that once dominated Capitol Hill. Like apartment hotels, apartments constructed over commercial establishments provided residents with a wide variety of services. The Austin Building (5DV.4688), at the corner of East Colfax Avenue and York Street, originally featured a pharmacy,

delicatessen, florist, and an adjacent taxi cab company on the ground floor to meet the needs of the residents of the eleven luxury apartment units.

Origins of the Progressive Movement in Denver

The Progressive Movement in the U.S. emerged in direct response to the excesses of the previous era, especially the negative effects of modernization and rapid growth in American cities. The hallmarks of this period included reform, efficiency, increased professionalism, and a desire to tackle difficult social issues. Key Progressive leaders Jane Addams, Robert La Follette, John Dewey, and others served as role models for reformers across the country.²⁷³

In Denver, the Progressive era did not come into full flower until Mayor Robert W. Speer took office on June 1, 1904. Speer became the leader of a city that already had demonstrated it was receptive to the progressive message thanks, in part, to the influence he exerted prior to entering the mayor's office. He assumed control of the city and was able to take advantage of new provisions in a voter-approved constitutional amendment that resulted in the 1902 formation of the City and County of Denver. In addition, he had been interested in real estate since the 1880s. Over time, influenced by his work as the President of the Denver Board of Public Works, he became increasingly involved in how the city's parks and parkways could be developed as an asset, a way to not only improve the appearance but also the use and enjoyment of the city.

These feelings were at the heart of Speer's support for the City Beautiful movement. Based on the aesthetics of the 1893 Columbian Exposition in Chicago, this design philosophy emphasized the use of Neoclassical and Beaux Arts public buildings within orderly, well-proportioned landscapes with wide streets that take advantage of views toward scenic surroundings, like the mountains in Denver. Speer summarized his belief in and his vision for the scope of the City Beautiful movement, stating "ugly things do not please. It is much easier to love a thing of beauty—and this applies to cities as well as to persons and things. Fountains, statues, artistic lights, music, playgrounds, parks, etc. make people love the place in which they live."²⁷⁴

City and County of Denver, 1902

The "City Hall War" of 1894, which pitted city officials against Governor Waite and required federal troops to end the stand-off, was a disturbing and embarrassing incident that demonstrated how broken Denver's government was. However, in the midst of the prolonged economic downturn, there were much larger issues to tackle. In 1902 many of the underlying causes for this systemic breakdown were finally addressed when voters statewide approved a constitutional amendment that provided more independence for Denver. It replaced the 1893 system that had decentralized Denver's mayoral powers into six different administrative departments headed by two voter-elected, two mayor-appointed, and two governor-chosen leaders. This system concentrated control with political parties, usually the one in charge of the statehouse, and gave the governor financial authority over the city's police, fire, and taxation. Not surprisingly, this arrangement raised arguments about state interference in Denver's affairs.

The 1902 amendment removed Denver from the sprawling Arapahoe County, which extended all the way to the state's boundary with Kansas, and created a new governmental entity: the City and County of Denver. In contrast to previous state micromanaging, Denver was granted home rule status and the freedom to craft a new charter to detail a city-specific approach to local government. The amendment also merged the satellite towns of Argo, Berkeley, Elyria, Globeville, Montclair, and Valverde into Denver, creating a geographically unified city intended to be easier to administer and govern. Under this new system, the mayor and City Council gained a great deal of power over municipal functions and decisions.

Mayor Speer, elected in 1904, was one of the first city leaders to operate under the new city-county government model and its new charter. He did so with a great deal of insider knowledge from both Denver's boom times and the previous decentralized system of city management. In the 1880s and 1890s Speer managed Horace Tabor's real estate interests and started his own firm to develop residential subdivisions, eventually being elected as president of the Denver Real Estate Exchange and director of the Manufacturers (Builders) Bureau. He also served as a governor appointee on the city's fire and police board. Having proven himself a capable political organizer, in 1901 the governor chose Speer as President of the Denver Board of Public Works, one of the six decentralized administrative departments. All of this practical experience served him well in making his City Beautiful vision a reality.

Denver's Park and Parkways System

In the pioneer and boom times little thought was paid to the concept of setting aside parts of Denver for open space or enjoyment of the outdoors. Speculators were too busy building the homes and businesses the growing city needed. The city's major roads were established based upon the desires of the local business community, where they made the most sense in terms of the transportation of goods to and from the Denver market. In the city's new suburbs, many of the main thoroughfares were unpaved, only sprinkled with water to keep down dust.

In 1879 the city had only one block of official park space on donated land in the Curtis Park neighborhood. By 1900 that figure had risen to twelve public parks, some of them inherited from the satellite towns annexed into Denver during the 1890s, with a total of 436 acres of park land. Mayor Speer, based upon his personal experience with parks during his term as leader of the city's public works department, divided the city parks into four geographic divisions: South Denver, East Denver, Highland, and Montclair. Each park district had its own budget and plan. Districts also could acquire land and issue bonds to pay for park improvements. The division of park management was beneficial to the mayor in achieving his City Beautiful vision.

Denver's first planned parkway was Park Avenue, a diagonal thoroughfare developed on twenty-four acres former governor Evans and his real estate partners donated to the city in 1874. Setting a pattern that ultimately was realized much later, the roadway was constructed with seven small triangular parks along its length. Evans advocated for an even larger parkway program. In 1894 he proposed the city "buy land for a string of parks about the city, and connect them with boulevards."²⁷⁵ This plan was labeled too expensive, an accurate statement during the economic depression, and was not executed until Mayor Speer took office. He successfully convinced "landowners, businessmen, and citizens that parks and parkways would enhance property value and strengthen the city."²⁷⁶ However, in 1904 Speer's priority was making the city's streets more functional and easier for citizens to travel. During his three terms he oversaw the grading and paving of over 300 miles of Denver streets. He also improved the pedestrian experience with distinctive red sandstone sidewalks and granite curbs throughout the city. In order to better see on the improved roadways and sidewalks, decorative streetlights replaced the seven floodlight towers that had illuminated the city since 1883. The city's park and parkway system evolved over time and received its first master plan, written by Charles M. Robinson and George Kessler, in 1907. The majority of the system was constructed between 1909 and 1913.

Politically-Motivated Annexations, 1902

The 1902 constitutional amendment creating the City and County of Denver annexed six satellite towns as well as giving the city more independence to manage its municipal governmental affairs. Although added for a different reason than the 1893 through 1897 annexations, the net result was the same: more land area, now a total of 58.75 square miles, for Denver. The city also grew in population and tax revenue while assuming greater responsibility for expanded services. Over half of the outlying

communities added to Denver in 1902 had large industrial operations within their borders. Thus, annexation represented another way for Denver to obtain a more diversified economy for the larger city. The politically-motivated annexations still possessed economic considerations and implications.

Argo

The former satellite Town of Argo was established originally as a company town for the Boston and Colorado Smelter Company in 1878. The town incorporated just two years later. The current boundaries are West 48th Avenue to the north, Broadway to the east, West 44th Avenue to the south, and Pecos Street to the west.

Noted Colorado architect Robert S. Roeschlaub, better known for his academic and ecclesiastical commissions, designed the community's ore processing facility. The complex included an ore house, smelting plant, coal house, refinery, administration building with an octagonal tower, and various workshops and sheds. This operation was located at the junction of the Colorado Central and Denver Pacific railroads, convenient for ore shipments from mountain mining towns. Once established, the Boston and Colorado Smelter, along with the nearby Omaha and Grant and Globe smelters, increased its productivity every year except 1893 and 1894. The facility benefitted from a shift back to gold mining and processing during the economic downturn and the associated closing of nearly all of Colorado's silver mines.

Adjacent to the industrial complex Roeschlaub also designed housing for the smelter laborers, a hotel, and a church. None of these stone and brick buildings are extant; most of them were demolished in 1952 for the construction of a large public housing project. In the 1880s most of the smelter workers were either American or British. But, just ten years later, the company employed a majority Scandinavian, mainly Swedish immigrant, workforce. Worried about higher taxes, Argo residents originally resisted annexation into Denver. However, by 1902, this outcome was inevitable. At that time the community was quite small, with a population of less than 500.

Berkeley

The satellite town of Berkeley, originally known as North Denver but later changed to avoid confusion with the Denver neighborhood east of Zuni Street, was established in 1892. The present-day boundaries are Interstate-70 to the north, Federal Boulevard to the east, West 38th Avenue to the south, and Sheridan Boulevard to the west.

Before the town existed the site was John Brisben Walker's Berkeley Farm. This businessman and developer grew hardy, drought-tolerant alfalfa in the 1880s on a spread that eventually encompassed 1,500 acres. In 1885 Walker and another developer, Dr. William A. Bell who platted the Highland Park suburb in Highlands, established the Berkeley Farm and Cattle Company to manage agricultural operations at the farm. Three years later, a group of Kansas City investors purchased the farm for over \$300,000.²⁷⁷ Developers John W. McDonough and Henry Wimbush envisioned the new satellite town as an "exclusive, healthful suburb."²⁷⁸ Located on high land, far from the noise and dirt of downtown, but still accessible by streetcar, Berkeley was one of the new developments, along with Highlands and Barnum, where "real estate developers cashed in on the desperate and gullible sick by selling them homes in 'healthy' suburbs."²⁷⁹

However, both McDonough and Wimbush found Berkeley pleasant enough to live there themselves. McDonough lived in a grand mansion called Inter-Laken Farm, located at West 46th Avenue and Perry Street (extant). In 1890 Wimbush commissioned prominent Denver architect William Lang, who had designed several other houses in the Berkeley area in the 1880s, to design him a house at 4907 Stuart

Street (extant). Berkeley was mainly a residential development, although there was at least one municipal building, the Town Hall, at West 45th Avenue and Yates Street (demolished in 2010).

Berkeley was home to cultural, entertainment, and natural amenities that made it a desirable place to live or visit. The Jesuits established Sacred Heart College, later Regis University, on a fifty-acre parcel Walker donated to the Brothers in 1887. Elitch's Gardens amusement park, across the south border, was popular with pleasure-seekers across the Denver area. The Rocky Mountain Ditch Company developed a reservoir on the northern portion of the original Berkeley Farm, and Berkeley Lake was used for hunting tournaments starting in 1891. By 1902 the property was renamed Berkeley Family Resort and was the ideal site for illegal "beer picnics" within the dry town.²⁸⁰ In 1903 Walker purchased the site with hopes of developing a country club, although he never followed through on this plan. In 1906, after annexation, the City of Denver purchased the Berkeley Lake property as a new city park.

Elyria

Local historian Elizabeth Macmillan referred to Elyria as Denver's forgotten suburb due to the area's geographic isolation amid smelters, stockyards, packing plants, gravel pits, extensive railroad tracks, and the South Platte River.²⁸¹ The current boundaries of this former satellite town are the Adams County line to the north, Colorado Boulevard to the east, 38th Street and 40th Avenue to the south, and the South Platte River to the west.

A.C. Fisk, president of the Denver Land and Improvement Company, platted Elyria in March, 1881. Fisk, a New York native and Union army veteran who lived in Elyria, Ohio, moved to Denver in 1873. The development company sought to "buy large tracts adjoining the city, plot it into city lots and garden patches, grade the streets, put out shade trees and otherwise improve and beautify the property."²⁸² Fisk envisioned Elyria as a community of affordable homes for working class immigrant laborers. He offered 1,500 lots for sale for either \$20 or \$40 each that could be financed in monthly installments of \$5.²⁸³ Elyria incorporated officially in August 1890 and enjoyed steady growth during the next ten years.

This satellite town contained a small commercial district, mostly along East 47th Avenue, with numerous saloons and gambling halls. There also were several home-based businesses, like blacksmiths and repair shops, in the houses on both East 46th and 48th avenues. The two-story town hall, located at East 47th Avenue and Brighton Boulevard and described as being "of Romanesque design (and) built of pressed brick with sandstone trimmings," was converted to a fire station once Elyria became part of Denver.²⁸⁴ The brick smokestacks of three smelters—the Boston and Colorado, the Omaha and Grant, and the Globe—dominated the skyline. Operating twenty-four hours a day, these facilities provided employment but also belched smoke and were surrounded by enormous slag heaps. In the post-Panic period Denver diversified its economy to include more non-mining opportunities. The Denver Union Stockyards, and the associated slaughter houses or packing plants, especially the Western Packing Plant constructed in 1902, became major employers of Elyria residents.²⁸⁵

When annexed, Elyria had Denver Water Company service, Denver Consolidated Electric Company lights on the major streets, and a volunteer fire department established in 1891.²⁸⁶ Streets were unpaved, but regularly sprinkled to control dust. Metropolitan Railroad Company trolley tracks ran down the main thoroughfare and connected Elyria to Denver. While Elyria, over time, increasingly became an ethnic enclave of Slavic immigrants, the 1900 Census indicated Germans were the most prevalent nationality and the greatest number of residents worked at either the stockyards or in packinghouses. Even post-annexation, Elyria remained isolated. There were few bridges across the South Platte, although a small wooden structure allowed travel to adjacent Globeville. Despite repeated requests for a viaduct to provide safe passage amid the "dangerous maze of railroad tracks," one was never constructed.²⁸⁷

Railroad crossings, at 38th Avenue and Wazee Street and 46th Avenue and York Street, were dangerous, especially for children walking to school.²⁸⁸

Globeville

The company town of Globeville was established in 1889 to serve Polish, German-Russian, and Slovenian immigrants who worked at the Globe Smelting and Refining Company. The current boundaries of this former satellite town are 52nd Avenue to the north, the South Platte River to the east and south, and Inca Street to the west.

