

Discover Denver

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



Survey Report: Jefferson Park Neighborhood

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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 the city 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 Jefferson Park neighborhood, one of three survey areas documented during Phase One of Discover Denver. This phase is titled “Phase One” because it is the first non-preparatory phase of the citywide survey. Efforts in the two other survey areas documented during Phase One, the Globeville 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 Jefferson Park neighborhood.

2. INTRODUCTION: JEFFERSON PARK SURVEY

Denver's Jefferson Park neighborhood, located in northwest Denver, is bounded on the north by West 29th Avenue and Speer Boulevard, on the east by the South Platte River, on the south by West 19th Avenue and Sports Authority Field at Mile High, and on the west by Federal Boulevard. Interstate 25 runs through the eastern edge of the neighborhood. Perched on the bluffs of the South Platte River, Jefferson Park looks down on downtown Denver, which is located just to the east across I-25 and the river. The Discover Denver survey area included the entire neighborhood. Churches and schools were excluded from this survey and will be covered in future citywide thematic surveys. Field survey in the Jefferson Park neighborhood took place between May and October of 2015.

Purpose

Jefferson Park is one of the oldest areas in the city, with a concentration of homes dating back to the early 1880s. While a high-level reconnaissance survey had been performed in several parts of the neighborhood in the 1970s, there was not a good understanding of the building stock that remained nearly forty years later. In 2010 the Denver zoning code was rewritten, increasing allowable density and building heights throughout the city. These zoning changes, coupled with a booming economy and a close proximity to downtown, made Jefferson Park an attractive area for new development. Because of the age of the building stock in the neighborhood and the pace at which redevelopment was occurring, project staff felt that Jefferson Park was a good selection for Discover Denver.

The purpose of this project was to survey the buildings within the boundaries of the Jefferson Park statistical neighborhood to identify those having architectural, historical, or cultural significance. 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 555 properties in the Jefferson Park neighborhood. Of that total, 426 buildings retained sufficient historic physical integrity to record the full architectural details in the field. Eighty-nine buildings were under thirty years of age; these buildings were logged and

photographed, but no architectural details were described. Forty-one vacant parcels were noted in the survey area.

The histories of eighty-six individual buildings were researched as a part of Discover Denver's efforts in Jefferson Park. Of these, fifty-two buildings were determined to have individual architectural, historical, or cultural significance. Four areas within Jefferson Park were identified as having a concentration of buildings with good historic physical integrity and historical or cultural significance.

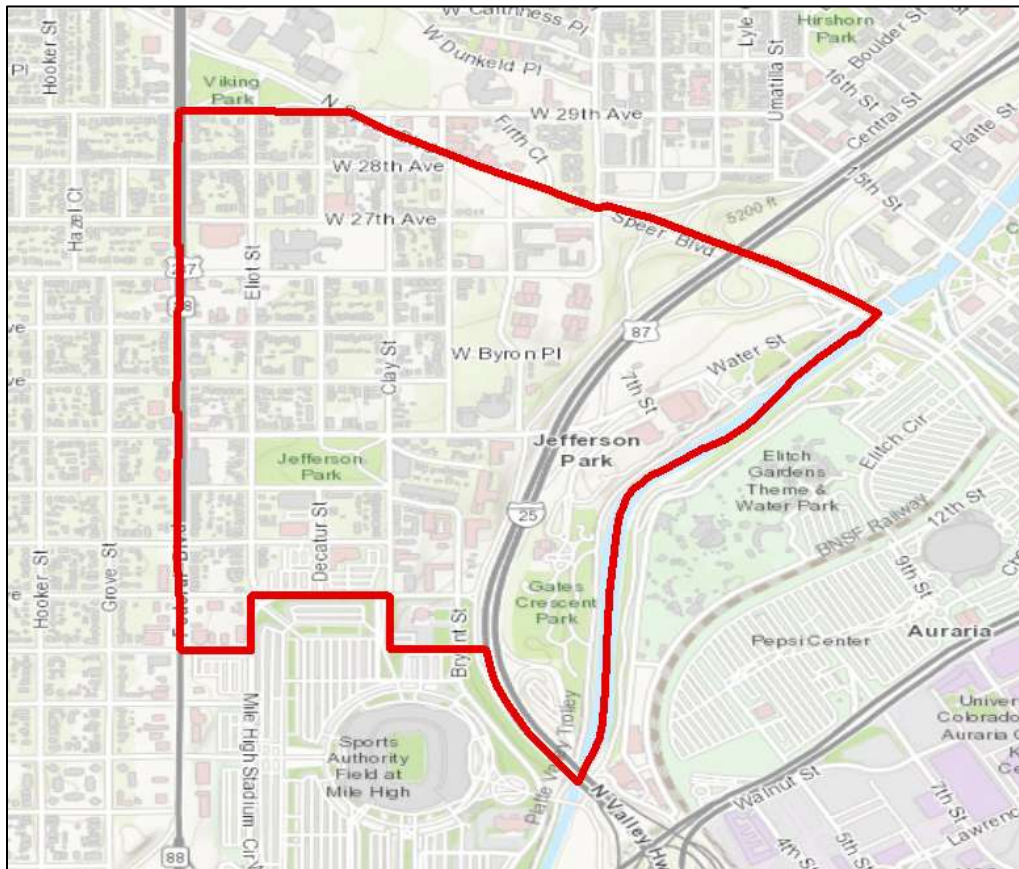
Designation of historic landmarks and landmark districts is outside the scope of the Discover Denver project, and would require community support and the successful completion of a rigorous public process. Local designation would require the approval of Denver City Council.

3. PROJECT AREA

Description

The Jefferson Park survey area consisted of 555 land parcels containing residential, commercial, light industrial, and educational buildings, as well as many vacant lots. The construction of the Valley Highway (Interstate 25) in the late 1950s resulted in the demolition of many buildings along a path through the eastern third of the neighborhood. A sliver of the neighborhood, consisting mostly of cultural facilities and park land, remains just east of I-25 and west of the South Platte River.

Jefferson Park, the Denver city park after which the neighborhood is named, is in the center of the neighborhood between West 23rd Avenue (north), Clay Street (east), West 22nd Avenue (south), and Eliot Street (west). West 23rd and West 26th avenues serve as the primary east-west corridors through the neighborhood, and Clay Street serves as the primary north-south corridor. Federal Boulevard, a major north-south corridor for the city, serves as the neighborhood's western boundary. Speer Boulevard, a major east-west corridor, serves as the northern boundary for Jefferson Park and links the neighborhood directly with downtown Denver.



Jefferson Park neighborhood boundaries.

Source:
Esri Corporation

Challenges Encountered

Discover Denver began fieldwork in Jefferson Park in May 2015, just as redevelopment in the neighborhood was accelerating. City and County of Denver staff had a difficult time keeping GIS data, used by Discover Denver for survey planning, up to date. This meant that on many occasions what Discover Denver surveyors encountered in the field was not what was predicted through analysis of parcel data. Surveyors, on several occasions, arrived in the field expecting to survey a block of residential homes, only to find that they had been razed or already replaced with new construction.

The fast pace at which the neighborhood was changing also proved challenging in the photography of surveyed buildings. Photographs are missing for several surveyed buildings. In these cases, photographs were not taken on the day of survey, and the buildings were demolished before the omission was detected.

4. RESEARCH DESIGN AND METHODS

Survey Objectives and Scope of Work

The primary objective of this survey was to identify buildings in the Jefferson Park neighborhood with 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.

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 Jefferson Park 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. The Fred N. Thomas Career Education Center (CEC) at 2650 Eliot Street was the only school located within the survey area. Photographs were taken of the building, but no detailed survey information was collected.

Discover Denver does not collect detailed survey data on existing individual Denver Landmark properties or in Denver Landmark historic districts. One designated Denver Landmark, the Queree House (5DV.2748, 2914 W. 29th Avenue), was located within the Jefferson Park survey area. The building was logged and photographs were taken, but detailed survey data was not collected.

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 this survey effort, 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 Spring 2015. The search revealed that very few resources within the Jefferson Park survey area had been previously recorded.

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

Currently Designated Resources

Several individually designated resources within the Jefferson Park survey area boundaries were identified:

Site Id Number	Resource Name	Address	Designation
5DV. 2748	Queree House	2914 W. 29 th Avenue	Local Landmark
5DV.1364	Rocky Mountain Hotel/Zang Brewing Company	2301 7 th Street	National Register
5DV.200	George Schmidt House/Brewmaster's House	2323 7 th Street	National Register
5DV.197	Dunwoody House	2637 W. 26 th Avenue	National Register

Public Outreach

Public outreach began in Spring 2015, prior to the start of fieldwork. Discover Denver staff spoke with the city council representative for the Jefferson Park neighborhood to discuss the survey project and answer any questions. All registered neighborhood organizations in Jefferson Park, which are local community neighborhood associations, received information about the survey that could be passed on to their members. Discover Denver staff attended several meetings of the Jefferson Park United Neighbors (JPUN) registered neighborhood organization to talk with members about the project. Discover Denver also had a booth at a Jefferson Park neighborhood street fair in May 2015, just prior to beginning fieldwork.

In the field, 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.

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 Jefferson Park 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 Jefferson Park 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 May 2015 and October 2015 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.

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 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 Jefferson Park 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.

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

Jefferson Park is one of the oldest neighborhoods in Denver, with buildings dating to the 1880s. It takes its name from the large five-acre park, a former city dump, located at the southwest corner of West 23rd Avenue and Clay Street in the heart of the neighborhood. Jefferson Park includes parts of the original Congressional Grant of 1864 and part of the incorporated Town of Highlands. The Congressional Grant established Denver's first city limits; in today's terms those boundaries were Broadway to the east, 26th Avenue to the north, Zuni Street to the west and Colfax Avenue to the south. The Town of Highlands was founded in 1871 and incorporated in 1875, before being annexed by Denver in 1896. Jefferson Park is part of a larger area that was commonly known as "North Denver" after the annexation of the Town of Highlands. Early subdivisions within Jefferson Park include the Town of Highland (1871), Hager's Addition to Highland (1873), Crane's Addition (1873), River Front in the Town of Highlands (1881), and Tynon's Addition (1888). One of the earliest streetcar lines in Denver, built in 1872, ran along Emerald Avenue (today's West 25th Avenue), connecting the suburb to Denver's business district.



Rollandet's map of the city of Denver (1885), showing early additions in the Jefferson Park survey area.

Courtesy: Denver Public Library, Western History and Genealogy Collections.

Located across from Denver on the west side of the Platte River, the Town of Highlands looked down on its larger neighbor, both literally and figuratively. Highlands was intended to be an elite suburb where businessmen working in Denver resided above and away from the smog, corruption and congestion of

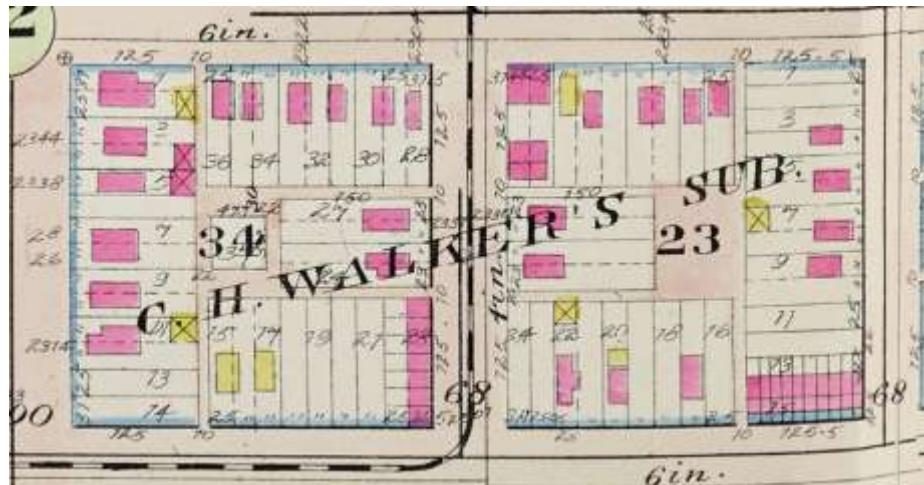
the big city. Clean living was encouraged, and residents touted their artesian wells, pure air, and lack of drinking establishments. While initial developers may have intended the area to be an affluent suburb, the neighborhood was populated primarily by middle- and working-class residents, with a minority of upper class residents. Occupations varied, with individuals working in government, professional, or commercial jobs, and others employed by breweries, railroads, warehouses, or the construction industry.

Construction in the Town of Highlands was allowed on narrow 25-foot lots, creating rows of homes built close together and surrounded by undeveloped land. Later builders constructed homes and apartment buildings on these vacant lots, creating an environment today where single-family homes from the late-nineteenth century sit next to apartment blocks from the mid-twentieth century. Following the end of World War II, there was very little vacant land left in North Denver.

Carriage lots, central parcels shared by all property owners on the same block, are found throughout Jefferson Park and other early Denver neighborhoods. These lots provided a place where the carriages of early residents could be parked and turned around. In Jefferson Park, carriage lots were originally found in several early subdivisions, including Highland Terrace (1882), C. H Walker's (1885, 1886), and Tynon's Addition (1881). Carriage lots can still be found in Jefferson Park, but are disappearing as redevelopment occurs in the neighborhood.

Early carriage lots in the C. H. Walker's subdivision shown on the 1905 Baist's Atlas of Denver.

Courtesy: Denver Public Library, Western History and Genealogy Collections.



While many early residents of the Jefferson Park area commuted across the river to jobs in Denver, others were employed by businesses near their homes. The Rocky Mountain Brewery, located on the eastern edge of today's Jefferson Park, was founded in 1859 by John Good. Philip Zang, who joined the brewery in 1869, eventually purchased it from Good and renamed it the Zang Brewery. The National Register-listed George Schmidt House (5DV.200), the residence of an early Zang brewmaster, is in Jefferson Park on the east side of I-25 overlooking the former site of the brewery. City directories and census records show that many early Jefferson Park-area residents were employed by the brewery.

The Old Homestead Bakery, formerly located at the northeast corner of today's West 27th Avenue and Decatur Street in the Jefferson Park neighborhood, was another well-known area business. Founded in 1902 by William J. Meikleham, the bakery employed seventy workers and shipped its goods as far away as Wyoming, Nebraska, Kansas and New Mexico. Meikleham and his family lived next to the bakery in a substantial eclectic home that still stands at the northwest corner of West 27th Avenue and Clay Street.

A commercial district serving the needs of the Jefferson Park neighborhood developed along the West 25th Avenue streetcar line between Eliot Street and Federal Boulevard. Development of the district began in the late 1890s and continued through the 1920s. Anchored by mixed-use two-story brick buildings with corner entrances and display windows, the district contained a dry goods store, a drug store, and a hay and feed store. In the 1920s a movie theater, the Granada Theater, was added to the district. Other small turn-of-the-century commercial buildings were located on street corners throughout the neighborhood, providing goods and services to nearby residents. A good example of an early corner grocery, built by Daniel Thomas c.1886, still stands at the southeast corner of West 26th Avenue and Decatur Street.



A delivery wagon for Frank Thomas's grocery at West 26th Avenue and Decatur Street in Jefferson Park. Frank was the son of original owner Daniel Thomas.

Courtesy: Denver Public Library, Western History and Genealogy Collections.

While most homes within Jefferson Park were fairly modest and middle-class, grander homes were built along the edges of the neighborhood. Federal Boulevard, located at Jefferson Park's western edge, was formerly known simply as "The Boulevard" and later "Boulevard F." In the late 19th century, Federal Boulevard was lined with stately homes owned by doctors and successful businessmen.

2406 Federal Boulevard, in 1910. Built by William Simpson as his own residence prior to 1890, the house was later a funeral home, and is now home to the Adams Mystery Playhouse. Simpson was a successful businessman and owner of the William Simpson Construction Company.

Courtesy: Denver Public Library, Western History and Genealogy Collections.



On the eastern edge of Jefferson Park, the estate of General Roger Woodbury took up several city blocks. Located at West 25th Avenue and Alcott Street, Woodbury's mansion was demolished in the early 1970s to make way for the Diamond Hill office complex.



The mansion of Roger W. Woodbury once stood at West 25th Avenue and Alcott Street, on the eastern edge of the neighborhood. The site is now home to the Diamond Hill office complex, built in 1972.

Courtesy: Denver Public Library, Western History and Genealogy Collections.

After World War II, the population of the neighborhood steadily declined. The 1976 Jefferson Park Neighborhood Plan, published by the City and County of Denver, noted a 29% decline in the neighborhood's population between 1950 and 1976. Single family residences were razed during this period to make way for office and commercial uses, as well as for new low-rise apartment blocks.

Homes at the southern edge of the neighborhood were demolished to expand parking for Mile High Stadium.

During the ensuing period, Jefferson Park remained a predominantly residential area. Through the early 2000s the neighborhood was stagnant, with higher than average crime rates and many vacant buildings. The mid-2000s saw a slow resurgence in Jefferson Park as prices in surrounding neighborhoods increased. Investors began purchasing and fixing up long-vacant buildings, and several large multi-unit housing projects were constructed in the eastern section of Jefferson Park.

In 2010 the Denver zoning code was rewritten, increasing allowable density and building heights throughout the city. These zoning changes, coupled with a booming economy and a close proximity to downtown, have made Jefferson Park an attractive area for new development. As in the post-war era, single family homes are being razed to make way for increased density. Presently, Jefferson Park is undergoing a dramatic transformation as century-old homes are being replaced with multi-unit condominiums and apartments.

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 relevance to Jefferson Park’s history, 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

555 properties were recorded as a part of survey efforts in the Jefferson Park neighborhood. Of these, eighty-nine properties were less than thirty years of age. For these properties, the buildings were logged and photographed but no additional information was collected. Forty-one vacant lots were also noted in the Jefferson Park survey area. Detailed field survey data was collected on the remaining 425 resources. For eighty-six properties, historical research was conducted and the properties were evaluated for historical, architectural, or cultural significance.



Parcels surveyed
in the Jefferson
Park
neighborhood.

Source:
Esri Corporation

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. Four areas were identified as having a significant concentration of buildings with architectural, cultural, or historical significance.

Areas of Significance

Four areas of significance were identified in the Jefferson Park survey area. Each of these areas contains a concentration of buildings having a high level of historic physical integrity that contributes to an understanding of the history of the neighborhood.

River Drive

River Drive is a secluded, one-block-long residential street located just west of I-25. The street has a concentration of intact single-family homes and duplexes dating from 1885 to 1923. While development has occurred at the east and west ends of the block, the majority of the homes located along the street remain intact. River Drive was identified as a potential historic district in the 1976 *Jefferson Park Neighborhood Plan*.

River Drive is significant as a collection of intact historic homes representing a range of architectural forms and styles. Found along the street are Queen Anne, Victorian Cottage, and Dutch Colonial homes located next to terrace and foursquare forms. Given the large-scale redevelopment that has occurred in other parts of Jefferson Park, River Drive provides a rare reminder of what most of the neighborhood looked like a century ago.



River Drive. Source: Esri Corporation

River Drive Resources -

Year of Construction and Contributing/Non-Contributing Status:

Site ID	Address	Year Built	Contributing/ Non-Contributing
North Side			
-	2533 W RIVER DR	N/A	Vacant Lot
5DV.12877	2535 W RIVER DR	1888	C
5DV.12681	2537-2541 W RIVER DR	1885	C
5DV.12682	2543-2545 W RIVER DR	1896	C
5DV.12878	2547 W RIVER DR	1923	C
-	2601 W RIVER DR	N/A	Vacant Lot
-	2605 W RIVER DR	N/A	Vacant Lot
5DV.12879	2613 W RIVER DR	1894	C
5DV.12880	2617 W RIVER DR	1890	C
5DV.12881	2623 W RIVER DR	1890	C
5DV.12883	2631-2635 W RIVER DR	2013	NC
5DV.12882	2641 W RIVER DR	1940	NC
South Side			
5DV.12867	2550 W RIVER DR	1886	C
5DV.12868	2556 W RIVER DR	1888	C
5DV.12876	2560-2562 W RIVER DR	1887	C
5DV.12869	2568 W RIVER DR	1894	C
5DV.12870	2572 W RIVER DR	1886	C
5DV.12871	2606 W RIVER DR	1906	C
5DV.12680	2606 RIVER DR (rear)	1886	NC
5DV.12872	2608 W RIVER DR	1888	C
5DV.12873	2614 W RIVER DR	1890	C
5DV.12874	2620 W RIVER DR	1906	C
5DV.12875	2630 W RIVER DR	1998	NC

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

Buildings along River Drive



J. F. Howell's Subdivision

J. F. Howell's Subdivision, platted in 1889 by James F. Howell, consists of seven nearly identical homes on the west side of the 2700 block of Decatur Street. Howell, an early Denver real estate developer, likely built the homes. According to the South Side Broadway Terrace/Baker Historic District National Register Nomination, Howell built many of his homes using designs by noted Denver architects William Lang and Marshall Pugh. While it is not confirmed that the homes on Decatur Street were designed by these architects, they display many of the same unique touches found on Lang and Pugh homes in the Baker Historic District.

J. F. Howell's Subdivision is significant for being an intact grouping of historic homes, built by prolific Denver real estate developer James F. Howell. Prior to the 1893 Silver Crash, Howell built many homes across the city. These seven homes exhibit features that bind them together as a cohesive unit, including distinct decorative pressed bricks and decorative shingling.