Globeville, established near the Holden smelter in 1886, was sold to bankers Dennis Sheedy and Charles Kountze in 1889. Families lived in small frame houses on Sheedy Row between Washington Street and the smelter. Single male laborers resided in hotels and boarding houses.²⁸⁹ Globeville officially incorporated on July 9, 1891; at the time, it had a population of 2,192. The new town erected municipal buildings, all on Washington Street: a town hall at 53rd Avenue, a jail at 47th Avenue, and a brick post office between 45th and 46th Avenues.²⁹⁰ The Globeville Electric Company installed lighting on all major streets in 1893 and the town had a total of thirty water hydrants. By the early 1900s there was a commercial corridor along 45th Avenue. The town reused smelter slag to surface roads and sidewalks.

Like adjacent Elyria, Globeville was geographically isolated. It lacked bridges, and both the South Platte River and railroads formed physical barriers. The closest streetcar access was at 38th Avenue and Larimer Street, still quite distant from the town itself. Globeville also exhibited patterns of ethnic segregation within the town. Longtime resident Anna Reisbick attributes this pattern to “perhaps in the earlier years, the suspect and critical attitudes between Catholics and Protestants in their native countries.” She claims, however, despite this lack of socializing, the various ethnic groups “respected one another and got along remarkably well, which created a good community spirit.”²⁹¹ Residents relied upon their ethnic churches for spiritual support. The Holy Transfiguration of Christ Orthodox Cathedral, constructed in 1898 at 4711 Logan Street (5DV.771), was the first Slovak church built in Colorado. There were two German congregations, the German Seventh Day Adventist Church at 4602 Logan Street (5DV.1691.21) and St. Paul’s German Church at 4438 Sherman Street (5DV.1690.9), both with their buildings constructed in 1900. Two years later, the Poles gained a fine place of worship: St. Joseph’s Polish Roman Catholic Church at 517 East 46th Avenue (5DV.782). Ultimately, there were a total of eight ethnic churches in Globeville, and residents fondly recall the chorus of church bells that marked the beginning and end of each work day.

Although Globeville started as a company town not all residents were employed at the smelter. Starting in 1893 numerous residents, especially members of the large Germans from Russia population, worked seasonally in the sugar beet fields. Entire families would leave their homes in Globeville in the early spring, decamping to shacks beside the beet fields, and then return in the fall after the harvest. These agricultural opportunities provided much-needed supplementary incomes. The Chopyak family worked twelve hours per day, six days a week to earn \$20 per acre tended, and, “in a good season they could make up to \$1,000.”²⁹² The availability of sugar beet work also boosted Globeville’s population, with the area growing to approximately 4,000 residents by 1907. However, such seasonal fieldwork had a detrimental effect upon children’s education, especially when the students missed several months of school for multiple years in a row.

Montclair

Montclair was always much more spectacular in dreams than reality. Eccentric and energetic German entrepreneur Baron Walter von Richthofen, the uncle of World War I flying ace Baron Manfred von Richthofen, dabbled in a wide variety of schemes in Denver.²⁹³ He joined the Montclair Town and

Improvement Company and, in 1885, platted the satellite town of Montclair on prairie land four miles east of downtown. The current boundaries of this former satellite town are East Colfax Avenue to the north, Quebec Street to the east, East 6th Avenue to the south, and Holly Street to the west. Richthofen constructed a grey stone castle (5DV.158) for himself and to attract other elites to this suburb far from the pollution, crime, and vice of Denver. He sold larger (and more expensive lots) than elsewhere in the city for \$150, and required all houses built in Montclair be at least three stories and cost \$10,000 or more. All new homeowners were expected to construct high-quality flagstone or granite sidewalks and retain space for a tree lawn adjacent to the street. The town of Montclair incorporated in 1888.

Richthofen built it—establishing a town hall, police and fire department, a weekly newspaper, both private and public schools, a deer park at his estate, and an art gallery—but Denver’s privileged classes did not come, because there was no way to get to Montclair.²⁹⁴ The area remained isolated until the 1889 arrival of a horse railway along East Colfax Avenue; this service was upgraded, first to steam and then an electric streetcar line, in 1890. The Panic of 1893 dashed all hopes for Montclair’s speedy development. The economic downturn forced foreclosure of lots for back taxes and halted all home construction. Instead of giving up, however, Richthofen simply shifted his focus to another development scheme for Montclair. He proposed an elaborate health spa with a hotel, casino, bath house, and four-acre park and got some of Denver’s most wealthy residents to serve on the Board of Directors for this unrealized venture.

The Baron passed away after an appendectomy in May 1898, at the age of 49. In Montclair he left behind “his castle, his trees, his fanciful plans for parks and parkways, and enough dreams to last another century,” according to historian Tom Noel.²⁹⁵ Post-Panic Denver required more practical development schemes and the vision for an elite suburb was abandoned. By 1900 Montclair was home to eighty-eight families from a wide swath of the upper and lower middle classes. Despite vehement opposition to annexation, the 415 residents of Montclair became Denver citizens in 1902.²⁹⁶ It was future Mayor Robert Speer, when he served in Denver’s Public Works department, who announced plans to make Richthofen’s vision for spacious boulevards and tree-lined boulevards a reality in Montclair as part of the City Beautiful parks and parkway improvements.

Valverde

Valverde was located along the Denver and South Park Railway at the southeastern corner of Denver on the west side of the South Platte River. The current boundaries of this former satellite town are West Alameda Avenue to the north, Platte River Drive to the east, West Mississippi Avenue to the south, and Federal Boulevard to the west.

Valverde, meaning “avenue lined with trees” in Spanish, had its start in 1873 when the Valverde Town and Improvement Company platted the development. The town incorporated in 1888 and quickly constructed municipal buildings including a town hall, jail, and school. A modest business district formed along West Alameda Avenue east of Tejon Street. The eastern part of town was reserved for industrial uses. Key companies included pottery and brick producer Denver Fire Clay Company, the Kuner Pickle Company, Western Glass Manufacturing (located at present-day South Pecos Street and West Bayaud Avenue, but no longer extant), and Western Chemical Company. The town boasted the revenues from such manufactures benefited the local economy and assured residents. It had the lowest taxes of any town in the region.²⁹⁷ Valverde’s residential area, consisting mostly of single-family homes, was located on the bluffs above, where houses were less likely to encounter the frequent flooding of the South Platte River. In 1892 the town annexed Richthofen’s Addition north of West Alameda Avenue; at the

opposite end of the financial scale from Montclair, here the eccentric baron sold lots for \$25 to \$75, welcoming installment payments.

In addition to manufacturing, in the late 1880s and early 1900s Valverde was known for agriculture, especially commercial celery growing. The wet, fertile land near the South Platte River proved ideal for this cash crop. At its height the town's twenty-five to thirty local growers produced nearly 2.9 million bunches of celery annually on a sixty-acre plot near West Nevada Place and South Raritan Street. These vegetables were sold not only in Denver but also as far away as Chicago and St. Louis, shipped straight from the field thanks to easy railroad access. Valverde became synonymous with "all that is excellent in celery . . . the topnotch in crispness, in color, and flavor."²⁹⁸

Tuberculars Seek the Cure in Denver

Tuberculosis (also known as consumption or TB) was the leading cause of death in the United States during much of the late nineteenth century and the first decade of the twentieth. During that period, Colorado's rate of mortality from the disease ranked at or near the top among all the states, due principally to the number of sufferers who arrived in search of a cure.²⁹⁹ Colorado settlers may have come for the gold, but many stayed for the climate. The region's fresh mountain air and healing sunshine became part of the standard treatment regimen for those suffering from TB, a bacterial infection that attacks primarily the lungs, causing patients to cough up blood, complain of chest pain, lose weight, and experience fatigue. The connection between Denver and TB greatly impacted the city, with sanitariums and other facilities to aid consumptives appearing in several parts of the city. Although doctors had established fledgling hospitals as early as 1859, philanthropists, religious groups, and healthcare professionals pursuing a cure for the "white plague" also contributed to the development of the city's healthcare industry. The arrival of thousands of TB sufferers also influenced suburban construction and settlement, with many subdivisions promoting their health-related advantages to potential residents. Finally, many of the "lungers" who originally came as patients, once healthy, remained here and made contributions that benefitted their adopted city.

By the 1880s some Denver residents wished the healing effects of their hometown climate had remained a secret. They worried the image of Denver "might become a city of invalids hobbling about with canes and sputum cups," but, it was too late to stop the multitude of TB sufferers from seeking the cure in Denver.³⁰⁰ By 1893 an estimated 30,000 consumptives had arrived in Denver, and more were on the way. "Consumptives were to the Denver economy (then) what tourists are today," wrote historian Louisa Ward Arps.³⁰¹

New Healthcare Facilities

The TB experience tended to be easier for the wealthy, as those with financial means found a few small, private sanatoria that were more akin to luxury hotels or European spas.³⁰² Consumptives without resources sometimes slept in public parks and, in the worst cases, died before receiving any medical attention. Frances Wisebart Jacobs, a philanthropic member of Denver's established Jewish community, made it her mission to assist these impoverished patients.³⁰³ In 1889 she raised funds and encouraged her fellow Jews to establish a hospital committed to TB care for the poor. In 1893, just one year after Jacobs passed away, this new healthcare facility was finally complete. Unfortunately, the economic downturn that year stalled all fundraising and prevented the new hospital from immediately serving patients.

The facility finally opened its doors in 1899, after Denver Rabbi William Friedman and businessman-philanthropist-politician Louis Anfenger convinced the national B'nai B'rith organization to operate and maintain the new National Jewish Hospital for Consumptives (NJHC, 5DV.1632). The hospital never intended to be restrictive based on religion or financial resources. The first patient treated was a

Protestant Swedish woman from Minnesota. The facility's focus was on the poor; doctors and nurses followed the institutions official motto: "None may enter who can pay—none can pay who enter." The original capacity at NJHC was sixty patients, with an initial, but later discarded, six-month limit on patient stays. Jews by no means had a monopoly on TB care in the Denver-area. Examples of TB facilities operated by other groups include: the 1894 Oakes Home in North Denver (5DV.129) affiliated with Episcopalians; Englewood's 1905 Swedish Consumptive Sanatorium, now known as Swedish Hospital; Wheat Ridge's 1905 Evangelical Lutheran Sanatorium; and Dutch-affiliated 1913 Bethesda Tuberculosis Sanatorium in south Denver.

In nearby Lakewood a second Jewish TB healthcare complex developed. The Jewish Consumptives Relief Society (JCRS, 5DV.178) was different from NJHC in three inter-related ways: the characteristics of the individuals who established the facility, the location of the complex, and the patients it sought to serve. The group involved in fundraising for and building JCRS, all members of or related to Jewish working class immigrants, included physicians Dr. Charles Spivak, JCRS executive secretary, and Dr. Philip Hillkowitz, JCRS president. Both doctors served from inception until their respective deaths in 1927 and 1948. Dr. Hillkowitz's father, Rabbi Elias Hillkowitz, known as the "dean" of the west side Orthodox Jewish rabbis in the early 1900s, also participated actively with JCRS.³⁰⁴ Located near the West Colfax Jewish ethnic enclave, JCRS mostly served patients who lived in that neighborhood or were newly arrived Eastern European Jewish immigrants who traveled to Colorado specifically to seek a TB cure. At their hospital in east Denver, NJHS accepted only patients with recently-diagnosed TB. JCRS treated patients in all stages of the disease. Given the orthodox backgrounds of the founders and the clientele JCRS also committed to providing "a more Jewish environment," including kosher food and, by 1911, an on-site synagogue.³⁰⁵ Reflecting some of the tensions between established Jews who arrived in the pioneer era and later arriving immigrant Jews, JCRS wanted to provide healthcare for those East European immigrant Jews who "felt their German co-religionists often acted in a condescending manner to the newcomers who brought with them their 'Old World' manners, language, religious customs, and dress."³⁰⁶

In September 1904 JCRS welcomed its first seven patients. There were frame and canvas TB tents for the patients and a one-story administration building, named after Dr. Spivak, located on an isolated 148 acre site. JCRS adopted as its motto a passage from the Talmud meaning, "He who saves one life saves the world." As more buildings were added they were arranged facing inward along a central landscaped parkway, giving JCRS a campus-like appearance and feel intended to be soothing to the patients. An artesian well provided water and grains, poultry, and dairy products came from the on-site farm. The 1908 New York Ladies Auxiliary Pavilion, also known as the Rotunda, is the most architecturally and medically significant building at JCRS. The building features a large circular room at the rear featuring multiple wide exterior doorways through which the patients were pushed in their beds onto the large (no longer extant) wraparound porch for fresh air and sunshine. Over ten thousand patients received care at JCRS in its fifty year history.³⁰⁷

Healthy Housing

As early as 1868, the Denver Board of Trade promoted the health benefits of pure mountain air and sunshine as a way to attract new residents and increase the city's population. Several of the satellite towns surrounding Denver—namely Barnum, Berkeley, Highlands, and Montclair—adopted similar marketing, mentioning their non-urban locations far from pollution and industry as being good for those with weak lungs. The effect of TB on the historic built environment is clearly evident in the former satellite town of Montclair, both in the Molkery civic building (5DV.848) and the numerous houses individual property owners constructed to serve tuberculars in this suburb.

In 1888 Baron Walter von Richthofen built a specialized building, the Molkery, as a tuberculosis sanatorium and hotel. There is no evidence he had either medical training or any pre-construction advice from members of the profession. The eclectic two-story frame building with a rhyolite foundation, large wraparound porch, and Arts and Crafts influences features space for cattle to stable in the basement while TB patients lounged upstairs on sun porches, drank fresh milk, and breathed in the natural odors associated with cows. Exposure to sunshine and plentiful healthy food, especially large quantities of milk and eggs, were part of the accepted treatment for TB at NJHC, JCRS, and other sanatoria. However, these hospitals also recommended the breathing of fresh and pure, rather than bovine-befouled, air. The Molkery was not successful as a TB sanatorium; it seems likely Richthofen had challenges convincing TB sufferers to submit to the ‘cow cure.’ This Denver Landmark was converted to an insane asylum but has been used as a City of Denver community center since 1909.

Montclair also features some houses designed specifically for consumptives. These spacious single-family homes were built with dual unenclosed side or sleeping porches and open floor plans that were considered therapeutic for their access to fresh air and sunshine. Over time, many TB houses had their open-air porches enclosed for additional living area. For example, a 1902 TB house is located at 791 Newport Street (extant).

Famous Consumptives Make Their Mark

The history of Denver, and Colorado as a whole, is peopled with thousands of “lungers,” individuals who came seeking a cure for TB. While many individuals died, a large percentage of the patients survived and went on to have long and productive lives. The following well-known former TB sufferers are just a few of the survivors who impacted Denver’s history and development:

- Baron von Richthofen, founder of the Montclair neighborhood
- Robert Speer, former multi-term Denver Mayor and reformer, responsible for bringing the “City Beautiful” movement to the city
- Edwin “Big Ed” Johnson, a three-term Colorado governor and U.S. senator
- Temple Hoyne Buell, architect for the Paramount Theatre and developer of the first Cherry Creek Shopping Center

3.4. Conclusion

The Panic of 1893 and its ensuing depression represent a milestone in Denver’s history. The financial crisis brought the boom period of preceding years to an abrupt end. During the resulting economic downturn the city witnessed bank runs, business failures, a real estate market collapse, and many other events that a few years earlier would have been unthinkable. Denver’s citizens suffered through unemployment, and some members of the wealthy elite experienced complete reversals of fortune. As a direct result of the Panic, a total of five satellite towns—South Denver, Harman, Highlands, Barnum, and Colfax—joined Denver in order to avoid municipal debt while providing their citizens with necessary services.

At the end of the century the city’s recovery began. Demonstrating they had learned the folly of having a single-commodity based economy, the Chamber of Commerce, both during and after the depression, attracted a wider variety of businesses and industry. Denver business leaders still emphasized the importance of mining, but complemented this field with manufacturing, agricultural processing and supply, and tourism-related services. Beyond their impacts on the local economy and the burgeoning healthcare industry, consumptives seeking and often finding a cure in Denver also affected the built environment and made major contributions to the city. In the 1900s, like the rest of the country, Denver experienced the beginnings of the Progressive Movement. With an emphasis on order and

professionalism, this philosophy inspired governmental system improvement and the 1902 creation of the City and County of Denver. This constitutional change also led to annexation of six more outlying towns—Argo, Berkeley, Elyria, Globeville, Montclair, and Valverde. In 1904, with the election of Mayor Robert Speer, Denver found itself on the cusp of a new era, a period defined by his progressive belief in the principles and potential of the “City Beautiful” movement. Mayor Speer exerted tremendous influence over the city’s development during the three terms he served as the city’s leader.

²²⁸ Lyle W. Dorsett and Michael McCarthy, *The Queen City: A History of Denver*, 2nd ed. (Boulder, Colorado: Pruett Publishing Company, 1986), 82.

²²⁹ Ken Schroepel, “Denver’s Single-Family Homes by Decade: 1900s,” 4 March 2012, accessed 24 March 2015, <http://denverurbanism.com/2012/03/denvers-single-family-homes-by-decade-1900s.html>.

²³⁰ Stephen J. Leonard and Thomas J. Noel, *Denver: Mining Camp to Metropolis*, (Niwot, Colorado: University Press of Colorado, 1990), 123.

²³¹ Dorsett and McCarthy, *Queen City*, 82.

²³² Leonard and Noel, *Denver*, 142. In 1897 British visitor George W. Steevens, observing Denver’s “fledgling parks and shabby attractions” quipped that “the Queen City of the Plains was ‘more plain than queenly.’”

²³³ Dorsett and McCarthy, *Queen City*, 113. Dorsett questioned how much assistance these wealthy women actually dispensed. He stated their “narrow views of who deserved help ruled out many of the poor,” noting how the “Ladies Relief Society refused to aid people who they did not find ‘worthy.’”

²³⁴ Millie Van Wyke, *The Town of South Denver* (Boulder, Colorado: Pruett Publishing Company), 1991.

²³⁵ Carl Ubbelohde, Maxine Benson, and Duane A. Smith, eds., *A Colorado History* (Boulder, Colorado: Pruett Publishing Company, 1982), 229.

²³⁶ The “Bottoms” were located between present-day Union Station and the South Platte River in lower downtown. River Front Park, according to a map in Louisa Ward Arps’ *Denver in Slices*, was located further north, right on the banks of the river.

²³⁷ Leonard and Noel, *Denver*, 104.

²³⁸ Coxe presciently advocated for the kind of work relief programs the U.S. government adopted nearly forty years later, during the Great Depression. The first federal minimum wage was set at 25 cents in 1938.

²³⁹ Robert B. Ridinger, “Coxey’s Army,” 1 December 2011, accessed 24 March 2015, <http://historybusiness.org/2410-coxeys-army.html?newsid=2410&seourl=coxeys-army>. Use of the U.S. Capitol steps as a venue for protest foreshadowed later labor and civil rights protests of the twentieth century.

²⁴⁰ Leonard and Noel, *Denver*, 103.

²⁴¹ Leonard and Noel, *Denver*, 104.

²⁴² Gayle Baker, *A Boomtown History: Denver* (Santa Barbara, California: HarborTown Histories, 2004), 58. Dr. Gayle Baker characterized Waite as “unprepared and incapable of dealing with crisis,” referring to the events at City Hall as a “ridiculous military operation.”

²⁴³ Stephen Grace, *It Happened in Denver* (Guilford, Connecticut: TwoDot, 2007), 52.

²⁴⁴ Dorsett, *Queen City*, 87.

²⁴⁵ Thomas J. Noel, *Richthofen’s Montclair: A Pioneer Denver Suburb* (Denver, Colorado: Graphic Impressions, 1976), 13.

²⁴⁶ During the depression some train companies offered reduced or free fares for people, especially the jobless, to travel from Denver.

²⁴⁷ Van Wyke, *South Denver*, 90. No doubt tensions were quite high; this article was written the same day there were runs on Denver banks.

²⁴⁸ Clark Secrest, *Colorado Heritage* article from 1992, quoted in Steve Fisher, *A Brief History of South Denver & University Park* (Charleston, South Carolina: The History Press, 2012), 12.

²⁴⁹ Phil Goldstein, “The Cherry Creek Neighborhood, accessed 24 March 2015, <http://bromwell.dpsk12.org/about/history/the-town-of-harman/>.

²⁵⁰ Article about Congregational Church: *Rocky Mountain News*, January 1, 1892; Article about Catholic Church: *Rocky Mountain News*, April 27, 1903. Both quoted in Goodstein, “Cherry Creek.” None of these churches are still extant.

²⁵¹ Ken Schoepel, "Highland or Highlands?" 21 September 2008, Accessed 24 March 2015, <http://denverinfill.com/blog/2008/09/highland-or-highlands.html>. A debate exists over whether "Highland" or "Highlands," with an "s," is more accurate. Ken Schroepel, in a 2008 blog post, based upon information from Ruth Eloise Wiberg's *Rediscovering Northwest Denver* and William C. Jones and Kenton Forrest's *Denver: A Pictorial History*, attempted to cut through the confusion. He noted when Larimer platted the town site, he used the singular moniker. By 1875, when the village government was established, the community had incorporated a wide range of individual subdivision plats with "Highland" in their name. So, the plural "Highlands" was used in official paperwork and continued to be used from that point onward. Based upon this history, Schroepel contends the singular should be used when "referring specifically to the oldest part of northwest Denver closest to Downtown...," but if you want to identify the area west of Zuni Street, you should probably call it Highlands. This writer offered yet another possibility: calling "the whole thing" Highland but then referring to the portion closest to downtown and the Platte River as Lower Highland. He implores readers "please, please, whatever you do, just don't call it 'LoHi'!!" Ironically, it is this last name that appears to be the most popular currently, especially among realtors, marketers, and newcomers to the Denver area.

²⁵² In 1890 Highlands ranked as the sixth largest city in Colorado. Leonard and Noel, *Denver*, 61.

²⁵³ The 1875 upscale subdivision of Highland Park was modeled after a Scottish village and included curving streets with names like Argyle, Dunkeld, Caithness, Firth, and Fife.

²⁵⁴ Robert Autobee, "If You Stick with Barnum," *Essays and Monographs in Colorado History* (1992): 6. "A commentator wrote in 1949 that (at the time P.T.) Barnum 'could have bought all of what is now Park Hill and most of Capitol Hill'" for the same price.

²⁵⁵ Autobee, "Barnum," 9.

²⁵⁶ Early resident F.S. Kinder, quoted in Sharon R. Catlett, *Farmlands, Forts, and Country Life: The Story of Southwest Denver* (Boulder: Westcliffe Publishers, 2007), 64.

²⁵⁷ Denver Public Library, Western History Department, "The Goldineh Medinah," accessed 24 March 2015, <https://history.denverlibrary.org/west-colfax-neighborhood-history>.

²⁵⁸ Ida L. Uchill, *Pioneers, Peddlers & Tsadikim: The Story of Jews in Colorado*, 3rd ed. (Boulder, Colorado: University Press of Colorado, 2000), 188.

²⁵⁹ The current Temple Events Center represents the third building for this congregation. The first, a simple wood frame building, was located at 19th and Curtis streets. In 1882 the congregation constructed its second and much grander stone building at 2400 Curtis.

²⁶⁰ Uchill, *Pioneers*, 203.

²⁶¹ Uchill, *Pioneers*, 196.

²⁶² Van Wyke, *South Denver*, 93.

²⁶³ Early in the recovery, construction mostly likely took place on empty parcels within Denver's numerous existing subdivisions. In 1893 there were seventeen subdivision plats filed, the peak for the context period. The nadir occurred in 1897 when only four filings occurred. Annual filing rates remained low from 1894 through 1901. The seventeen filings in 1902 marked the return of local real estate activity to near pre-Panic levels.

²⁶⁴ Baker, *Boomtown*, 63.

²⁶⁵ Leonard and Noel, *Denver*, 117.

²⁶⁶ Dorsett, *Queen City*, 84.

²⁶⁷ "Denver Merry-Making: Mask Parade, Followed by Promiscuous Masking in the Streets, Yesterday," 7 October 1897, *Kansas City Journal*.

²⁶⁸ In 1983 the Downtown Denver Partnership sought inspiration from the Festival. To celebrate the opening of the 16th Street Mall, they launched "A Taste of Colorado," adding this new name to the older Festival of Mountain and Plain label.

²⁶⁹ Leonard and Noel, *Denver*, 127. Other successful Boettcher companies included the Ideal Cement Company, the Western Packing Company, Denver National Bank, and a brokerage house. The wealthy family invested in the Capitol Life Insurance Company, the Public Service Company of Colorado, the National Fuse and Powder Company, the Bighorn Land and Cattle Company, and the Brown Palace Hotel.

²⁷⁰ *Denver Times*, 24 December 1900, quoted in Thomas H. and R. Laurie Simmons, *Capitol Hill Neighborhood* (1994).

²⁷¹ *Denver Times*, 24 December 1900, 9.

²⁷² *Denver Times*, 18 February 1902, 3.

²⁷³ Jane Addams developed settlement houses in Chicago's immigrant neighborhoods, places for new arrivals to share their ethnic traditions and receive support during integration into an unfamiliar and overwhelming American society. Robert La Follette was a Wisconsin politician who opposed trusts and political bosses, championing direct democracy and reforms like primary elections, research-based legislation, women's suffrage, and municipal home rule. John Dewey was an educational reformer who believed in the power of pragmatism and participatory democracy, especially the powerful potential of cooperation among citizens, experts, and politicians.

²⁷⁴ Leonard and Noel, *Denver*, 140.