2100 Block of Clay Street. Source: Esri Corporation

J. F. Howells Subdivision Resources -
 Year of Construction and Contributing/Non-Contributing Status:

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.12551	2725 DECATUR ST	1890	NC
5DV.12549	2729 DECATUR ST	1890	C
5DV.12553	2733 DECATUR ST	1890	C
5DV.12554	2737 DECATUR ST	1890	C
5DV.12555	2741 DECATUR ST	1890	C
5DV.12556	2745 DECATUR ST	1890	C
5DV.12557	2749 DECATUR ST	1890	C

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

Houses in the J. F. Howell's
 Subdivision.



Decorative pressed brick found on all seven houses
 in J. F. Howell's Subdivision.



2100 Block of Clay Street

While the east side of the 2100 block of Clay Street is lined with new townhomes, the west side of the street has buildings that have retained their integrity, providing a snapshot of what this area was like in the early twentieth century. Buildings range from colorful Victorian Cottage style homes to later Edwardian and foursquare residences. While several properties have been significantly altered, most retain their integrity. Buildings were constructed between 1881 and 1952.



2100 Block of Clay Street. Source: Esri Corporation

2100 Block of Clay Street -
Year of Construction and Contributing/Non-Contributing Status:

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.12502	2101 CLAY ST	2007	NC
5DV.12503	2107 CLAY ST	1952	C
5DV.12504	2109 CLAY ST	1881	C
5DV.1271	2117 CLAY ST	1881	C
5DV.12505	2123 CLAY ST	1896	C
5DV.12524	2127-2129 CLAY ST	2014	NC
5DV.12506	2133 CLAY ST	1908	C
5DV.12507	2137 CLAY ST	1920	C
5DV.12508	2139 CLAY ST	2005	NC
5DV.12509	2149 CLAY ST	1920	NC
5DV.12510	2151 CLAY ST	1910	C

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

The 2100 block of Clay Street



Northwest Jefferson Park

A two-block area in the extreme northwest corner of the Jefferson Park survey area has a concentration of resources that retain their historic physical integrity. The buildings range from grand high-style Queen Anne residences built along Federal Boulevard to small Craftsman style duplexes.



Northwest Jefferson Park. Source: Esri Corporation

This area is significant for its ability to show the diverse building stock once found throughout the Jefferson Park neighborhood, with resources constructed between the mid-1880s and the mid-1920s.

Northwest Jefferson Park -

Year of Construction and Contributing/Non-Contributing Status:

Site ID	Address	Year Built	Contributing/ Non-Contributing
5DV.12850	2803 W 28TH AVE	1926	C
5DV.12851	2811 W 28TH AVE	1886	C
5DV.12852	2819 W 28TH AVE	1890	C
5DV.12853	2823 W 28TH AVE	1973	NC
5DV.12859	2841-2845 W 28TH AVE	1911	C
5DV.12860	2849-2857 W 28TH AVE	1908	C
5DV.12854	2903 W 28TH AVE	1909	C
5DV.6297	2900 W 29TH AVE	1906	C
5DV.2748	2914 W 29TH AVE	1888	C
5DV.2827	2918 W 29TH AVE	1890	C
5DV.12863	2924 W 29TH AVE	1886	NC
5DV.12564	2819-2823 DECATUR ST	1900	C
5DV.12558	2831 DECATUR ST	1906	C
5DV.12559	2835 DECATUR ST	1906	C
5DV.12560	2839 DECATUR ST	1906	C
5DV.12561	2843 DECATUR ST	1910	C
5DV.12562	2847 DECATUR ST	1910	C
5DV.12588	2814-2818 ELIOT ST	1908	C
5DV.12612	2821 ELIOT ST	1909	C
5DV.12589	2822-2826 ELIOT ST	1891	C
5DV.12613	2825 ELIOT ST	1886	C
5DV.12580	2830 ELIOT ST	1910	C
5DV.12614	2831 ELIOT ST	1910	C
5DV.5710	2835 ELIOT ST	1998	NC
5DV.12581	2836 ELIOT ST	1911	C
5DV.12582	2842 ELIOT ST	1912	C
5DV.12583	2848 ELIOT ST	1911	NC
5DV.12584	2854 ELIOT ST	1910	C
5DV.12664	2800 FEDERAL BLVD	1905	C
5DV.12665	2804 FEDERAL BLVD	1906	C
5DV.12666	2808 FEDERAL BLVD	1905	C
5DV.2826	2822 FEDERAL BLVD	1886	C
5DV.2825	2830 FEDERAL BLVD	C.1890	C
5DV.12667	2846 FEDERAL BLVD	1924	C

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



2846 Federal Boulevard: A 1924 apartment building within Northwest Jefferson Park.



2822 Federal Boulevard: A grand Queen Anne home located along Federal Boulevard.



2814-2818 Eliot Street: One of several Craftsman-style duplexes in the Northwest Jefferson Park area.



2821 Eliot Street: A 1909 terrace within Northwest Jefferson Park.



2914 and 2918 West 29th Avenue: 2914, in the foreground, is the Queree house, a designated Denver landmark.



2811 West 28th Avenue

Individual Resources Evaluated for Significance

Eighty-six resources were surveyed at the Enhanced level, meaning that their history was researched and Discover Denver staff assessed their significance. The enhanced forms were submitted to the Colorado Office of Archaeology and Historic Preservation for determinations of eligibility to the State and National registers. These resources ranged from modest single-family homes dating from the early 1880s to mid-century apartment blocks. 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:

Code	Definition
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
DEMOLISHED	The resource was demolished before a determination of eligibility could be made

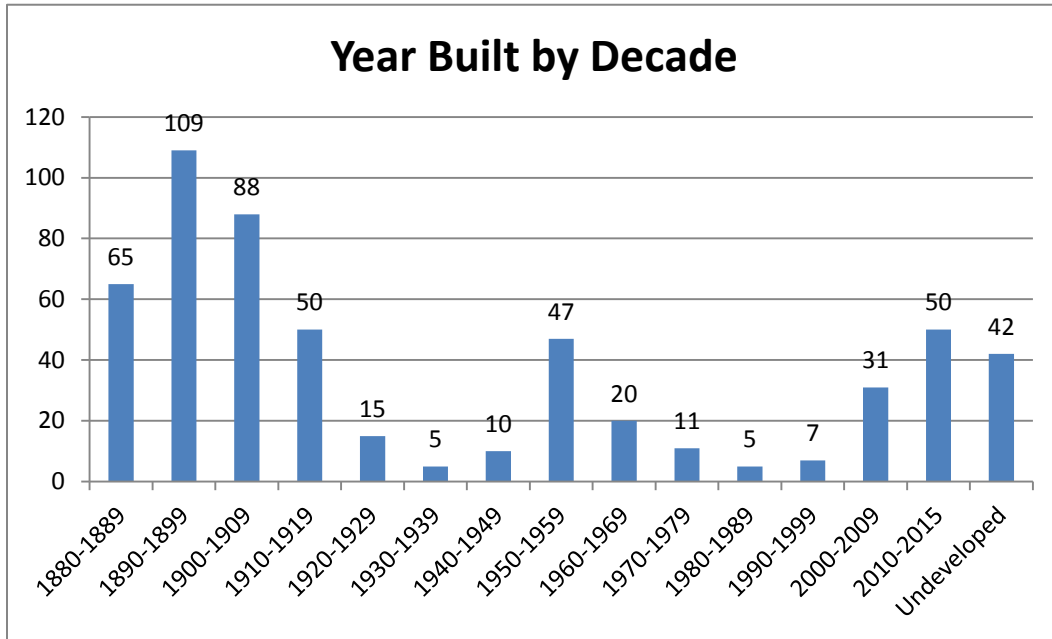
Site ID	Address	Year Built	Evaluation Code
5DV.1610	2840 W 24TH AVE	1896	NR-E (C)
5DV.2826	2822 FEDERAL BLVD	1886	NR-E (C)
5DV.2827	2918 W 29TH AVE	1890	NR-E (C)
5DV.5773	2338-2342 CLAY ST	1904	SR-E (C)
5DV.5783	2329 ELIOT ST	1886	DEMOLISHED
5DV.5788	2438 FEDERAL BLVD	1886	NE
5DV.5791	2338 FEDERAL BLVD	1891	ND
5DV.6282	2717-2719 ELIOT ST	1896	NR-E (C)
5DV.12465	2657 BRYANT ST	1912	NR-E (C)
5DV.12469	2757 BRYANT ST	1903	NE
5DV.12490	2632 CLAY ST	1890	SR-E (C)
5DV.12491	2638 CLAY ST	1890	NE
5DV.12501	2714-2718 CLAY ST	1909	SR-E (C)
5DV.12504	2109 CLAY ST	1881	NR-E (C)
5DV.12510	2151 CLAY ST	1910	ND
5DV.12518	2711 CLAY ST	1886	NE
5DV.12519	2715 CLAY ST	1885	NE
5DV.12520	2717 CLAY ST	1895	NE
5DV.12521	2721 CLAY ST	1890	SR-E (C)
5DV.12522	2727 CLAY ST	1910	NR-E (C)
5DV.12540	2534-2538 DECATUR ST	1896	NR-E (C)

Site ID	Address	Year Built	Evaluation Code
5DV.12541	2824-2826 DECATUR ST	1908	NR-E (C)
5DV.12548	2519 DECATUR ST	1896	DEMOLISHED
5DV.12549	2527 DECATUR ST	1896	DEMOLISHED
5DV.12551	2725 DECATUR ST	1890	NE
5DV.12552	2729 DECATUR ST	1890	ND
5DV.12553	2733 DECATUR ST	1890	NE
5DV.12554	2737 DECATUR ST	1890	ND
5DV.12555	2741 DECATUR ST	1890	ND
5DV.12556	2745 DECATUR ST	1890	ND
5DV.12557	2749 DECATUR ST	1890	ND
5DV.12577	2730 ELIOT ST	1911	NR-E (C)
5DV.12588	2814-2818 ELIOT ST	1910	NR-E (C)
5DV.12612	2821 ELIOT ST	1909	ND
5DV.12614	2831 ELIOT ST	1910	NR-E (C)
5DV.12646	2352 FEDERAL BLVD	1906	NR-E (A, C)
5DV.12649	2422 FEDERAL BLVD	1891	NR-E (C)
5DV.12667	2846 FEDERAL BLVD	1924	NR-E (C)
5DV.12681	2537-2541 W RIVER DR	1885	NR-E (C)
5DV.12682	2543-2545 W RIVER DR	1896	NR-E (C)
5DV.12712	2827 W 23RD AVE	1906	ND
5DV.12715	2849 W 23RD AVE	1891	SR-E (B, C)
5DV.12723	2742 W 24TH AVE	1906	NR-E (A, C)
5DV.12729	2848 W 24TH AVE	1896	NE
5DV.12744	2835 W 24TH AVE	1900	NR-E (C)
5DV.12749	2645-2647 W 24TH AVE	1904	SR- E (C)
5DV.12750	2649-2651 W 24TH AVE	1904	NR-E (C)
5DV.12756	2710 W 25TH AVE	1886	NE
5DV.12763	2828 W 25TH AVE	1896	SR-E (C)
5DV.12774	2615 W 25TH AVE	1886	NR-E (C)
5DV.12775	2625 W 25TH AVE	1886	NR-E (C)
5DV.12785	2811 W 25TH AVE	1890	DEMOLISHED
5DV.12786	2815 W 25TH AVE	1890	DEMOLISHED
5DV.12787	2819 W 25TH AVE	1886	DEMOLISHED
5DV.12788	2821 W 25TH AVE	1891	NR-E (C)
5DV.12789	2827 W 25TH AVE	1886	NR-E (C)
5DV.12790	2833 W 25TH AVE	1891	SR-E (C)
5DV.12791	2837 W 25TH AVE	1886	ND
5DV.12800	2736 W 26TH AVE	1886	NR-E (C)
5DV.12816	2744-2746 W 26TH AVE	c.1886	NR-E (A, C)
5DV.12818	2475 W 26TH AVE	1959	NR-E (A, C)
5DV.12821	2627 W 26TH AVE	1886	NR-E (C)
5DV.12822	2649 W 26TH AVE	1912	SR-E (C)
5DV.12823	2545-2551 W 26TH AVE	1910	DEMOLISHED
5DV.12831	2709 W 27TH AVE	1912	NR-E (C)