²⁷⁵ Thomas J. Noel and Barbara S. Norgren, *Denver: The City Beautiful and Its Architects, 1893-1941* (Denver, Colorado: Historic Denver, Inc., 1987), 18.

²⁷⁶ The Cultural Landscape Foundation, "Denver Park and Parkway System," accessed 10 June 2015, <http://tclf.org/landscapes/denver-park-and-parkway-system>.

²⁷⁷ Mark A. Barnhouse mentioned that Walker used some of the profits from his farm sale to purchase a magazine: *Cosmopolitan*. He later sold this publication to William Randolph Hearst. Mark A. Barnhouse, *Northwest Denver*, Images of America series (Charleston, South Carolina: Arcadia Books, 2012), mentioned that Walker used some of the profits from his farm sale to purchase a magazine: *Cosmopolitan*. He later sold this publication to William Randolph Hearst.

²⁷⁸ Amy Zimmer, *Denver's Historic Homes* (Charleston, South Carolina: Arcadia Publishing, 2013), 117.

²⁷⁹ Leonard and Noel, *Denver*, 122.

²⁸⁰ Perhaps to curtail just such types of activities, in July 1902 the *Denver Times* reported the town appointed marshals to "keep Berkeley pure and sober."

²⁸¹ Elizabeth MacMillan, *Elyria: Denver's Forgotten Suburb, 1881-1941* (Denver, Colorado: N.p.: 2004), v.

²⁸² *Rocky Mountain News*, 28 December 1880, quoted in Simmons and Simmons, *Overview*.

²⁸³ *Rocky Mountain News*, March 1881, quoted in MacMillan, *Elyria*, 1.

²⁸⁴ *Rocky Mountain News*, 1 January 1895, quoted in MacMillan, *Elyria*, 30. The building is no longer extant.

²⁸⁵ Other packing houses included the Coffin Plant, the Colorado Packing and Provision Company, and the Pepper Meat and Provision Company. Blaney-Murphy took over the Coffin operation, building a new packing plant on higher ground in 1923 after the original facility was destroyed in a flood. The building became Cudahy Packing and later Bar S and was the last packing plant in the area. It closed in 1999 and the site became a parking lot for the nearby National Western Stock Show.

²⁸⁶ Most of Elyria's individual houses were without electricity.

²⁸⁷ MacMillan, *Elyria*, 31.

²⁸⁸ The underpass at West 38th Avenue was not completed until the late-1920s.

²⁸⁹ Anna M. Reisbick's personal memoir, *Garden Place, Globeville, 1885-1950*, mentions four multi-family worker housing options in Globeville: the Globe Hotel at 5442 Washington Street, the Schmidt Hotel at 47th and Washington, the Priatt Boarding House and Saloon at 52nd and Washington Street, and an unnamed two-story boarding house at 45th Avenue near Broadway. None of these buildings are extant.

²⁹⁰ All of these buildings are no longer extant.

²⁹¹ Reisbick, *Garden Place, Globeville*, 3.

²⁹² Leonard and Noel, *Denver*, 186.

²⁹³ Some of his business interests included supporting the Denver Circle Railroad that Noel noted "never circled the city;" writing *Cattle-Raising on the Plains of North America* (1885) but failing in his aspirations as a cattle man; and opening a beer hall in South Denver that, when not successful with Denver's middle class visitors to the nearby Mining and Industrial exhibition, became a hub for the city's gamblers and prostitutes.

²⁹⁴ The Baron originally solved his transportation problem by providing a coach service for prospective buyers and new residents between the Tabor Grand Opera House and the outlying suburb.

²⁹⁵ Noel, *Richthofen's Montclair*, 18.

²⁹⁶ Noel, *Richthofen's Montclair*, 19. Montclair Mayor Harlan Thomas declared "I would rather walk ten miles to hell than go to the city of Denver to pay my taxes," and the small town even pursued their case against annexation all the way to the Colorado Supreme Court.

²⁹⁷ Simmons and Simmons, *Overview*, 44.

²⁹⁸ Catlett, *Farmlands*, 81.

²⁹⁹ Department of Labor, *Bureau of the Census, Mortality Statistics, 1907*, 8th Annual Report (Washington, D.C.: Government Printing Office, 1909).

³⁰⁰ Leonard and Noel, *Denver*, 122.

³⁰¹ Louisa W. Arps, *Denver in Slices*, (Athens, Ohio: Swallow Press, 1959), 163.

³⁰² Cragmor Sanatorium in Colorado Springs was the most well-known of this category of TB care facilities.

³⁰³ Jacobs was known as the "mother of Jewish charity work," and her portrait is in a stained glass window gracing the Colorado Hall of Fame in the rotunda of the State Capitol.

³⁰⁴ Denver Public Library, Western History Department "Jewish Consumptives' Relief Society (JCRS)," accessed 24 March 2015, <https://history.denverlibrary.org/west-colfax-neighborhood-history>.

³⁰⁵ When it opened in 1899, NJHC did not have a kosher kitchen, but this feature was added at a later date. Isaac Solomon built the synagogue at JCRS in memory of his son, Jacob, who died of TB. The original synagogue was destroyed in a fire. The current building, with Moorish architectural elements, was constructed in 1926.

³⁰⁶ Denver Public Library, "Jewish Consumptives' Relief Society (JCRS)."

³⁰⁷ The JCRS closed in 1954. The AMC Cancer Research Center subsequently occupied the property. The former healthcare complex currently is home to the campus of Rocky Mountain College of Art and Design (RMCAD).

Appendix C

A Note Regarding the Use of This Document:

Discover Denver’s Context-Theme-Property Type (CTP) documents are designed to provide general guidance to Discover Denver staff, its consultants, and field surveyors and to assist with the identification of properties worthy of enhanced level survey. CTP documents are not intended to inform determinations of eligibility made for purposes of compliance with national, state, or local preservation laws, ordinances, or regulations, including demolition review. Questions regarding eligibility for the National Register of Historic Places or the State Register of Historic Properties should be directed to the Office of Archaeology and Historic Preservation, State and National Register Coordinator at oahp@state.co.us. Questions regarding the eligibility for Denver Landmark designation should be directed to Denver Preservation Commission staff at landmark@denvergov.org.

For more information:

OAHN National and State Register: <http://www.historycolorado.org/oahp/national-state-registers>

Denver Landmark Preservation: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/landmark-preservation.html>

National Register Bulletins: <https://www.nps.gov/nr/publications/>

National Register Multiple Property Submissions (Colorado):

<http://www.historycolorado.org/archaeologists/multiple-property-submissions>

CONTEXT	1. The Instant City—The Gold Rush and Early Settlement, 1858-1892		
THEME	1.1. Development of Earliest Industries and Warehouses		
PROPERTY TYPE	Industrial and Warehouse Buildings		
DEFINITION	Industrial buildings are those associated with processing raw materials and manufacturing products. Warehouses are buildings used for storage of large amounts of raw materials or manufactured goods before shipment or sale. This property type includes some buildings with combined operations, such as manufacturing and retail or manufacturing and storage, as well as some complexes of buildings. The category does not include transportation-related resources, although it does include buildings used to produce products used in transportation.		
LIKELY GEOGRAPHIC LOCATIONS	Larger buildings and complexes are often found near railroads and the South Platte River. This building type has been identified or is likely to be found in Auraria, Baker, Elyria Swansea, Five Points, Globeville, Highland, Central Business District (CBD), Lincoln Park, Lower Downtown, Union Station, and other neighborhoods on the edges of Downtown Denver.		
POSSIBLE AREA(S) OF SIGNIFICANCE	Archaeology (Historic: Non-Aboriginal), Architecture, Commerce, Engineering, Ethnic Heritage, Industry		
POSSIBLE SIGNIFICANCE CRITERIA	Denver Landmark	1. History	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
		2. Architecture	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c <input checked="" type="checkbox"/> d
		3. Geography	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
	National Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D	
State Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D <input checked="" type="checkbox"/> E		

<p>PERIOD OF SIGNIFICANCE</p>	<p>NR Criteria A, B, and D, 1858-1892: must begin within this period, but could extend beyond the period; NR Criterion C: must have year built or remodeled within this period; NR Criterion D: archaeological significance is Non-Aboriginal Historic Archaeology.</p>
<p>BACKGROUND AND SIGNIFICANCE</p>	<p>Pioneer industries and warehouses arrived soon after the city's first residents. In 1860 newspapers advertised wholesalers in goods like groceries, hardware, and miners' provisions, as well as a flour mill, brewery, vinegar factory, cabinet and coffin makers, an ice company, lumber and brick yards, and foundries. Although the Civil War resulted in a loss of population and fear that the Colorado Territory would not survive, renewed post-conflict growth led to the gradual addition of substantial new industries and warehouses.</p> <p>In the 1870s the arrival of railroads connecting Denver to markets in the East and West encouraged growth, as the city became a hub of wholesaling, manufacturing, and industrial operations. The growth of the rail system throughout the state also facilitated transportation of raw materials and finished products, encouraging the development of industries and warehouses. Industrial operations included a woolen mill, terra cotta factory, two planing mills, cracker factory, a soap works, and carriage and wagon factories. Due to Denver's distance from eastern manufacturers, the types of manufacturing facilities present during its first three decades were diverse, ranging from small operations focusing on one type of item to large operations, such as a pottery works, paper mills, ice houses, and a chemical factory.</p> <p>During the silver boom beginning in the late 1870s, Denver became the major supplier to Leadville and other mining areas and an important manufacturing center of mining equipment and supplies. New industries in this decade ranged from pickle factories to foundries to machine works. Historian David Brundage in <i>The Making of Western Labor Radicalism</i> found 259 manufacturing companies located in Denver in 1880, with most employing less than 100 workers. Bricks, flour, and beer were among the leading manufactured items. Denver also became an important grain and livestock market, requiring attendant processing and storage buildings. Manufacture of mining machinery grew as an important industry, as did railroad car and machine building. Other important industrial operations included the Overland Cotton Mill, with its associated worker's village of Manchester, as well as the Denver Paper Mill, Colorado Iron Works, Colorado Milling & Elevator, and brewing companies. Companies began to locate on the edge of the developed city on less expensive land, serve larger markets, and attract more immigrant workers.</p> <p>Of particular importance to the economy were Denver smelters processing the ore extracted from Colorado's mines. These enterprises included the 1878 Argo Smelter, the 1882 Omaha and Grant Smelter, and the 1886 Holden/Globe Smelter. By the end of the 1880s smelting and refining comprised "over half the value of industrial production in the city," notes Brundage. The smelters are gone, but the neighborhoods which attracted new ethnic groups remain.</p> <p>Denver's prosperity up to the Silver Panic of 1893 resulted in a number of</p>

	<p>substantial masonry warehouses and industrial buildings. Wholesale warehouses included buildings that could encompass more than one function—such as storage, manufacturing, office, and retail activities—and provided goods and supplies for people and enterprises in the city and across the state and region. Warehouses held every conceivable manufactured item for sale, including groceries, clothing, hardware, furniture, and mining supplies. Larger wholesaling companies erected finely crafted multistory buildings for these purposes, and some industries developed large sites with multiple buildings and structures.</p>
<p>BUILDING TYPES/STYLES DOCUMENTED AND LIKELY TO BE SURVEYED</p>	<p>Commercial/19th Century Commercial, Late Victorian/Italianate, Late 19th and 20th Century American Movements, No Style</p>
<p>ELIGIBILITY STANDARDS</p>	<p>Construction between 1858 and 1892; can include later subordinate additions</p> <p>Sufficient historic integrity through retention of essential character-defining features, to serve as a good example of an industrial facility or warehouse dating to the period of significance</p> <p>NRHP significance in history, association with significant person, architecture, archaeology; State Register significance in history, association with person, architecture, archaeology, geography or association with person; Denver Landmark significance in history, architecture, and geography</p> <p>District potential may exist and should be considered</p>

PROPERTY SUB-TYPE	One-story Industrial or Warehouse Building
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One-story building, may be double-height; generally long rectangular plan • Masonry walls, generally red brick; often has stone foundation • Flat or gabled roof, often with corbelled cornice as principal ornament • Windows square-headed or arched, with double-hung sash • Wide horizontal span on facade between windows and cornice (to allow a sign or advertising) • Recessed or flush entrance at center or end of façade; openings may be arched • Simple vernacular design or formal architectural style • Expected to be a rare resource type due to loss of examples during recent periods of development
PROPERTY SUB-TYPE	Multistory Industrial or Warehouse Building
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Two or more stories; generally rectangular plan • Masonry walls, generally red brick; often has stone foundation and trim; may have cast iron, brick, or stone columns/pilasters and/or belt courses • Flat roof, with or without cornice and parapet • Generally square-headed or arched double-hung sash windows • Lower zone often visually distinct from upper and may include a retail storefront with plate glass display windows or office with large windows and a storefront cornice • Upper stories may have functioned as warehouse and/or manufacturing space • Vernacular design or formal architectural style
PROPERTY SUB-TYPE	Industrial Complex
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Includes more than one building and buildings may have varied number of stories; the majority of principal buildings must date to 1858-1892 for nomination of a district • Masonry walls, generally red brick for oldest buildings; often stone foundation • Buildings may have varied roof forms • Windows square-headed or arched double-hung sash • Main factory building and/or offices are most elaborately detailed components and may represent formal architectural style; other buildings may be of simple vernacular construction • Buildings may represent different functions, designs, materials, and dates of construction