Site ID	Address	Year Built	Evaluation Code
5DV.12833	2819 W 27TH AVE	1890	NR-E (C)
5DV.12834	2823 W 27TH AVE	1890	NR-E (C)
5DV.12837	2923 W 27TH AVE	1888	SR-E (C)
5DV.12838	2625-2627 W 27TH AVE	1930	NR-E (C)
5DV.12850	2803 W 28TH AVE	1926	SR-E (C)
5DV.12851	2811 W 28TH AVE	1886	NR-E (C)
5DV.12854	2903 W 28TH AVE	1909	NR-E (C)
5DV.12858	2927 W 28TH AVE	1890	ND
5DV.12859	2841-2845 W 28TH AVE	1911	SR-E (C)
5DV.12860	2849-2857 W 28TH AVE	1908	NR-E (C)
5DV.12861	2931-2933 W 28TH AVE	1910	SR-E (C)
5DV.12864	2432 W BYRON PL	1900	NR-E (C)
5DV.12865	2436 W BYRON PL	1900	NE
5DV.12866	2440 W BYRON PL	c.1890	SR-E (C)
5DV.12871	2606 W RIVER DR	1906	NE
5DV.12872	2608 W RIVER DR	1888	ND
5DV.12873	2614 W RIVER DR	1890	NR-E (C)
5DV.12878	2547 W RIVER DR	1923	ND
5DV.12879	2613 W RIVER DR	1894	SR-E (C)
5DV.12880	2617 W RIVER DR	1890	SR-E (C)
5DV.12881	2623 W RIVER DR	1890	SR-E (C)

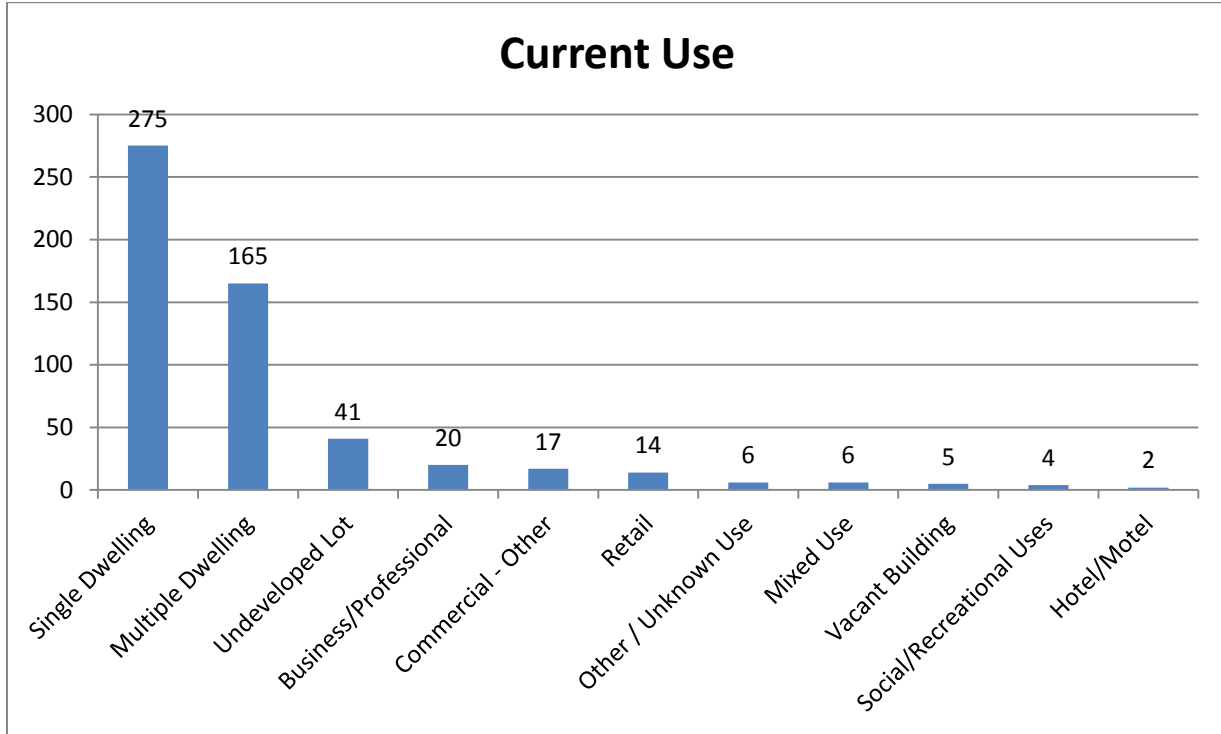
Years of Construction

The year of construction for buildings documented in the Jefferson Park survey area ranged from 1881 to 2015, with just over one third of the buildings built by 1900. Construction declined through 1950, when there was a brief spike, primarily in the construction of multiple-unit dwellings. Construction dwindled again until roughly 2000, the beginning of the current redevelopment boom in Jefferson Park. Over 75% of buildings constructed since 2000 have been multi-unit dwellings.



Current Use of Buildings

An overwhelming number of buildings surveyed, 80%, had residential uses. Most of these (49.5%) were single family dwellings. A smaller, but still significant percentage (29.7%), were multiple-unit dwellings. Commercial buildings made up a smaller percentage of the total (9.2%), and were a mix of retail, business/professional, and light industrial uses. Forty-one vacant parcels were noted.



Building Styles and Forms

A building's form describes its massing and shape, while its architectural style describes decorative features and elements applied to it. Many buildings do not have an identifiable architectural style and can be classified only by form. The buildings in the Jefferson Park neighborhood are a combination of those having identifiable architectural styles, and those that do not.

A variety of building forms were identified in the Jefferson Park survey area:

Residential Building Forms	Count
Gable Front	90
Central Block with Projecting Bays	66
Terrace Type	62
Classic Cottage	39
Bungalow	32
Ranch	28
Apartment Block	19
Foursquare	12
Hipped Roof Box	8
Gabled Ell	4
Shotgun	3
Neo-Mansard	3
Garden Court Apartment	1
Dingbat Apartment	1
Minimal Traditional	1
Courtyard Apartment	1
Other	13

Commercial Building Forms	Count
One-Part Commercial Block	11
Two-Part Commercial Block	9
Gas Station - Oblong Box	2
Service Bay Block	1
Commercial/Industrial Block	1
Gas Station - Other	1
Commercial - Other	17

The following section describes the residential and commercial building forms most frequently found in the Jefferson Park survey area.

Building Forms: Residential

Form: Gable Front



2827 West 25th Avenue

The gable front building form is common throughout Jefferson Park 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: Terrace



2537-2539 West 27th Avenue

The terrace form is characterized by masonry construction with a flat roof and parapet, and may be one or more stories tall. These buildings often feature a decorative corbelled brick cornice, segmentally-arched windows, and stone lintels. Terraces may be a single unit or multiple units. The terrace form was commonly built between the early 1890s and the 1910s.

Form: Central Block with Projecting Bays



2352 Federal Boulevard

The central block with projecting bays form has a central living area with multiple projecting bays. It is characterized by a compound roof, asymmetrical front façade, and irregular plan.

Form: Classic Cottage



2740 Federal Boulevard

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 Jefferson Park classic cottages were built between 1900 and 1915.

Form: Bungalow



2235 Eliot Street

Bungalows are characterized by their broad overhanging eaves, low-pitched roof and full-width front porch. Most Jefferson Park 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: Ranch



2440 Alcott Street

The ranch form is characterized by its horizontal, single-story form, low-pitched roof, and minimal porch or stoop. Its eaves are usually wide and overhanging. Often the ranch form will have a large picture window on its front façade. Ranch form buildings are found scattered throughout the Jefferson Park neighborhood. Ranch homes were built between the early 1950s and into the 1960s.

Form: Apartment Block



2418 Federal Boulevard

The apartment block is characterized by its rectangular footprint, brick or stone masonry construction, and internal corridors leading to individual apartment units. Apartment blocks are usually one to four stories tall. Apartment blocks were built in the Jefferson Park neighborhood between the mid-1940s and the mid-1970s.

Form: Foursquare



2854 Eliot Street

Key features of the foursquare include a square plan, hipped roof, and central dormer. The foursquare is at least two stories in height, and usually features a prominent front porch and wide overhanging eaves. Jefferson Park foursquare homes were constructed between 1890 and 1912.

Form: Hipped-Roof Box



2918 West 28th Avenue

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 Jefferson Park were constructed between the late 1880s and early 1940s.

Building Forms: Commercial

Form: One-Part Commercial Block



2441-2445 Eliot 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.

Form: Two-Part Commercial Block



2900 W. 25th Avenue

The two-part commercial block is two or more stories tall, and usually of brick or stone masonry construction. The building is divided into two zones which communicate the different functions of the upper and lower floors of the building. The ground floor is generally retail space, while upper floors are residential or office space.

Form: Commercial/Industrial Block



2727 Bryant Street

The commercial/industrial block building form 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 form can range from one to a few stories tall, and cladding can be of any material, including brick, concrete block, concrete, or stucco.

Architectural Styles

Architectural styles identified in the Jefferson Park area were widely varied. Nearly half (45%) of the buildings surveyed had no identifiable style. The oldest remaining single-family homes fell into the Queen Anne (7.5%) and more modest Victorian Cottage (12.5%) categories. Craftsman (9.1%), Edwardian (2.8%) and Ranch (6.3%) styles were the most commonly identified styles for buildings constructed after 1900.

Style	Count
No Style	192
Victorian Cottage	53
Craftsman	39
Queen Anne	32
Ranch	27
Modern Movement	25
Other Style	15
Edwardian	12
Italianate	8
Mission Revival	7
Classical Revival	3
Spanish Colonial Revival	2
Dutch Colonial Revival	2
English Norman Cottage	2
Other	8

The following section describes the architectural styles most frequently found in the Jefferson Park survey area.

Style: Italianate



2931-2935 West 25th Avenue

Italianate buildings generally display a horizontal emphasis. Key features include bracketed eaves and tall, narrow windows with decorative crowns. Italianate buildings in Jefferson Park date from the late 1880s to the early 1890s.

Style: Queen Anne



2329 Eliot Street

Decorative features abound on the Queen Anne, with varying wall textures such as patterned shingles or masonry, and the use of spindle work on the porch. Queen Anne homes generally include a steeply-pitched roof of irregular shape and an asymmetrical front façade. Jefferson Park Queen Anne homes date from the late-1880s to around 1900.

Style: Victorian Cottage



2109 Clay Street

The Victorian Cottage style borrows features from the Queen Anne in their use of shingled gable ends and turned porch posts, but lack the over-the-top decorative quality of the Queen Anne. Victorian Cottage homes are generally a simple gable-front house with rectangular plan. Jefferson Park Victorian Cottages date from the late-1880s to around 1900.

Style: Edwardian



2151 Clay Street

The Edwardian style is more restrained than its predecessors, the Queen Anne and Victorian Cottage styles. Key features include plain shingles in the gable end and the use of simple columns as porch supports. Edwardian buildings may have some classical features, such as pediments over doors or windows, and return eaves. Jefferson Park Edwardians date from the late 1890s to 1910.

Style: Craftsman



2736 West 24th Avenue

The Craftsman style features false beams or braces under the eaves, and false half-timbering or open-trussing in the gables. Often, these buildings have prominent porches with substantial columns or piers. Most Craftsman homes in the Jefferson Park neighborhood date from the mid-1910s to the early 1930s.

Style: Mission Revival



2534-2538 Decatur Street

Key features of the Mission Revival style include curvilinear-shaped roof parapets, round-arched windows or entries, and string courses. Mission Revival buildings are often clad in stucco. Most Jefferson Park Mission Revival buildings date from the late-1890s to around 1906.

Style: Modern Movement



2755 West 23rd Avenue

The Modern Movement style features a simple mid-century utilitarian design. These buildings are generally of brick masonry construction, often with flat tile or concrete accent panels. Windows are usually regularly spaced on the building.

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 resources 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 from this project include:

- Publication of Survey Data and Results
 - All survey data collected by Discover Denver in the Jefferson Park 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 several 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 public should be made aware of the special role that the Jefferson Park area 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.

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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. Designation 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
7TH ST										
5DV.1364	2301 7TH ST	Evaluation	1892	Commercial - Restaurant	One-Part Commercial Block	Italianate	ND	NPD	NR-LISTED	NPD
5DV.200	2323 7TH ST	Evaluation	1902	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	NR-LISTED	NPD
19TH AVE										
5DV.12901	2929 W 19TH AVE	Evaluation	1983	Commercial - Business/Professional	N/A	No Style	ND	NPD	ND	NPD
5DV.12902	2941 W 19TH AVE	Evaluation	1965	Commercial - Other	Commercial - Other	No Style	ND	NPD	ND	NPD
20TH AVE										
	2865 W 20TH AVE	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12683	2901 W 20TH AVE	Descriptive	2014	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12684	2911 W 20TH AVE	Descriptive	2014	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12685	2921 W 20TH AVE	Descriptive	2014	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12903	2924-2930 W 20TH AVE	Evaluation	1962	Commercial - Other	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.12686	2931 W 20TH AVE	Descriptive	2014	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
21ST AVE										
5DV.12691	2725-2727 W 21ST AVE	Descriptive	2009	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.6022	2731 W 21ST AVE	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12687	2850 W 21ST AVE	Evaluation	1958	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12692	2851-2881 W 21ST AVE	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12689	2922-2924 W 21ST AVE	Evaluation	1956	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12693	2925-2927 W 21ST AVE	Evaluation	1959	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12688	2926 W 21ST AVE	Evaluation	1956	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12690	2928-2930 W 21ST AVE	Evaluation	1956	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
22ND AVE										
5DV.12694	2718 W 22ND AVE	Evaluation	1927	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.12696	2722-2724 W 22ND AVE	Descriptive	2012	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12697	2758-2798 W 22ND AVE	Descriptive	2008	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12695	2922 W 22ND AVE	Evaluation	1930	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
23RD AVE										
5DV.12698	2522 W 23RD AVE	Evaluation	1886	Domestic – Single Dwelling	Shotgun	No Style	ND	NPD	ND	NPD
5DV.12704	2524-2526 W 23RD AVE	Evaluation	1891	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.1602	2528 W 23RD AVE	Evaluation	1887	Domestic – Single Dwelling	Other	Dutch Colonial Revival	ND	NPD	ND	NPD
5DV.12699	2530 W 23RD AVE	Evaluation	1887	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12700	2544 W 23RD AVE	Evaluation	1900	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12701	2546 W 23RD AVE	Evaluation	1900	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12705	2550-2554 W 23RD AVE	Evaluation	1900	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
	2600 W 23RD AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	2607 W 23RD AVE	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12702	2620 W 23RD AVE	Evaluation	1896	Domestic – Single Dwelling	Foursquare	Queen Anne	ND	NPD	ND	NPD
	2623 W 23RD AVE	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12703	2636 W 23RD AVE	Evaluation	1897	Domestic – Single Dwelling	Foursquare	No Style	ND	NPD	ND	NPD
5DV.12706	2637 W 23RD AVE	Evaluation	1891	Health Care	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12707	2641 W 23RD AVE	Evaluation	1906	Domestic – Single Dwelling	Other	No Style	ND	NPD	ND	NPD
5DV.12708	2643 W 23RD AVE	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12709	2647 W 23RD AVE	Evaluation	1896	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12710	2723 W 23RD AVE	Evaluation	1904	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12718	2733-2737 W 23RD AVE	Evaluation	1960	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	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.12711	2755 W 23RD AVE	Evaluation	1956	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12712	2827 W 23RD AVE	Enhanced	1906	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12713	2831 W 23RD AVE	Evaluation	1961	Domestic – Multiple Dwelling	Apartment Block	No Style	ND	NPD	ND	NPD
5DV.12714	2839 W 23RD AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12715	2849 W 23RD AVE	Enhanced	1891	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	E	NPD	SR-E (B, C)	NPD
5DV.12716	2855 W 23RD AVE	Evaluation	1958	Domestic – Multiple Dwelling	Apartment Block	No Style	ND	NPD	ND	NPD
5DV.12719	2919-2927 W 23RD AVE	Evaluation	1963	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12717	2933 W 23RD AVE	Evaluation	1954	Commercial - Business/Professional	Gable Front	Ranch	ND	NPD	ND	NPD
24TH AVE										
5DV.12748	2601-2607 W 24TH AVE	Descriptive	2006	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12736	2602-2622 W 24TH AVE	Evaluation	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12739	2625 W 24TH AVE	Evaluation	1956	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12740	2635 W 24TH AVE	Evaluation	1963	Domestic – Multiple Dwelling	Ranch	No Style	ND	NPD	ND	NPD
5DV.12749	2645-2647 W 24TH AVE	Enhanced	1904	Domestic – Multiple Dwelling	Terrace Type	No Style	E	NPD	SR-E (C)	NPD
5DV.12720	2646 W 24TH AVE	Evaluation	1891	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12750	2649-2651 W 24TH AVE	Enhanced	1904	Domestic – Multiple Dwelling	Terrace Type	No Style	E	NPD	NR-E (C)	NPD
5DV.12751	2711-2721 W 24TH AVE	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12721	2728 W 24TH AVE	Evaluation	1959	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12722	2736 W 24TH AVE	Evaluation	1917	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
	2737 W 24TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12723	2742 W 24TH AVE	Enhanced	1906	Domestic – Single Dwelling	Central Block with Projecting Bays	Edwardian	ND	NPD	NR-E (A, C)	NPD
5DV.12724	2744 W 24TH AVE	Evaluation	1886	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12737	2800-2810 W 24TH AVE	Evaluation	1956	Vacant Building	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12741	2805 W 24TH AVE	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12725	2820 W 24TH AVE	Evaluation	1913	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	ND	NPD
5DV.12742	2821 W 24TH AVE	Evaluation	1957	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12726	2824 W 24TH AVE	Evaluation	1885	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12727	2830 W 24TH AVE	Descriptive	2000	Domestic – Multiple Dwelling	Central Block with Projecting Bays	No Style	L30	L30	L30	L30
5DV.12743	2831 W 24TH AVE	Evaluation	1890	Domestic – Single Dwelling	Classic Cottage	Craftsman	ND	NPD	ND	NPD
5DV.12744	2835 W 24TH AVE	Enhanced	1900	Domestic – Single Dwelling	Gable Front	Edwardian	E	NPD	NR-E (C)	NPD
5DV.12728	2836 W 24TH AVE	Descriptive	2000	Domestic – Multiple Dwelling	Central Block with Projecting Bays	No Style	L30	L30	L30	L30
5DV.1610	2840 W 24TH AVE	Enhanced	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	NR-E (C)	NPD
5DV.12745	2841 W 24TH AVE	Evaluation	1895	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12746	2847 W 24TH AVE	Evaluation	1895	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	NE	NPD	NE	NPD
5DV.12729	2848 W 24TH AVE	Enhanced	1896	Domestic – Single Dwelling	Bungalow	Craftsman	NE	NPD	NR-NE	NPD
5DV.12747	2851 W 24TH AVE	Evaluation	1915	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12738	2854-2856 W 24TH AVE	Evaluation	1890	Domestic – Multiple Dwelling	Terrace Type	Spanish Colonial Revival	ND	NPD	ND	NPD
	2901 W 24TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12730	2904 W 24TH AVE	Evaluation	1893	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.4644	2909 W 24TH AVE	Evaluation	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12731	2910 W 24TH AVE	Evaluation	1893	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD

SITE ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Location Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.12732	2916 W 24TH AVE	Evaluation	1893	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12733	2922 W 24TH AVE	Evaluation	1893	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.1110	2926 W 24TH AVE	Evaluation	1885	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
	2927 W 24TH AVE	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12734	2930 W 24TH AVE	Evaluation	1885	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12735	2934 W 24TH AVE	Evaluation	1890	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
25TH AVE										
5DV.12774	2615 W 25TH AVE	Enhanced	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	E	NPD	NR-E (C)	NPD
5DV.12752	2620 W 25TH AVE	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12753	2622 W 25TH AVE	Evaluation	1895	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12775	2625 W 25TH AVE	Enhanced	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	E	NPD	NR-E (C)	NPD
5DV.12754	2626 W 25TH AVE	Evaluation	1895	Domestic – Multiple Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12776	2633 W 25TH AVE	Evaluation	1961	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12792	2645-2647 W 25TH AVE	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12755	2700 W 25TH AVE	Evaluation	1955	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12793	2701-2703 W 25TH AVE	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12756	2710 W 25TH AVE	Enhanced	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	NR-NE	NPD
5DV.12777	2711 W 25TH AVE	Evaluation	1901	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12778	2713 W 25TH AVE	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	NE	NPD	NE	NPD
5DV.12757	2716 W 25TH AVE	Evaluation	1923	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.5663	2718-2722 W 25TH AVE	Evaluation	1891	Domestic – Multiple Dwelling	Terrace Type	No Style	NE	NPD	NE	NPD
5DV.12779	2721 W 25TH AVE	Evaluation	1891	Domestic – Single Dwelling	Gabled Ell	Italianate	ND	NPD	ND	NPD
5DV.12780	2723 W 25TH AVE	Evaluation	1889	Domestic – Single Dwelling	Gabled Ell	Italianate	ND	NPD	ND	NPD
5DV.12758	2724 W 25TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12781	2725 W 25TH AVE	Descriptive	2015	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12759	2730 W 25TH AVE	Evaluation	1941	Domestic – Single Dwelling	Other	English Norman Cottage	ND	NPD	ND	NPD
5DV.12771	2734-2736 W 25TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12760	2738 W 25TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.5391	2742 W 25TH AVE	Evaluation	1895	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12904	2743 W 25TH AVE	Descriptive	2016	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12782	2745 W 25TH AVE	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12783	2747 W 25TH AVE	Evaluation	1886	Domestic – Single Dwelling	Shotgun	No Style	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12761	2800 W 25TH AVE	Descriptive	2015	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12784	2801 W 25TH AVE	Evaluation	1927	Domestic – Multiple Dwelling	Two-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.12785	2811 W 25TH AVE	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12772	2812-2814 W 25TH AVE	Evaluation	1903	Domestic – Multiple Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12786	2815 W 25TH AVE	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12762	2816 W 25TH AVE	Evaluation	1891	Domestic – Single Dwelling	Foursquare	No Style	NE	NPD	NE	NPD
5DV.12787	2819 W 25TH AVE	Enhanced	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12788	2821 W 25TH AVE	Enhanced	1891	Domestic – Multiple Dwelling	Central Block with Projecting Bays	Queen Anne	PE	NPD	NR-E (C)	NPD
5DV.12789	2827 W 25TH AVE	Enhanced	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	PE	NPD	NR-E (C)	NPD
5DV.12763	2828 W 25TH AVE	Enhanced	1896	Domestic – Single Dwelling	Gable Front	Victorian Cottage	E	NPD	SR-E (C)	NPD

SITE ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Location Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.12764	2830 W 25TH AVE	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12790	2833 W 25TH AVE	Enhanced	1891	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	E	NPD	SR-E (C)	NPD
5DV.12765	2836 W 25TH AVE	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12791	2837 W 25TH AVE	Enhanced	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	NR-ND	NPD
5DV.12766	2840 W 25TH AVE	Evaluation	1893	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12767	2842 W 25TH AVE	Evaluation	1891	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12768	2900 W 25TH AVE	Evaluation	1910	Mixed Use	Two-Part Commercial Block	Classical Revival	PE	NPD	E	NPD
5DV.2677	2901 W 25TH AVE	Evaluation	1887	Vacant Building	One-Part Commercial Block	No Style	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
	2909 W 25TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12769	2914 W 25TH AVE	Evaluation	c.1920	Mixed Use	Two-Part Commercial Block	No Style	PE	NPD	E	NPD
	2915 W 25TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.891	2917 W 25TH AVE	Evaluation	1894	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12770	2920 W 25TH AVE	Evaluation	c.1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.3785	2925 W 25TH AVE	Evaluation	1969	Commercial - Other	Two-Part Commercial Block	Mission Revival	ND	NPD	ND	NPD
5DV.12773	2930-2940 W 25TH AVE	Evaluation	1913	Domestic – Multiple Dwelling	Terrace Type	Classical Revival	ND	NPD	ND	NPD
5DV.2824	2931-2935 W 25TH AVE	Evaluation	1889	Commercial - Other	Two-Part Commercial Block	Italianate	ND	NPD	ND	NPD
26TH AVE										
5DV.12809	2420-2490 W 26TH AVE	Evaluation	1972	Commercial - Business/Professional	Commercial - Other	Modern Movement	ND	NPD	ND	NPD
5DV.12818	2475 W 26TH AVE	Enhanced	1959	Social - Meeting Hall	Commercial - Other	Modern Movement	E	NPD	NR-E (A, C)	NPD
	2501 W 26TH AVE	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12794	2508 W 26TH AVE	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12819	2527 W 26TH AVE	Evaluation	1957	Commercial - Restaurant	Other	No Style	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12795	2528 W 26TH AVE	Evaluation	1955	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12823	2545-2551 W 26TH AVE	Enhanced	1910	Domestic – Multiple Dwelling	Terrace Type	Italian Renaissance	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12820	2607 W 26TH AVE	Descriptive	2003	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12824	2611-2615 W 26TH AVE	Evaluation	1956	Domestic – Multiple Dwelling	Ranch	No Style	ND	NPD	ND	NPD
5DV.12810	2614-2616 W 26TH AVE	Descriptive	2000	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12811	2620-2622 W 26TH AVE	Descriptive	2000	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12812	2626-2628 W 26TH AVE	Descriptive	2000	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12821	2627 W 26TH AVE	Enhanced	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	NR-E (C)	NPD
5DV.12813	2630-2632 W 26TH AVE	Descriptive	2000	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12796	2636 W 26TH AVE	Evaluation	1904	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.197	2637 W 26TH AVE	Evaluation	1908	Commercial - Restaurant	Central Block with Projecting Bays	Queen Anne	PE	NPD	NR-LISTED	NPD
5DV.12822	2649 W 26TH AVE	Enhanced	1912	Commercial - Business/Professional	Foursquare	No Style	E	NPD	SR-E (C)	NPD
5DV.12797	2700 W 26TH AVE	Evaluation	1974	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12798	2714 W 26TH AVE	Evaluation	1962	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12799	2726 W 26TH AVE	Descriptive	2000	Unknown Use	N/A	N/A	L30	L30	L30	L30
5DV.12814	2728-2732 W 26TH AVE	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12800	2736 W 26TH AVE	Enhanced	1886	Domestic – Single Dwelling	Hipped Roof Box	No Style	ND	NPD	NR-E (C)	NPD
5DV.12815	2740-2742 W 26TH AVE	Evaluation	1890	Domestic – Multiple Dwelling	Terrace Type	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.12816	2744-2746 W 26TH AVE	Enhanced	c.1886	Domestic – Multiple Dwelling	Two-Part Commercial Block	Italianate	PE	NPD	NR-E (A, C)	NPD
5DV.12801	2800 W 26TH AVE	Evaluation	1957	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
	2812 W 26TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12802	2816 W 26TH AVE	Evaluation	1896	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12803	2820 W 26TH AVE	Evaluation	1896	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12817	2830-2840 W 26TH AVE	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12804	2850 W 26TH AVE	Evaluation	1955	Commercial - Other	Gas Station - Oblong Box	No Style	ND	NPD	ND	NPD
5DV.12805	2900 W 26TH AVE	Evaluation	1901	Commercial - Restaurant	One-Part Commercial Block	Other Style	ND	NPD	ND	NPD
5DV.12806	2920 W 26TH AVE	Evaluation	1931	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12807	2922 W 26TH AVE	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12808	2930 W 26TH AVE	Evaluation	1923	Domestic – Multiple Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
27TH AVE										
5DV.11030	2535 W 27TH AVE	Evaluation	1898	Commercial - Business/Professional	Terrace Type	No Style	ND	NPD	E	NPD
5DV.11029	2537-2539 W 27TH AVE	Evaluation	1905	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	E	NPD
5DV.5706	2541-2543 W 27TH AVE	Evaluation	1905	Domestic – Multiple Dwelling	Terrace Type	N/A	ND	NPD	E	NPD
5DV.12828	2603 W 27TH AVE	Evaluation	1891	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12838	2625-2627 W 27TH AVE	Enhanced	1930	Domestic – Multiple Dwelling	Bungalow	Craftsman	ND	NPD	NR-E (C)	NPD