INTEGRITY ASPECTS	Location, Design, Setting, Materials, Workmanship, Feeling, and Association
INTEGRITY CONSIDERATIONS	Location should be unchanged
	Original design and workmanship should be legible in masonry, trim, and other details. Should retain historic scale and massing. Due to large size of most buildings, some changes, such as some altered windows and entrances or subordinate additions, are acceptable.
	Setting may have changed through growth of the city
	Substantial original material, especially walls, should be present
	The building or complex should retain its integrity of feeling that evokes the 1858-1892 period of Denver's history
	Alterations resulting from continued industrial or manufacturing operations may not have a negative impact on the resource
	The building's historic association with the past should be supported by the other aspects of integrity although it may have a different function

DESIGNATED EXAMPLES			
Designated examples by property subtype; examples may not be available for all property types.			
Sub-Type	State ID # and Status	Address	Year Built
One-story Industrial or Warehouse Building	None yet designated		
Multistory Industrial or Warehouse Building	F.W. Crocker & Co. Steam Cracker Factory 5DV.2100, NRHP	1862 Blake St.	1881; 1885
	Union Warehouse (later Barth Hotel) 5DV.342, NRHP (contributing resource in Lower Downtown Landmark District #15)	1514 17 th St.	1882
	Denver City Railway Co./Hendrie and Bolthoff, 5DV.882, NRHP	1635 17 th St.	1882, 1892
	Hamburger Block 5DV.3012, NRHP	2199 Arapahoe St.	1891
	Overland Cotton Mill 5DV.2458, NRHP	1314 W. Evans Ave.	1891
Industrial Complex	Tivoli Brewing Co. 5DV.119, NRHP Landmark #26	1318 10 th St.	1882
OTHER EXAMPLES			
Examples given are not designated, but are good examples of the type indicated.			
Sub-Type	Property name (if available) and State ID#	Address	Year Built
One-story Industrial or Warehouse Building	None yet identified		
Multistory Industrial or Warehouse Building	Denver Fire Clay Company, 5DV.9330	3225 Blake St.	1885
	Struby-Estabrook Co., 5DV.4710	1660 17 th St.	1886
	Kaminski Barrel Co. 5DV.3344	2210 Blake St.	1888
	Mouat Lumber 5DV.4708	2550 Blake St.	1890
	Big Chief Bottling Co. 5DV.536	1539 Platte St.	1889-90
Industrial Complex	Colorado Iron Works, 5DV.4788	3350-90 Brighton Blvd.	1887

Appendix D

A Note Regarding the Use of This Document:

Discover Denver’s Context-Theme-Property Type (CTP) documents are designed to provide general guidance to Discover Denver staff, its consultants, and field surveyors and to assist with the identification of properties worthy of enhanced level survey. CTP documents are not intended to inform determinations of eligibility made for purposes of compliance with national, state, or local preservation laws, ordinances, or regulations, including demolition review. Questions regarding eligibility for the National Register of Historic Places or the State Register of Historic Properties should be directed to the Office of Archaeology and Historic Preservation, State and National Register Coordinator at oahp@state.co.us. Questions regarding the eligibility for Denver Landmark designation should be directed to Denver Preservation Commission staff at landmark@denvergov.org.

For more information:

OAHN National and State Register: <http://www.historycolorado.org/oahp/national-state-registers>

Denver Landmark Preservation: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/landmark-preservation.html>

National Register Bulletins: <https://www.nps.gov/nr/publications/>

National Register Multiple Property Submissions (Colorado):

<http://www.historycolorado.org/archaeologists/multiple-property-submissions>

CONTEXT	1. The Instant City—The Gold Rush and Early Settlement, 1858-1892	
THEME	1.2. Earliest Commercial Development	
PROPERTY TYPE	Commercial Buildings	
DEFINITION	Commercial buildings include resources throughout Denver broadly classified as commercial, including offices, department stores, financial institutions, hotels, and theaters, as well as smaller-scale retail and service establishments housing such businesses as saloons, restaurants, groceries, drug stores, brothels, clothing stores, cobblers, mercantiles, and kindred establishments. The theme does not include warehouse, industrial, or transportation related resources.	
LIKELY GEOGRAPHIC LOCATIONS	Commercial buildings are primarily found in the downtown core of the city and abutting neighborhoods, including the Central Business District (CBD), Union Station, Highland, Lincoln Park, and Five Points. The most intensive commercial uses in terms of scale and building height are located in the CBD and Union Station areas. Scattered lower-rise commercial uses are situated in other parts of the city and are often clustered along street railway lines, in such neighborhoods as Highland, Lincoln Park, Globeville, and Five Points.	
AREA(S) OF SIGNIFICANCE	Archaeology (Historic: Non-Aboriginal), Architecture, Commerce, Entertainment/Recreation, Ethnic Heritage	
CRITERIA	Denver Landmark	1. History <input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
		2. Architecture <input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c <input checked="" type="checkbox"/> d
		3. Geography <input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
	National Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D
State	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D <input checked="" type="checkbox"/> E	

	Register
PERIOD OF SIGNIFICANCE	NR Criteria A, B and D, 1858-1892: must begin within this period, but could extend beyond the period; NR Criterion C: must have year built or remodeled within this period; NR Criterion D: archaeological significance is Non-Aboriginal Historic Archaeology.
BACKGROUND AND SIGNIFICANCE	<p>Denver City and Auraria, founded in 1858 on opposite sides of Cherry Creek, became the major service and supply centers along the routes to the mountain mining districts. Commercial development in Denver City was concentrated at the intersection of 15th and Larimer Streets. As historian Thomas J. Noel notes in <i>Denver's Larimer Street</i>, that thoroughfare “escaped the fire of 1863 which devastated Market and Blake and confirmed Larimer Street’s main street status.” In 1860 the two settlements united as Denver, which became the Territorial Capital in 1867. The slow growth of the 1860s ended during the following decade when the city gained transcontinental rail connections, increasing its population to 35,629 in 1880 and 106,713 in 1890. The surge in population stimulated the commercial sector, resulting in erection of new buildings to house retail shops, department stores, offices, restaurants, bars, service firms, hotels, entertainment venues, and financial institutions.</p> <p>During its early years, land uses within what would become downtown Denver were intermingled and included commercial, residential, educational, and religious functions. With increased mobility provided by the development of street railways in the 1870s and 1880s, many people moved to new subdivisions farther from downtown. Downtown parcels rose in value and land uses became increasingly segregated, with more intensive commercial applications displacing residential, educational, and religious functions.</p> <p>An infusion of new wealth from the silver bonanza at Leadville led to erection of commercial buildings of greater sophistication, larger scale, and increased verticality. The Tabor Opera House at 16th and Curtis Streets and Union Station at the north end of 17th Street, both built in 1881, drew commercial activity away from its pioneer origins along Larimer Street. Analyzing the Denver Central Business District in <i>Atlas of Colorado</i>, geographers Kenneth Erickson and Albert Smith conclude “breakthroughs in water pumping, forced-air heating and elevator transport were necessary precursors of the spectacular transformation of the CBD by ever taller buildings with ever greater total [square] footage. The transformation has allowed the development of an areally more compact business district while at the same time accommodating a larger clientele.” Some of the city’s most significant nineteenth century commercial buildings—including the Boston Building (1889), Denver Dry Goods (1889), Masonic Temple (1890), Kittredge Building (1891), Oxford Hotel (1891), Equitable Building (1892), and Brown Palace Hotel (1892)—rose between 1887 and 1892.</p> <p>Downtown Denver, embracing the Union Station and CBD neighborhoods, served as the undisputed commercial center of the city in the 1858-92 period. Other areas displaying clusters of commercial uses included the eastern Highland neighborhood, Santa Fe Drive between W. 6th and W. 9th avenues, and southwestern Five Points. Commercial resources in outlying areas were</p>

	smaller in scale, low-rise, and widely scattered, housing such functions as grocery stores, drug stores, feed stores, and hotels.
BUILDING TYPES/STYLES DOCUMENTED AND LIKELY TO BE DOCUMENTED	Commercial/Late 19 th Century Commercial, Late 19 th and 20 th Century Revivals/Renaissance Revival, Late 19 th and 20 th Century Revivals /Romanesque Revival, Late Victorian, Late Victorian/Italianate, Late Victorian/Queen Anne, No Style
ELIGIBILITY STANDARDS	Constructed between 1858 and 1892; can include later subordinate additions
	NRHP significance in history, association with significant person, or architecture; State Register significance in history, association with person, architecture, or geography; Denver Landmark significance in history, architecture, or geography
	Used commercially during all or part of the 1858-92 period
	Sufficient historic integrity through retention of essential character-defining features dating to the period of significance to serve as a good example of a commercial resource
	District potential may exist and should be considered

PROPERTY SUB-TYPE	Multi-Story Commercial Building
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Three or more stories in height • Masonry construction, including red brick and/or stone • Typically features a flat roof with corbelled brick or metal cornice • Square-headed or arched windows • More architectural ornament than smaller versions; may include corbelling, moldings, carved stone, columns, elaborated entrance, string and belt courses, decorative brickwork or plaques • First story often contains storefronts with individual storefronts and may have transoms, plate glass display windows, and cast-iron columns • Most examples found within the CBD and Union Station areas • Most likely to be architect-designed • Comprise some of Denver’s most significant commercial resources from this period
PROPERTY SUB-TYPE	Lower-Rise Commercial Building
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One to two stories in height • Masonry construction, including red brick and/or stone • Typically features a flat roof with corbelled brick or metal cornice • Windows may include plate glass display windows and multi-light transom • More vernacular in design than multi-story and less likely to display as many ornamental features • May house a single business or multiple storefronts • Examples found in downtown core as well as scattered examples in adjacent close-in neighborhoods, often along street railway lines
PROPERTY SUB-TYPE	Hotels
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Two to nine stories in height; first story may also house other commercial uses and feature storefronts with plate glass display windows and separate entrances • Masonry construction, including red brick or stone • Typically features a flat roof and corbelled brick or cast iron cornice • Elaborated central entrance • First floor lobby • Double-loaded corridors on upper floors • Largest scale examples are found in CBD and Union Station neighborhoods • Most likely to be architect-designed • May comprise some of Denver’s most significant commercial resources from this period

INTEGRITY ASPECTS	Location, Design, Setting, Materials, Workmanship, Feeling, Association
INTEGRITY CONSIDERATIONS	Location is unchanged
	Original design should be evident; may have additions if clearly subordinate to the original construction
	Setting may have some changes due to the growing city
	A high level of original materials should be present; replacement of some windows and doors is acceptable if the openings have not been resized and original fenestration patterns have not been disrupted; minor changes such as non-original roofing and painted brick are acceptable
	Original workmanship should remain evident in such aspects as masonry techniques, stone carving, and brick corbelling
	The building should evoke the feeling of Denver's 19 th century commercial architecture through retention of its essential physical characteristics
	Association may have changed through adaptive re-use but the building's link to past uses should be evident

DESIGNATED EXAMPLES			
Designated examples by property subtype; examples may not be available for all property types.			
Sub-Type	State ID No. and Status	Address	Year Built
Multi-Story Commercial Building	Joslin Dry Goods 5DV.1913, NRHP	934 16 th St.	1887
	Denver Dry Goods 5DV.135, NRHP Landmark #214	700 16 th St.	1888
	Boston Building 5DV.108, NRHP Landmark #179	822 17 th St.	1890
	Tallmadge and Boyer Block 5DV.663, NRHP	2926-42 Zuni St.	1891
	Kittredge Building 5DV.139, NRHP	511 16 th St.	1891
Low-Rise Commercial Building	Barney Ford Building 5DV.47.66 Landmark #138 (contributing resource in Lower Downtown Landmark District #15)	1514 Blake St.	1863/1875
	Buckhorn Exchange 5DV.700, NRHP Landmark #27	1000 Osage St.	1886
	Romeo Block 5DV.590, NRHP Landmark #213	2944 Zuni St.	1889
Hotel	Burlington Hotel 5DV.3311, NRHP Landmark #210	2201 Larimer St.	1891
	Brown Palace Hotel 5DV.110, NRHP Landmark #178	321 17 th St.	1892
	Rocky Mountain Hotel 5DV.1364, NRHP	2301 7 th St.	1892
OTHER EXAMPLES			
Examples given are not designated, but are good examples of the type indicated.			
Sub-Type	Property name (if available)	Address	Year Built
Multi-Story Commercial Building	Stores/Restaurant (Big Chief Bottling later)	1537-45 Platte St.	1890
Low-Rise Commercial Building	University Park Market No State ID#	2084 S. Milwaukee St.	1888
	Emerson Block 5DV.2634	1401-15 Ogden St.	1891
Hotel	St. Cloud Hotel 5DV.6039	2805 E. 16 th Ave.	1891

Appendix E

A Note Regarding the Use of This Document:

Discover Denver’s Context-Theme-Property Type (CTP) documents are designed to provide general guidance to Discover Denver staff, its consultants, and field surveyors and to assist with the identification of properties worthy of enhanced level survey. CTP documents are not intended to inform determinations of eligibility made for purposes of compliance with national, state, or local preservation laws, ordinances, or regulations, including demolition review. Questions regarding eligibility for the National Register of Historic Places or the State Register of Historic Properties should be directed to the Office of Archaeology and Historic Preservation, State and National Register Coordinator at oahp@state.co.us. Questions regarding the eligibility for Denver Landmark designation should be directed to Denver Preservation Commission staff at landmark@denvergov.org.