5DV.12825	2634 W 27TH AVE	Evaluation	1888	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12829	2635 W 27TH AVE	Evaluation	1903	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12826	2636 W 27TH AVE	Evaluation	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	NE	NPD	NE	NPD
5DV.12827	2638 W 27TH AVE	Evaluation	c.1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12830	2643 W 27TH AVE	Evaluation	1903	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12831	2709 W 27TH AVE	Enhanced	1912	Domestic – Single Dwelling	Other	Craftsman	PE	NPD	NR-E (C)	NPD
	2727 W 27TH AVE	Evaluation	N/A	Under Construction	N/A	N/A	-	-	-	-
5DV.12832	2809 W 27TH AVE	Evaluation	1957	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12833	2819 W 27TH AVE	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	NR-E (C)	NPD
5DV.12834	2823 W 27TH AVE	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	NR-E (C)	NPD
5DV.12835	2831 W 27TH AVE	Descriptive	1987	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1484	2841-2845 W 27TH AVE	Evaluation	1890	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12836	2907 W 27TH AVE	Evaluation	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Other Style	ND	NPD	ND	NPD
5DV.2756	2915 W 27TH AVE	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	Other Style	ND	NPD	ND	NPD
5DV.2755	2919 W 27TH AVE	Evaluation	1891	Domestic – Single Dwelling	Central Block with Projecting Bays	Italianate	ND	NPD	ND	NPD
5DV.12837	2923 W 27TH AVE	Enhanced	1888	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	SR-E (C)	NPD
28TH AVE										
5DV.5664	2718 W 28TH AVE	Descriptive	2007	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12843	2719 W 28TH AVE	Evaluation	1906	Domestic – Multiple Dwelling	Terrace Type	Mission Revival	ND	NPD	ND	NPD
5DV.12844	2727 W 28TH AVE	Evaluation	1886	Domestic – Single Dwelling	Terrace Type	No Style	NE	NPD	NE	NPD
5DV.12845	2729 W 28TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	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.12846	2733 W 28TH AVE	Evaluation	1886	Domestic – Single Dwelling	Terrace Type	No Style	NE	NPD	NE	NPD
	2734 W 28TH AVE	Foundation	N/A	Vacant lot	N/A	N/A	-	-	-	-
5DV.12847	2737 W 28TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.5191	2740 W 28TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12848	2741 W 28TH AVE	Evaluation	1904	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12849	2751 W 28TH AVE	Evaluation	1956	Domestic – Multiple Dwelling	Garden Court Apartment	Modern Movement	ND	NPD	ND	NPD
5DV.12850	2803 W 28TH AVE	Enhanced	1926	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	SR-E (C)	PHD-C
5DV.12851	2811 W 28TH AVE	Enhanced	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Italianate	ND	PHD-C	NR-E (C)	PHD-C
5DV.12852	2819 W 28TH AVE	Evaluation	1890	Domestic – Single Dwelling	Gable Front	Queen Anne	ND	PHD-C	ND	PHD-C
5DV.12839	2822 W 28TH AVE	Evaluation	1959	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.12853	2823 W 28TH AVE	Evaluation	1973	Domestic – Multiple Dwelling	Apartment Block	Neo-Mansard	ND	PHD-NC	ND	PHD-NC
5DV.12840	2834 W 28TH AVE	Evaluation	1953	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12859	2841-2845 W 28TH AVE	Enhanced	1911	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	PHD-C	SR-E (C)	PHD-C
5DV.12860	2849-2857 W 28TH AVE	Enhanced	1908	Domestic – Multiple Dwelling	Terrace Type	Craftsman	ND	PHD-C	NR-E (C)	PHD-C
5DV.12854	2903 W 28TH AVE	Enhanced	1909	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	PHD-C	NR-E (C)	PHD-C
5DV.12855	2909 W 28TH AVE	Evaluation	1890	Domestic – Single Dwelling	Gable Front	Other Style	ND	NPD	ND	NPD
5DV.12856	2913 W 28TH AVE	Evaluation	1890	Domestic – Single Dwelling	Gable Front	Other Style	ND	NPD	ND	NPD
5DV.2829	2917 W 28TH AVE	Evaluation	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	NE	NPD	NE	NPD
5DV.12841	2918 W 28TH AVE	Evaluation	1946	Domestic – Single Dwelling	Hipped Roof Box	Craftsman	ND	NPD	ND	NPD
5DV.2828	2921 W 28TH AVE	Evaluation	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12857	2923 W 28TH AVE	Evaluation	1891	Domestic – Single Dwelling	Gable Front	Other Style	ND	NPD	ND	NPD
5DV.12858	2927 W 28TH AVE	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	E	NPD	NR-ND	NPD
5DV.12861	2931-2933 W 28TH AVE	Enhanced	1910	Domestic – Multiple Dwelling	Terrace Type	Mission Revival	ND	NPD	SR-E (C)	NPD
5DV.12842	2950 W 28TH AVE	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
29TH AVE										
5DV.12862	2750 W 29TH AVE	Evaluation	1962	Commercial - Other	One-Part Commercial Block	No Style	NE	NPD	NE	NPD
	2800 W 29TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	2816 W 29TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	2822 W 29TH AVE	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.6297	2900 W 29TH AVE	Evaluation	1906	Domestic – Single Dwelling	Bungalow	Craftsman	ND	PHD-C	ND	PHD-C
5DV.2748	2914 W 29TH AVE	Evaluation	1888	Commercial - Business/Professional	Terrace Type	Other Style	LANDMARK	PHD-C	E	PHD-C
5DV.2827	2918 W 29TH AVE	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Queen Anne	E	PHD-C	NR-E (C)	PHD-C
5DV.12863	2924 W 29TH AVE	Evaluation	1886	Domestic – Single Dwelling	Gabled Ell	No Style	ND	PHD-NC	ND	PHD-NC
ALCOTT ST										
5DV.12444	2420 ALCOTT ST	Evaluation	1974	Commercial - Business/Professional	Commercial - Other	Modern Movement	ND	NPD	ND	NPD
5DV.12445	2430 ALCOTT ST	Evaluation	1955	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12446	2440 ALCOTT ST	Evaluation	1955	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12447	2450 ALCOTT ST	Evaluation	1955	Domestic – Single Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
	2459 ALCOTT ST	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
	2695 ALCOTT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
BRYANT ST										
	2006 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.8142	2016 BRYANT ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
	2020 BRYANT 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.8143	2022 BRYANT ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.1527	2026 BRYANT ST	Evaluation	1900	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	E	NPD
5DV.12450	2031 BRYANT ST	Evaluation	1964	Commercial - Other	Commercial - Other	Modern Movement	ND	NPD	E	NPD
	2043 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12451	2059 BRYANT ST	Evaluation	1970	Vacant Building	Two-Part Commercial Block	Other Style	NE	NPD	NE	NPD
5DV.12452	2075 BRYANT ST	Evaluation	1956	Commercial - Other	One-Part Commercial Block	Other Style	NE	NPD	NE	NPD
5DV.12907	2083-2089 BRYANT ST	Descriptive	2008	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12453	2185 BRYANT ST	Descriptive	2012	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
	2343 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12470	2401-2407 BRYANT ST	Descriptive	2006	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12471	2419-2421 BRYANT ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12454	2425 BRYANT ST	Evaluation	1901	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12455	2429 BRYANT ST	Evaluation	1900	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12456	2455 BRYANT ST	Evaluation	1973	Domestic – Multiple Dwelling	Neo-Mansard	No Style	ND	NPD	ND	NPD
5DV.12457	2469 BRYANT ST	Evaluation	1905	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12458	2475 BRYANT ST	Evaluation	1906	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	NE	NPD	ND	NPD
5DV.12472	2501-2527 BRYANT ST	Descriptive	2007	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12448	2530 BRYANT ST	Evaluation	1956	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12473	2531-2533 BRYANT ST	Evaluation	1890	Domestic – Multiple Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12449	2534-2540 BRYANT ST	Evaluation	1955	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12474	2609-2611 BRYANT ST	Evaluation	c.1910	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
	2620 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12459	2625 BRYANT ST	Evaluation	1913	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12460	2629 BRYANT ST	Evaluation	1913	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
	2630 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12461	2633 BRYANT ST	Evaluation	1890	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12462	2635 BRYANT ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12463	2639 BRYANT ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
	2640 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12464	2645 BRYANT ST	Evaluation	1889	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
	2648 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12465	2657 BRYANT ST	Enhanced	1912	Domestic – Multiple Dwelling	Bungalow	Craftsman	E	NPD	NR-E (C)	NPD
5DV.12466	2727 BRYANT ST	Evaluation	1974	Commercial - Business/Professional	Commercial/Industrial Block	International Style	ND	NPD	ND	NPD
	2743 BRYANT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12467	2749 BRYANT ST	Evaluation	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	ND	NPD
5DV.12468	2753 BRYANT ST	Evaluation	1902	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12469	2757 BRYANT ST	Enhanced	1903	Commercial - Business/Professional	Central Block with Projecting Bays	Craftsman	NE	NPD	NR-NE	NPD
BYRON PL										
5DV.12864	2432 W BYRON PL	Enhanced	1900	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	E	NPD	NR-E (C)	NPD
5DV.12865	2436 W BYRON PL	Enhanced	1900	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	E	NPD	NR-NE	NPD
5DV.12866	2440 W BYRON PL	Enhanced	c.1890	Domestic – Single Dwelling	Foursquare	No Style	E	NPD	SR-E (C)	NPD