For more information:

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Denver Landmark Preservation: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/landmark-preservation.html>

National Register Bulletins: <https://www.nps.gov/nr/publications/>

National Register Multiple Property Submissions (Colorado):

<http://www.historycolorado.org/archaeologists/multiple-property-submissions>

CONTEXT	1. The Instant City—The Gold Rush and Early Settlement, 1858-1892		
THEME	1.3. Residential Development—Worker Housing		
PROPERTY TYPE	Worker Housing		
DEFINITION	Worker (or working-class) housing is that built for persons performing manual labor related to manufacturing, transportation, construction, warehousing, food preparation, maintenance, sanitation, service, and other jobs. Worker housing includes company-owned dwellings, concentrations of working-class dwellings erected near places of employment, and other working-class housing found throughout the city.		
LIKELY GEOGRAPHIC LOCATIONS	This building type is found in concentrations near larger manufacturers, industries, and transportation systems. Individual houses are found scattered in early mixed-income neighborhoods of the city. Concentrations of worker housing have been identified or are likely to be found in Argo, Auraria, Baker, Barnum, Elyria-Swansea, Five Points, Globeville, Highland, La Alma/Lincoln Park, Valverde, West Colfax, and possibly other early Denver neighborhoods.		
POSSIBLE AREA(S) OF SIGNIFICANCE	Archaeology (Historic: Non-Aboriginal), Architecture, Commerce, Ethnic Heritage, Industry, Social History, Transportation		
POSSIBLE SIGNIFICANCE CRITERIA	Denver Landmark	1. History	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
		2. Architecture	<input checked="" type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input checked="" type="checkbox"/> d
		3. Geography	<input type="checkbox"/> a <input checked="" type="checkbox"/> b <input type="checkbox"/> c
	National Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D	
State Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D <input checked="" type="checkbox"/> E		

<p>PERIOD OF SIGNIFICANCE</p>	<p>NR Criteria A, B, and D, 1858-1892: must begin within this period, but could extend beyond the period; NR Criterion C: must have year built or remodeled within this period; NR Criterion D: archaeological significance is Non-Aboriginal Historic Archaeology.</p>
<p>BACKGROUND AND SIGNIFICANCE</p>	<p>Although workers were among the first residents of Denver, the Civil War and other events delayed growth of the city and its labor force. From the 1860s through 1875 industrialization was limited and manufacturing remained small-scale, including enterprises such as brick makers, flour mills, brewing companies, and wagon manufacturers. During this period workers usually lived near their places of employment due to limited public transportation and lack of time and money for its use. Most workers walked to work. Unlike the middle class, the location of work rather than transportation systems influenced where workers lived.</p> <p>With growing prosperity spurred by mineral discoveries, technological improvements in mining, and spread of the railroad network (including the 1870 transcontinental connection), Denver emerged as a regional supply center and a leader in banking, smelting, and manufacturing. As a result a substantial working-class population began to develop, as well as associated working class neighborhoods. Historian David T. Brundage (<i>The Making of Western Labor Radicalism: Denver's Organized Workers, 1878-1905</i>) found 8,700 manual workers lived in the city by 1880, constituting 66 percent of the workforce; that number rose to 33,000 people (68 percent of those employed) by 1890. He calls Denver in the nineteenth century "a working-class city."</p> <p>In the 1880s local leaders promoted the city's potential for industrial ventures and associated employment. New industries arrived and set up operation on the fringes of the developed city, attracting many immigrant laborers. Chinese workers who came to build railroads in the 1870s also pursued service jobs, living in a large "Chinatown" neighborhood (now gone) on Market and Wazee Streets. African American workers, comprising about 3 percent of the city's population during the era, migrated from the Southern United States to find work with Denver's railroads and other industries, living in the vicinity of their jobs. Jewish laborers often lived in the vicinity of West Colfax Avenue. All of these groups of workers were very mobile, leaving a job, neighborhood, or the city when a better opportunity appeared.</p> <p>Smelting and refining became the most important of the new industries, accounting for more than half of the value of Denver's industrial production by 1890. Efforts to establish a smelter dated to the late 1860s, with the first profitable plant established in the following decade. The most successful smelters included: Boston & Colorado Smelting Co.'s Argo Smelter (1878), the Omaha & Grant Smelter (1882), and the long-lived Globe Smelter (1886).</p> <p>The 1890 U.S. Census recorded thirty-eight nationalities in Denver, with the largest ethnic groups being Irish, German, British, and Scandinavians; Italians, Slovenes, Poles, and Germans from Russian arrived during the decade, with many moving into older established communities. Brundage indicates by the 1890s many workers "resided in the crescent of</p>

	<p>neighborhoods northwest, north, and northeast of the central business district (and literally ‘on the other side of the tracks’), where neighborhoods like Argo, Globeville, and Swansea offered small frame cottages close to jobs in foundries, machine shops, and smelters.” Some workers lived in multi-family dwelling options such as rowhouses/terraces, boarding houses, inexpensive hotels, and the upper stories of saloons. Others resided in secondary dwellings or above carriage houses at the rear of parcels. A few of the larger industrial operations developed company-owned worker housing, while many enterprises hired employees who lived near their operations in affordable dwellings they built, rented, or purchased.</p> <p>Mining machinery manufacturing became the city’s second-most-important industry of the late nineteenth century, producing products utilized worldwide. Railroad car and machine production constituted the third largest industry, with the Denver & Rio Grande (D&RG), Denver & New Orleans, Denver, South Park & Pacific (DSP&P), and Kansas Pacific establishing machine and car shops in huge rail yards along the east bank of the South Platte River and employing hundreds of workers who sought economical housing nearby. Auraria and La Alma/Lincoln Park contained some of the city’s larger working-class areas due to proximity of the D&RG and DSP&P yards, as well as an ore-sampling plant, brewery, and flour mill.</p> <p>Other Denver manufacturers also employed members of the working class. For example, in 1890 the Overland Cotton mill employed 250 workers at cloth production and featured “a tiny industrial village optimistically named ‘Manchester,’” according to Brundage. The operation was unusual in Denver for employing women and children as well as men. Other industries with larger workforces in the late 1880s and early 1890s included Denver Paper Mills, Hitchcock Knitting Mill, Colorado Iron Works, Colorado Milling & Elevator, and Zang Brewing Co.</p>
BUILDING TYPES/STYLES DOCUMENTED AND LIKELY TO BE DOCUMENTED	Hipped-Roof Box, Late Victorian, Late Victorian/Gothic Revival, Late Victorian/Italianate, Late Victorian/Queen Anne, Terrace, No Style
ELIGIBILITY STANDARDS	<p>Construction between 1858 and 1892; can include later subordinate additions</p> <p>Sufficient historic integrity to serve as a very good example of worker housing dating to the period of significance through retention of essential character-defining features</p> <p>NRHP significance in history, association with significant person, architecture, or archaeology; State Register significance in history, association with significant person, architecture, geography, or archaeology; Denver Landmark significance in history, architecture, or geography</p> <p>District potential may exist and should be considered</p>

PROPERTY SUB-TYPE	Single-family Worker Dwelling
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One- to one-and-a-half story • Mostly frame construction with horizontal board siding; smaller percentage of brick examples. Some examples may include historically recycled materials. • Windows with square-heads or arches and generally double-hung sash or sash and transom • Generally simple vernacular design with minimal ornamentation, sometimes with a few stylistic features, such as window hoods, decorative shingles, or turned spindle porch supports; a few may display more ornamentation • Generally front gabled roof; some side gable, hipped, and flat roofs • Generally small residential building with rectangular plan; some are only one-room wide • Many have a narrow façade and generally are 850 square feet or less • Typically a projecting porch with turned spindles, slender square columns, or square post supports, although may display round columns or just stoops • Dwellings are often located close to street on very narrow parcels with limited front or rear yards • Property may include associated buildings and structures, such as sheds, garages, barns, chicken coops, and smokehouses • Houses may be more significant as components of districts rather than individually • Individual houses may be rare remaining examples associated with a particular industry
PROPERTY SUB-TYPE	Rowhouse/Terrace Type
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One- or two-story rectangular building with two or more dwelling units • Red brick construction, sometimes with stone trim • Typically a flat roof and parapet that may have corbelling or stone trim • Windows and entrances may be square-headed or arched; generally double-hung sash • Exterior ornamentation may be limited, but due to similarity with middle-class terraces, research is often required to confirm occupants' economic positions • Two or more entrances on façade corresponding to number of dwelling units • Individual units tend to be narrow, often one-room wide • Often separate projecting porch for each dwelling unit; porches may have turned spindles

PROPERTY SUB-TYPE	Other Multi-family Worker Housing
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Two or more stories • Brick construction • Flat or hipped roof; may have corbelled brick or cast iron cornice • Evenly spaced double-hung sash windows on upper stories may have arched lintels or square heads • First story may house commercial uses and have storefront design • Often separate first story entrance to upper floors on façade • Individual living units small in size • Boarding and rooming houses may resemble large single-family houses

INTEGRITY ASPECTS:	Location, Design, Setting, Materials, Workmanship, Feeling, Association
INTEGRITY CONSIDERATIONS:	Location should be unchanged
	Original simplicity of design and small scale should be retained; should retain historic scale and massing; small addition on rear is acceptable
	Setting may have changed through alteration of original plantings, gardens, and other landscape elements,, addition or loss of outbuildings; and alterations due to development in area
	Original wall material should be present; minor alterations such as a few replacement windows or a nonhistoric door or painted brick are acceptable
	Workmanship reflecting the utilitarian character of the resources should be evident
	Should have integrity of feeling that evokes the 1858-1892 period of Denver’s history
	Association with Denver’s early worker housing stock should be evident and supported by other aspects of integrity

DESIGNATED EXAMPLES			
Designated examples by property subtype; examples may not be available for all property types.			
Sub-Type	State ID # and Status	Address	Year Built
Single-family Worker Dwelling	Fager Residence 5DV.3921 Landmark #242	2947 Umatilla St.	ca. 1883-85
Rowhouse/Terrace Type	Hannigan/Canino Terrace 5DV.2044, NRHP Landmark #170	3500 Navajo St.	1890
	Niblock-Yacovetta Terrace 5DV.446, NRHP	1301-19 W. 35 th Ave.	1891
Other Multi-family Worker Housing	Hope Hotel/Lodging House 5DV.2014 (contributing resource in Larimer Square National Register historic district and Larimer Square Landmark District #1)	1400 Larimer St.	1887
	Gahan's Saloon/Lanktree Hotel 5DV.104.2 (contributing resource in Larimer Square National Register historic district and Larimer Square Landmark District #1)	1401 Larimer St.	1889
	Burlington Hotel 5DV.3311, NRHP (contributing resource in Ballpark Neighborhood Landmark District #42)	2201 Larimer St.	1891
	Orlando Flats 5DV.2044, NRHP	2330 Washington St.	1892
	Rocky Mountain Hotel 5DV.1364, NRHP	2301 7 th St.	1892
OTHER EXAMPLES			
Examples given are not designated, but are good examples of the type indicated.			
Sub-Type	Property name (if available) and State ID#	Address	Year Built
Single-family Worker Dwelling	No state ID number	2748 Walnut St.	1885
	No state ID number	4634 Logan St.	1886
	Rische Cottages 5DV.666	1653 and 1659 Boulder St.	1886
	5DV.6071	1251 Kalamath St.	1880s
	No state ID number	653 E. Elgin Pl.	1890
	No state ID number	4642 Logan St.	1890

Rowhouse/Terrace Type	None identified
Other Multi-family Worker Housing	None identified

Appendix F

A Note Regarding the Use of This Document:

Discover Denver’s Context-Theme-Property Type (CTP) documents are designed to provide general guidance to Discover Denver staff, its consultants, and field surveyors and to assist with the identification of properties worthy of enhanced level survey. CTP documents are not intended to inform determinations of eligibility made for purposes of compliance with national, state, or local preservation laws, ordinances, or regulations, including demolition review. Questions regarding eligibility for the National Register of Historic Places or the State Register of Historic Properties should be directed to the Office of Archaeology and Historic Preservation, State and National Register Coordinator at oahp@state.co.us. Questions regarding the eligibility for Denver Landmark designation should be directed to Denver Preservation Commission staff at landmark@denvergov.org.

For more information:

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Denver Landmark Preservation: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/landmark-preservation.html>

National Register Bulletins: <https://www.nps.gov/nr/publications/>

National Register Multiple Property Submissions (Colorado):

<http://www.historycolorado.org/archaeologists/multiple-property-submissions>

CONTEXT	4. The City Beautiful and Civic Pride, 1905-29		
THEME	4.1. Residential Development—Small-Scale Single-Family Housing		
PROPERTY TYPE	Single-Family Housing		
DEFINITION	Small-scale single-family housing is defined as detached residences with an improved area of less than approximately 1,300 square feet (1,359 was the average finished area for single family dwellings built in Denver between 1905 and 1929).		
LIKELY GEOGRAPHIC LOCATIONS	This building type is most numerous in neighborhoods in the northwest and south-central areas of the city, including Berkeley, West Highland, Washington Park, Sunnyside, Platt Park, Washington Park West, and Congress Park, each of which contained at least 750 such dwellings. Neighborhoods holding from 400 to 749 dwellings included Barnum, North Park Hill, South Park Hill, University, Regis, and Speer.		
POSSIBLE AREA(S) OF SIGNIFICANCE	Architecture, Ethnic Heritage (areas developed by or attracting longtime residents predominantly of a particular ethnic group), Social History, Transportation (may be applicable to districts, such as those areas served by streetcars or impacted by significant roadway improvements)		
POSSIBLE SIGNIFICANCE CRITERIA	Denver Landmark	1. History	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
		2. Architecture	<input checked="" type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input checked="" type="checkbox"/> d
		3. Geography	<input type="checkbox"/> a <input checked="" type="checkbox"/> b <input type="checkbox"/> c
	National Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D	
State Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D <input checked="" type="checkbox"/> E		
PERIOD OF SIGNIFICANCE	NR Criteria A, B, and D, 1905-1929: must begin within this period, but could extend beyond the period; NR Criterion C: must have year built within this		

	<p>period. Archaeological significance is Non-Aboriginal Historic Archaeology.</p>
<p>BACKGROUND AND SIGNIFICANCE</p>	<p>During the 1905-29 period Denver added nearly 16,000 detached single-family dwellings to its housing stock to accommodate its growing population, which more than doubled over roughly the same period—from 133,859 in 1900 to 287,861 in 1930. A 2015 analysis of Denver Assessor data indicates that detached single-family houses built between 1905 and 1929 had an average improved area of about 1,300 square feet, a number which in many cases may reflect post-1929 additions.</p> <p>House designers of the early twentieth century discarded Victorian-era styles in favor of simpler, more functional plans featuring numerous built-ins. Working-class housing continued to be relatively small, with few decorative features. Some neighborhoods attracted large numbers of particular ethnic groups, whose customs and cultural traditions influenced local lifestyles and development. New subdivisions created often were served by the city’s expanding streetcar system, and growing popularity of automobiles during the period led to improvement of roads, bridges, and other transportation structures.</p> <p>As the nation became less agrarian and more affluent, average household size dropped from 4.2 in 1900 to 3.4 in 1930, encouraging the construction of smaller dwellings for the middle class. Historian Clifford E. Clark Jr. in <i>The American Family Home, 1800-1960</i> (1986) estimated that a generously sized middle class dwelling in 1905 contained 1,000 to 1,500 square feet, contrasted with 2,000 to 2,500 square feet in the 1880s. The average single-family dwelling built in Denver between 2000 and 2014 averaged 2,316 square feet of improved area.</p> <p>Other factors encouraging construction of smaller houses included the decline in domestic production of goods, such as canning and quilting, turning residents more into consumers than producers. Historian Gwendolyn Wright, author of <i>Building the Dream</i> (1981), observed “by 1910 it was rare to have single-purpose rooms such as libraries, pantries, sewing rooms, and spare bedrooms.” In discussing middle class housing Wright noted: “Though new houses declined in square footage, prices remained high, largely because of technological improvements, which were now considered ‘standard.’” The upgrades included indoor plumbing, central heating, and labor-saving appliances. The widespread adoption of the automobile led to inclusion of detached garages.</p> <p>Some examples of the small house property type may be based upon standardized or plan book designs. Plans for small dwellings in the early twentieth century were developed and popularized by the Architects’ Small House Service Bureau (ASHSB). The Mountain Division of the ASHSB organized in Denver in 1921 and in 1922 published a booklet on <i>How to Plan, Finance and Build Your Home</i>. The ASHSB prepared standard designs for houses of up to six primary rooms, varying from about 500 square feet to somewhat over 1,500 square feet, and focused on reducing waste and avoiding plans requiring “special features, finish, trim, and ‘extras.’” Designs for small houses such as cottages and bungalows were also included in plans published by the Gordon-Van Tine Company, Aladdin, Sears, Roebuck and Company, Montgomery Ward, in syndicated newspaper columns, such</p>

	<p>as those by William A. Radford, and in the <i>American Builder</i>, a periodical aimed at contractors. Given the widespread trend in constructing smaller houses and similarity of plans, attributing a design to a particular source is challenging based on fieldwork alone and may take extensive historical research to document.</p>
<p>STYLES DOCUMENTED AND LIKELY TO BE DOCUMENTED</p>	<p>Bungalow, Classic Cottage, Hipped-Roof Box, Late 19th and 20th Century Revivals/Colonial Revival, Late 19th and 20th Century Revivals/Tudor Revival/English-Norman Cottage, Late 19th and 20th Century Revivals/Spanish Colonial Revival, Late 19th and 20th Century Revivals/Mediterranean Revival, Late 19th and Early 20th Century American Movements/Craftsman, No Style</p>
<p>ELIGIBILITY STANDARDS</p>	<p>Construction between 1905 and 1929; can include later small, subordinate additions</p> <p>Sufficient historic integrity to serve as a very good example of a small-scale single family house dating to the period of significance through retention of essential character-defining features such as scale and massing, as well as original stylistic features</p> <p>NRHP significance in history, association with significant person (further research required), architecture, or archaeology; State Register significance in history, association with significant person, architecture, geography, or archaeology; Denver Landmark significance in history, architecture, or geography</p> <p>The small size of this property is an important character-defining feature. Additions substantially increasing the improved area negatively impact a dwelling's eligibility</p>

PROPERTY SUB-TYPE	Small-Scale Single-Family Dwelling
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Less than about 1,300 square feet of improved area • One, one-and-one-half, and two stories • Frame, brick, ornamental concrete block, and stucco construction • Windows with square heads or arches and generally double-hung sash (often multi-over-single light) or casements • May be designed in various period-revival styles or reflect pattern book designs or builder plans, such as Bungalows, Classic Cottages, or hipped roof box types • Ornamentation may be limited on some examples. Popular decorative features include contrasting brickwork, shaped rafter tails, half-timbering, shaped parapets, large focal windows, porch elaboration, and patterned brickwork • Roof is generally gabled or hipped • Porches vary widely, with some examples featuring gabled roofs and classical columns, gabled or hipped roofs with exposed trusses and battered piers, inset or enclosed porches, and open concrete stoops • Dwellings typically feature front and rear yards and the property often includes an alley-drive detached garage • Houses may be more significant as contributing components of districts rather than individually • Some houses may reflect standardized or plan book designs

INTEGRITY ASPECTS:	Location, Design, Setting, Materials, Workmanship, Feeling, Association
INTEGRITY CONSIDERATIONS:	Location should be unchanged
	Original small scale and massing should be retained; addition on rear is acceptable
	Setting may have changed through alteration of original plantings, gardens, and other landscape elements and/or addition or loss of outbuildings. Retention of these elements adds to significance.
	Original wall material should be present. Minor alterations such as a few nonfaçade replacement windows, a nonhistoric door or painted brick are acceptable
	Original workmanship should be evident in conveying the small-scale design through elements such as masonry, porch details, and entrance elaboration
	Should retain character evoking the small-scale single-family house of 1905-29 in Denver
	Direct link with Denver’s small-scale housing stock should be evident and supported by other aspects of integrity

DESIGNATED EXAMPLES			
Designated examples by property subtype; examples may not be available for all property types.			
Sub-Type	State ID # and Status	Address	Year Built
Small-Scale Single-Family Dwelling	5DV.9625, Coffey House, Classic Cottage (contributing resource in Wolff Place Landmark District #46)	3106 Perry St.	1910
	5DV.11095, Carroll House, Bungalow (contributing resource in Ghost Landmark District #51)	3446 W. 30 th Ave.	1923
	English-Norman Cottage No State ID Number (contributing resource within Park Hill National Register Historic District)	2210 Colorado Blvd.	1929
OTHER EXAMPLES			
Examples given are not designated, but are good examples of the type indicated.			
Sub-Type	Property name (if available) and State ID#	Address	Year Built
Small-Scale Single-Family Dwelling	Classic Cottage 5DV.3372	2919 York St.	1905
	Classic Cottage 5DV.5739	740 S. Sherman St.	1905
	Bungalow 5DV.11699	2658 Gaylord St.	1910
	5DV.4612, Dillon House, Bungalow	3333 Race St.	1912
	Bungalow No State ID Number	4236 Julian St.	1922
	Mediterranean Revival No State ID Number	425 Gilpin St.	1923
	Mediterranean Revival No State ID Number	433 Gilpin St.	1923
	Bungalow No State ID Number	3166 W. 37 th Ave.	1926
	English-Norman Cottage 5DV.1548	2800 Vine St.	1928

Appendix G

A Note Regarding the Use of This Document:

Discover Denver’s Context-Theme-Property Type (CTP) documents are designed to provide general guidance to Discover Denver staff, its consultants, and field surveyors and to assist with the identification of properties worthy of enhanced level survey. CTP documents are not intended to inform determinations of eligibility made for purposes of compliance with national, state, or local preservation laws, ordinances, or regulations, including demolition review. Questions regarding eligibility for the National Register of Historic Places or the State Register of Historic Properties should be directed to the Office of Archaeology and Historic Preservation, State and National Register Coordinator at oahp@state.co.us. Questions regarding the eligibility for Denver Landmark designation should be directed to Denver Preservation Commission staff at landmark@denvergov.org.

For more information:

OAHN National and State Register: <http://www.historycolorado.org/oahp/national-state-registers>

Denver Landmark Preservation: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/landmark-preservation.html>

National Register Bulletins: <https://www.nps.gov/nr/publications/>

National Register Multiple Property Submissions (Colorado):

<http://www.historycolorado.org/archaeologists/multiple-property-submissions>

CONTEXT	6. Retooling Denver for the Modern Age, 1946-1982		
THEME	6.3. Resources Associated with the Expansion of Denver’s Latino Population		
PROPERTY TYPE	Resources associated with expanding Latino settlement in Denver		
DEFINITION	This theme includes resources associated with concentrations of Latino residents in the post-World War II era in Denver from 1946 to 1982. Buildings falling under this theme may date to an earlier era, but must be significantly associated with Latinos during the period 1946-82.		
LIKELY GEOGRAPHIC LOCATIONS	Auraria, Baker, Barnum, Cole, Elyria/Swansea, Five Points, Globeville, Highland, Highlands, Jefferson Park, La Alma/Lincoln Park, North Capitol Hill, Sunnyside, Sun Valley, Valverde, Villa Park, West Colfax, Westwood		
AREA(S) OF SIGNIFICANCE	Archaeology (Historic: Non-Aboriginal), Architecture, Commerce, Education, Ethnic Heritage: Hispanic, Government, Social History		
CRITERIA	Denver Landmark	1. History	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
		2. Architecture	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c <input checked="" type="checkbox"/> d
		3. Geography	<input checked="" type="checkbox"/> a <input checked="" type="checkbox"/> b <input checked="" type="checkbox"/> c
	National Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D	
State Register	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input checked="" type="checkbox"/> D <input checked="" type="checkbox"/> E		
PERIOD OF SIGNIFICANCE	NR Criteria A, B, and D, 1946-82: must be significant during this period, but could extend beyond the period; NR Criterion C: for significance under this theme, must have year built or remodeled appearance within this period; may also have separate period of significance outside of this theme. Properties less than 50 years of age may need to meet Criteria Consideration G.		

BACKGROUND AND SIGNIFICANCE

During 1946-1982 the Latino community in Denver grew rapidly, and Latino residents expanded into more neighborhoods of the city. While the city's total population grew by 18.5 percent between 1950 and 1980, the Latino population quadrupled, from roughly 22,381 in 1950 (5.4 percent of the total city) to 92,348 in 1980 (18.7 percent of the city). The 1950 Census was the first to separately identify Latinos as a distinct ethnic group, and the U.S. Census Bureau grappled in succeeding enumerations with how to categorize and count the group, using such definitions as "Spanish surnamed," "Spanish language or surname", and "Spanish origin." Similarly, popular terminology for the group or subgroups within it evolved, including Mexican Americans, Spanish Americans, Hispanics, Chicanos, Hispanos, and Latinos.

After World War II Latino soldiers who fought for their country hoped they had earned equality and respect from their fellow citizens. When they arrived home, however, they found many prewar negative attitudes and prejudices still alive in Denver. The American GI Forum became an important group working in the postwar period to secure civil rights for Latino veterans and their families. During the postwar era the Denver Latino population became more dispersed, with census data for 1950 indicating the bulk resided in areas abutting the South Platte River, mostly on the east side between 40th Avenue on the north and Alameda Avenue on the south, and neighborhoods including Five Points, Auraria, Lincoln Park, Sun Valley, Baker, North Capitol Hill, and Highland. By 1960 areas with large numbers of Latinos included census tracts in the Five Points, Lincoln Park, Sun Valley, and Cole neighborhoods. Latino populations also were present on the west side of the South Platte River from the city limits on the north to West Mississippi Avenue on the south, in the neighborhoods of Globeville, Sunnyside, Highlands, West Colfax, and Westwood.

The 1970 Census showed further growth in the northwest quadrant of the city, in an area bounded by West Mississippi Avenue on the south, the South Platte River on the east, and adjacent areas abutting the river to the east. Neighborhoods with the largest numbers of Latinos included Auraria, Lincoln Park, Baker, West Colfax, Highland, and Westwood. Other areas posting large numbers of Latinos included Five Points, Globeville, Elyria Swansea, Sun Valley, Villa Park, and Sunnyside. By 1980 the Latino population expanded further, extending to West Jewell Avenue in southwest Denver. Neighborhoods containing the largest numbers of Latinos included Baker, Elyria Swansea, Highland, Villa Park, West Colfax, and Westwood.

During the 1960s and 1970s, a movement to empower Latinos gained strong support among many in the growing community. Denver became a key site in the emerging Chicano movement, an expression of the national civil rights movement that focused on increasing pride and empowerment for Latinos through education, politics, and activism. One of the effort's most important leaders was Denver resident Rodolfo "Corky" Gonzales. Discussing his national significance, *The Los Angeles Times* (14 April 2005) cited Gonzales in his obituary as the "unofficial ideologist for the Chicano movement." In 1966 Gonzales organized the Crusade for Justice, a civil rights and cultural group, and he was a founder in 1970 of La Raza Unida, an independent Chicano political party that offered candidates in local and statewide races.

	<p>Members of these and other Latino groups struggling for power and civil rights engaged in a variety of protest actions in the city, including school walkouts against discrimination, demonstrations against police brutality, stands against the Vietnam War, and participation in legal cases. Some of Denver’s public institutions and sites became places of significant protest during the era. For example, in 1969 West High (5DV.22) students walked out of school and received support from the Crusade for Justice and other activists, while several public parks in Denver became sites of demonstrations and gatherings. Some confrontations between Latinos and police during this era resulted in violence and death (including the West High School Walkout and the St. Patrick’s Day Massacre of 1973, in which a young Chicano was shot by police).</p> <p>Latino-focused schools, theaters and theater groups, businesses and developers, and other endeavors were created and supported by community members during 1946-82. Some pioneering Latino businesses, including the Casa Mayan Restaurant (5DV.102) in Auraria, received diverse patronage and introduced their culture to the wider Denver community during this period. Some of the city’s Catholic churches (notably St. Cajetan’s, 5DV.702, Our Lady of Guadalupe, 5DV358.3, and Annunciation, 5DV.3287) served as social and religious centers and sites for expression of Latino political and social goals. In addition to Rodolfo Gonzales, a number of other Latinos became important leaders or pioneers in achievement, including Frankie “Kiko” Martinez, Lino M. Gonzales, Paco Sanchez, Richard Castro, Waldo and Elizabeth Benevidez, Father Craig Hart, Federico Peña, and others.</p> <p>Auraria, an area of the city that had attracted numerous Latino residents since the 1920s, became a focus of one of Denver’s major postwar urban renewal projects. City leaders believed the area would be an excellent site for the combined campuses of the University of Colorado-Denver, Metropolitan State College, and Community College of Denver. After Denver voters approved a bond issue matching funds granted by the Department of Housing and Urban Development (HUD) in 1969, the City, Denver Urban Renewal Authority, Colorado Commission on Higher Education, and HUD worked together to acquire the land, relocate families and businesses of the area (many of whom then moved to Lincoln Park), and raze the buildings, despite community opposition. Through the efforts of Historic Denver, fourteen historic structures on Ninth Street (5DV.102) in the heart of the 143-acre urban renewal parcel were preserved and restored as a remnant of one of the city’s earliest neighborhoods and one of its most important Latino enclaves. New construction began in 1972 and the first buildings of the Auraria Higher Education Center (AHEC) opened in 1976.</p>
<p>STYLES DOCUMENTED AND LIKELY TO BE DOCUMENTED</p>	<p>A wide variety of late nineteenth and twentieth century architectural styles may be documented that reflect the diversity of buildings associated with Latinos in Denver during 1946-82. The particular architectural style of a building is not determinative; the key is a building’s significant association with Latinos. However, a building may be eligible for its Latino association and for its architecture.</p>
<p>ELIGIBILITY STANDARDS</p>	<p>For Criterion C: constructed between 1946 and 1982, remodeled to its current appearance during that period, or may have separate period of</p>

	<p>architectural significance if building predates period. For Criteria A and B: must be strongly and importantly associated with the Latino community or an influential person during 1946-82. Criterion D applies to non-Aboriginal archaeology.</p>
	<p>Must be built, used, occupied, or otherwise associated with Latino individual or groups during the 1946-82</p>
	<p>NRHP significance in history, association with significant person (would require additional research), architecture or non-aboriginal archaeology; State Register significance in history, association with person, architecture, or geography; Denver Landmark significance in history, architecture, or geography</p>
	<p>Must possess sufficient historic integrity through retention of essential character-defining features present during the period of significance and strong association with Latino heritage to serve as a good example of this theme. Districts may exist and should be considered.</p>

PROPERTY SUB-TYPE	Single-Family Dwelling
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Due to the diversity of architectural styles associated with this theme, a wide range of character-defining features are possible • Generally one to two stories in height • Brick construction, although some houses will display wood, stone, or stucco walls • Gabled, hipped, or flat roofs • If built during the period, typically square-headed windows with double-hung , sliding, or casement sash • May display much or little exterior ornament, depending on date of construction and style. In less decorative styles, ornament generally limited to entrance area and/or porch • Some post-World War II examples may have attached garage, with some garages now used as additional living space
PROPERTY SUB-TYPE	Duplex
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Mostly one to two stories in height • Construction of brick or frame, with brick veneer or stucco walls • Gabled, hipped, or flat roofs • Typically square-headed windows with double-hung , sliding, or casement sash • Separate exterior entrance to each unit, generally with porch • Shared party wall • Symmetrical façade, usually with same design for each unit • Ornamentation generally limited to porch or entrance in post-World War II examples • May have two-unit garage at rear
PROPERTY SUB-TYPE	Apartment Building
	<ul style="list-style-type: none"> • Generally two or more stories in height, sometimes featuring garden level • Brick or stucco walls • Generally flat roof • Typically square-headed double-hung, casement, or sliding sash windows • Generally elaborated central entrance on the façade opening into lobby or hall • Some examples have exterior metal stairs and walkways on each story • Larger examples more likely to be architect-designed • Larger examples may have row of garages on the alley
PROPERTY SUB-TYPE	Other Resources
	This category encompasses other resources strongly associated with Latinos found in these enclaves, potentially including churches, commercial buildings, schools, medical offices, restaurants, parks, and other facilities serving the areas. These properties are expected to range from large and architect-designed to small builder/owner-

	<p>planned buildings and from examples of formal architectural styles to vernacular designs representing no particular style. These buildings may be publicly or privately owned and operated.</p> <ul style="list-style-type: none"> • One to three stories in height • Brick or frame construction with stucco walls • Flat, hipped, gabled or complex roof • Typically square-headed double-hung, casement, or sliding sash windows • Commercial buildings often feature large display windows on first story and abut public sidewalks • Commercial buildings may include retail/office space on first story and apartments, furnished rooms, or offices on upper stories • Larger properties often located on corner sites
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INTEGRITY ASPECTS	Location, Design, Setting, Materials, Workmanship, Feeling, Association
INTEGRITY CONSIDERATIONS	<p>Location is unchanged unless property is a rare surviving example of an important Latino enclave</p> <p>Building should reflect its appearance during the period of significance for this theme</p> <p>Setting may have some alterations due to changing tastes over time; settings reflecting Latino heritage will convey additional significance, including features such as yard layout, fencing, and religious shrines</p> <p>A high level of materials from the period of significance should be present; replacement of some windows and doors is acceptable if the openings have not been resized and original fenestration patterns have not been disrupted; minor changes, such as nonoriginal roofing and painted brick, and small additions not impacting the facade are acceptable</p> <p>Original workmanship should remain evident in such aspects as masonry techniques or porch elaboration</p>

DESIGNATED EXAMPLES

Designated examples by property subtype; examples may not be available for all property types.
Designated examples may not be listed for association with this theme.

Sub-Type	State ID No. and Status	Address	Year Built
Single-Family Dwelling	Several houses in 9 th St. Park 5DV.102, NRHP (contributing resources in Auraria 9 th Street National Register Historic District and in 9 th St. Park Landmark District #3)	Various in 900 block of 9 th Street	1872-1900s
	Casa Mayan Restaurant No State ID Number (contributing resource in 9 th St. Park Landmark District #3)	1020 9 th Street	Built ca. 1872; restaurant opened ca. 1947
	Kistler/Rodriguez House 5DV.1497 NRHP Landmark #121	700 E. 9 th Ave.	Built 1920; Latino owned during POS
Duplex, Rowhouse/Terrace	None listed		
Hotel or Apartment Building	Commercial/Rooms No State ID Number (contributing resource in Ballpark Neighborhood Landmark District #42)	2040-48 Larimer St.	ca. 1890
	Western Hotel/Juarez Lounge 5DV.7991 (contributing resource in Ballpark Neighborhood Landmark District #42)	2100 Larimer St.	1908
Other Resources	Annunciation Catholic Church 5VD.3287, NRHP	1408 E. 36 th Ave.	1904
	Byers Library 5DV.1660, DLM	675 Santa Fe Dr.	1918
	Lake Middle School 5DV.668, Landmark #269	1820 Lowell Blvd.	1920
	Skinner Middle School 5DV.4031, Landmark #212	3435 W. 40 th Ave.	1922
	St. Dominic's Church 5DV.606, NRHP Landmark #268	2905 Federal Blvd.	1923
	Garden Place School, 5DV.787	4425 Lincoln St.	1905,1924, 1995, 2002
	West High School 5DV.22, Landmark #202	951 Elati St.	1925
	St. Cajetan's Catholic Church 5DV.702, Landmark #19	900 Lawrence St.	1926

	Elyria School 5DV.36, Landmark #257	4725 High St.	1929
	Horace Mann Middle School 5DV.2077, Landmark #247	4130 Navajo St.	1930
	Mayan Theater 5DV.52, Landmark #154	110 Broadway	1930
	Bryant-Webster School 5DV.378, NRHP, Landmark #265	3635 Quivas St.	1931
	Our Lady of Guadalupe Catholic Church 5DV358.3, Landmark #245	1209 W. 36 th Ave.	1948
	Mexico City Restaurant No State ID Number (contributing resource in Ballpark Neighborhood Landmark District #42)	2115 Larimer St.	1967

OTHER EXAMPLES

Examples given are not designated, but are good examples of the type indicated; re-evaluation for significance in Ethnic History may be warranted in some cases.

Sub-Type	Property name (if available)	Address	Year Built
Single-Family Dwelling	Houston/Garcia House 5DV.5927	2901 W. Short Place	1922
	House 5DV.10594	3391 Harrison St.	1947
	Simental de Garcia House 5DV.10098	4701 St. Paul St.	1947
	Kohut/Garcia House 5DV. 10222	4300 Steele St.	1949
	Garcia House 5DV.9964	4440 Adams St.	1952
	Martinez House 5DV.9775	4640 Milwaukee St.	1954
	Martinez House 5DV.10187	4161 Fillmore St.	1958
Duplex, Rowhouse/Terrace	Frank "Kiko" Martinez Terrace No State ID Number	4775 Vine St.	1898
Hotel or Apartments	None listed		
Other Resources	Lincoln Park No State ID Number	Between 11 th -13 th Aves., Mariposa-Osage Sts.	1885
	Valverde Neighborhood House No State ID Number	1415 W. Alameda Ave.	1921
	Valverde School 5DV.2074	2030 W. Alameda Ave.	1924
	Neighborhood House Association Day Nursery 5DV.897.2	1265 Mariposa St.	1926

OTHER EXAMPLES

Examples given are not designated, but are good examples of the type indicated; re-evaluation for significance in Ethnic History may be warranted in some cases.

Sub-Type	Property name (if available)	Address	Year Built
	Santa Fe/Aztlán Theater, 5DV.4632	964-76 Santa Fe Dr.	1927
	Columbus/La Raza Park No State ID Number	Between W. 38 th Ave., W. 39 th Ave., Navajo St., Osage St.	1931
	American GI Forum 5DV.5575	700-20 Knox St.	1942
	St. Dominic's School/Escuela Tlatelolco 5DV.2347	2949 Federal Blvd.	1951
	Greenlee Elementary School 5DV.9270	1150 Lipan St.	1952
	Fire Station Number 23 No State ID Number	850 S. Federal Blvd.	1953
	Valverde Feed Store 5DV.8997	2030 W. Alameda Ave.	1955
	Denver Inner City Parish No State ID Number	1212 Mariposa St.	1966
	Santa Fe Hotel/West Side Action Center No State ID Number	1100 Santa Fe Dr.	1891, Latino use by 1972
	Escuela del Pueblo No State ID Number	750 Galapago St.	1973
	Mariposa Health Station No State ID Number	W. 11 th Ave. and Kalamath St.	1973
	Zocalo Plaza No State ID Number	1050 W. Colfax Ave.	1980