SITE ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
CHILDRENS MUSEUM DR										
5DV.12887	2121 CHILDRENS MUSEUM DR	Descriptive	2000	Recreation and Culture - Museum	N/A	N/A	L30	L30	L30	L30
CLAY ST										
5DV.12475	2000 CLAY ST	Descriptive	1998	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.12499	2030-2050 CLAY ST	Evaluation	1962	Commercial - Other	Commercial - Other	Modern Movement	ND	NPD	ND	NPD
	2056 CLAY ST	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12476	2070 CLAY ST	Evaluation	1968	Commercial - Other	Commercial - Other	Modern Movement	ND	NPD	ND	NPD
5DV.12477	2100-2108 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12502	2101 CLAY ST	Descriptive	2007	Domestic – Single Dwelling	N/A	N/A	L30	PHD-NC	L30	PHD-NC
5DV.12503	2107 CLAY ST	Evaluation	1952	Domestic – Single Dwelling	Ranch	Ranch	ND	PHD-C	ND	PHD-C
5DV.12504	2109 CLAY ST	Enhanced	1881	Domestic – Single Dwelling	Gable Front	Victorian Cottage	PE	PHD-C	NR-E (C)	PHD-C
	2110-2112 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12889	2114-2128 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.1271	2117 CLAY ST	Evaluation	1881	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	ND	PHD-C
5DV.12505	2123 CLAY ST	Evaluation	1896	Domestic – Single Dwelling	Foursquare	No Style	ND	PHD-C	ND	PHD-C
5DV.12524	2127-2129 CLAY ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12890	2130-2132 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12506	2133 CLAY ST	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.12891	2134-2146 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12507	2137 CLAY ST	Evaluation	1920	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.12508	2139 CLAY ST	Descriptive	2005	Domestic – Single Dwelling	Bungalow	No Style	L30	PHD-NC	L30	PHD-NC
5DV.12509	2149 CLAY ST	Evaluation	1920	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-NC	NE	PHD-NC
5DV.12510	2151 CLAY ST	Enhanced	1910	Domestic – Single Dwelling	Gable Front	Edwardian	ND	PHD-C	NR-ND	PHD-C
5DV.12478	2200 CLAY ST	Descriptive	2012	Mixed Use	N/A	N/A	L30	L30	L30	PHD-C
5DV.12479	2240 CLAY ST	Descriptive	2007	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12511	2301 CLAY ST	Evaluation	1962	Domestic – Multiple Dwelling	Dingbat Apartment	Modern Movement	E	NPD	E	NPD
5DV.12525	2325-2339 CLAY ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12480	2326 CLAY ST	Evaluation	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Other Style	ND	NPD	ND	NPD
5DV.12481	2330 CLAY ST	Evaluation	1916	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.5773	2338-2342 CLAY ST	Enhanced	1904	Domestic – Multiple Dwelling	Terrace Type	Mission Revival	ND	NPD	SR-E (C)	NPD
5DV.12512	2345 CLAY ST	Evaluation	1978	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	NE	NPD	NE	NPD
5DV.12513	2401 CLAY ST	Evaluation	1942	Domestic – Single Dwelling	Other	No Style	NE	NPD	NE	NPD
5DV.12482	2406-2422 CLAY ST	Evaluation	1955	Domestic – Multiple Dwelling	Other	No Style	NE	NPD	NE	NPD
5DV.12483	2424 CLAY ST	Evaluation	1900	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12484	2426 CLAY ST	Evaluation	1953	Domestic – Multiple Dwelling	Courtyard Apartment	No Style	ND	NPD	ND	NPD
5DV.12514	2427 CLAY ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12515	2431 CLAY ST	Evaluation	1896	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12516	2437 CLAY ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	NE	NPD
5DV.12517	2443 CLAY ST	Evaluation	1889	Domestic – Single Dwelling	Neo-Mansard	No Style	NE	NPD	NE	NPD
5DV.12485	2448-2456 CLAY ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12486	2500-2502 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12526	2517-2529 CLAY ST	Evaluation	1901	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12487	2526 CLAY ST	Evaluation	1958	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	ND	NPD
5DV.5774	2528-2536 CLAY ST	Evaluation	1894	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12500	2540-2586 CLAY ST	Descriptive	2013	Domestic – Multiple 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.12488	2624 CLAY ST	Evaluation	1945	Domestic – Single Dwelling	Minimal Traditional	No Style	ND	NPD	ND	NPD
5DV.12489	2628 CLAY ST	Evaluation	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12490	2632 CLAY ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	PE	NPD	SR-E (C)	NPD
5DV.12491	2638 CLAY ST	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	NR-NE	NPD
5DV.12492	2640 CLAY ST	Evaluation	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12518	2711 CLAY ST	Enhanced	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	NR-NE	NPD
5DV.12501	2714-2718 CLAY ST	Enhanced	1909	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	SR-E (C)	NPD
5DV.12519	2715 CLAY ST	Enhanced	1885	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	NR-NE	NPD
5DV.12520	2717 CLAY ST	Enhanced	1895	Domestic – Single Dwelling	Hipped Roof Box	No Style	ND	NPD	NR-NE	NPD
5DV.12521	2721 CLAY ST	Enhanced	1890	Domestic – Single Dwelling	Foursquare	No Style	ND	NPD	SR-E (C)	NPD
	2722 CLAY ST	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12522	2727 CLAY ST	Enhanced	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	NR-E (C)	NPD
5DV.12493	2730 CLAY ST	Evaluation	1890	Domestic – Single Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12494	2732 CLAY ST	Evaluation	1893	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12495	2736 CLAY ST	Evaluation	1891	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	ND	NPD
5DV.12496	2740 CLAY ST	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Victorian Cottage	NE	NPD	ND	NPD
5DV.12497	2752 CLAY ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12498	2800 CLAY ST	Descriptive	2003	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12523	2815 CLAY ST	Descriptive	1992	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
DECATUR ST										
5DV.12537	2100-2124 DECATUR ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12544	2105 DECATUR ST	Descriptive	2000	Social - Meeting Hall	N/A	N/A	L30	L30	L30	L30
5DV.12527	2128 DECATUR ST	Evaluation	1885	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	E	NPD
5DV.12538	2130-2154 DECATUR ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12545	2195 DECATUR ST	Descriptive	2005	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12546	2309 DECATUR ST	Descriptive	2004	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12528	2316 DECATUR ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.4535	2339 DECATUR ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	E	NPD
5DV.12529	2340 DECATUR ST	Evaluation	1905	Domestic – Single Dwelling	Classic Cottage	No Style	NE	NPD	ND	NPD
5DV.12530	2344 DECATUR ST	Evaluation	1905	Domestic – Single Dwelling	Gable Front	No Style	NE	NPD	ND	NPD
5DV.12531	2348 DECATUR ST	Evaluation	1905	Domestic – Single Dwelling	Other	No Style	NE	NPD	ND	NPD
5DV.12547	2349 DECATUR ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Other Style	ND	NPD	ND	NPD
5DV.12532	2352 DECATUR ST	Evaluation	1905	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12533	2400 DECATUR ST	Evaluation	1983	Domestic – Multiple Dwelling	Apartment Block	No Style	ND	NPD	ND	NPD
5DV.12563	2425-2435 DECATUR ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12534	2464 DECATUR ST	Descriptive	2006	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12535	2508 DECATUR ST	Evaluation	1924	Domestic – Multiple Dwelling	Hipped Roof Box	Other Style	ND	NPD	ND	NPD
5DV.12548	2519 DECATUR ST	Enhanced	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12539	2522-2526 DECATUR ST	Evaluation	1906	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	E	NPD
5DV.12549	2527 DECATUR ST	Enhanced	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12540	2534-2538 DECATUR ST	Enhanced	1896	Domestic – Multiple Dwelling	Terrace Type	Mission Revival	ND	NPD	NR-E (C)	NPD
5DV.12550	2701-2717 DECATUR ST	Descriptive	2013	Domestic – Multiple 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.12551	2725 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-C	NR-NE	PHD-NC
5DV.12552	2729 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	PHD-C	NR-ND	PHD-C
5DV.12536	2730 DECATUR ST	Descriptive	2014	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12553	2733 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	NR-NE	PHD-NC
	2736 DECATUR ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12554	2737 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	NR-ND	PHD-C
5DV.12555	2741 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	NR-ND	PHD-C
5DV.12556	2745 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	PHD-C	NR-ND	PHD-C
	2746 DECATUR ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12557	2749 DECATUR ST	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	PHD-C	NR-ND	PHD-C
5DV.12564	2819-2823 DECATUR ST	Evaluation	1900	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	PHD-C	E	PHD-C
5DV.12541	2824-2826 DECATUR ST	Enhanced	1908	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	NR-E (C)	NPD
5DV.12542	2830-2832 DECATUR ST	Evaluation	1904	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12558	2831 DECATUR ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12559	2835 DECATUR ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12543	2838-2840 DECATUR ST	Evaluation	1904	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12560	2839 DECATUR ST	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12561	2843 DECATUR ST	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12562	2847 DECATUR ST	Evaluation	1910	Domestic – Single Dwelling	Foursquare	No Style	ND	PHD-C	E	PHD-C
ELIOT ST										
5DV.12892	1941 ELIOT ST	Evaluation	1962	Commercial - Other	Other	Googie	ND	NPD	ND	NPD
5DV.12906	1945 ELIOT ST	Evaluation	c1940	Domestic – Single Dwelling	Other	English Norman Cottage	ND	NPD	E	NPD
5DV.12590	2001 ELIOT ST	Evaluation	1933	Domestic – Single Dwelling	Other	No Style	NE	NPD	ND	NPD
	2009 ELIOT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12591	2021 ELIOT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12592	2023 ELIOT ST	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	Classical Revival	ND	NPD	E	NPD
5DV.12565	2030 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Classic Cottage	Craftsman	ND	NPD	E	NPD
5DV.12615	2035-2045 ELIOT ST	Evaluation	1953	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	E	NPD
5DV.12566	2036 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	E	NPD
5DV.12567	2044 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Hipped Roof Box	No Style	ND	NPD	E	NPD
5DV.12568	2048 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Hipped Roof Box	No Style	ND	NPD	ND	NPD
5DV.12616	2055-2057 ELIOT ST	Descriptive	2007	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12593	2101 ELIOT ST	Descriptive	2013	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12585	2102-2108 ELIOT ST	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12617	2109-2111 ELIOT ST	Descriptive	2012	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12586	2112-2118 ELIOT ST	Descriptive	2007	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12618	2115-2117 ELIOT ST	Descriptive	2015	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12569	2124 ELIOT ST	Evaluation	1910	Domestic – Single Dwelling	Hipped Roof Box	No Style	ND	NPD	ND	NPD
5DV.12594	2125 ELIOT ST	Descriptive	2015	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12570	2130 ELIOT ST	Descriptive	2014	Domestic – Single Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12595	2131 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Hipped Roof Box	Craftsman	ND	NPD	ND	NPD
5DV.12587	2134-2142 ELIOT ST	Evaluation	1957	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	E	NPD
5DV.12596	2141 ELIOT ST	Evaluation	1909	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	E	NPD
5DV.12619	2145-2147 ELIOT ST	Descriptive	2012	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12571	2150 ELIOT ST	Descriptive	2015	Domestic – Multiple 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.12597	2151 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12598	2201 ELIOT ST	Evaluation	1910	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12599	2215 ELIOT ST	Evaluation	1954	Domestic – Multiple Dwelling	Ranch	Ranch	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
	2221 ELIOT ST	Evaluation	c.1955	Domestic – Multiple Dwelling	Ranch	Ranch	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12600	2231 ELIOT ST	Evaluation	1923	Domestic – Single Dwelling	Bungalow	No Style	ND	NPD	E	NPD
5DV.12601	2235 ELIOT ST	Evaluation	1908	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12620	2239-2269 ELIOT ST	Evaluation	1957	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	ND	NPD	E	NPD
5DV.12602	2301 ELIOT ST	Evaluation	1905	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12572	2326 ELIOT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.5783	2329 ELIOT ST	Enhanced	1886	Domestic – Single Dwelling	Central Block with Bays	Queen Anne	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
5DV.12573	2330 ELIOT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12603	2331 ELIOT ST	Evaluation	1893	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12574	2338 ELIOT ST	Evaluation	1896	Domestic – Multiple Dwelling	Terrace Type	Spanish Colonial Revival	ND	NPD	ND	NPD
5DV.8004	2418-2420 ELIOT ST	Evaluation	1901	Domestic – Multiple Dwelling	Terrace Type	Mission Revival	ND	NPD	E	NPD
5DV.12604	2421 ELIOT ST	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
5DV.12605	2425 ELIOT ST	Evaluation	1887	Domestic – Single Dwelling	Gable Front	No Style	ND	NPD	ND	NPD
5DV.12606	2429 ELIOT ST	Evaluation	1906	Domestic – Single Dwelling	Gabled Ell	Other Style	ND	NPD	ND	NPD
5DV.12575	2430 ELIOT ST	Evaluation	1906	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
	2437 ELIOT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.9447	2440 ELIOT ST	Evaluation	1890	Domestic – Multiple Dwelling	Foursquare	Italianate	ND	NPD	ND	NPD
	2440 ELIOT ST UNIT REAR	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12621	2441-2443 ELIOT ST	Evaluation	1953	Commercial - Retail	One-Part Commercial Block	No Style	ND	NPD	E	NPD
5DV.12908	2445 ELIOT ST	Evaluation	c.1900	Commercial - Restaurant	One-Part Commercial Block	No Style	ND	NPD	E	NPD
5DV.12576	2450 ELIOT ST	Evaluation	1923	Mixed Use	Two-Part Commercial Block	Craftsman	E	NPD	E	NPD
	2450 ELIOT ST UNIT REAR	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.5727	2510-2512 ELIOT ST	Evaluation	1910	Commercial - Retail	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.12607	2511 ELIOT ST	Evaluation	1889	Domestic – Multiple Dwelling	Terrace Type	No Style	DEMOLISHED	DEMOLISHED	DEMOLISHED	DEMOLISHED
	2525 ELIOT ST	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12622	2539-2543 ELIOT ST	Evaluation	1883	Commercial - Business/Professional	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12893	2650 ELIOT ST	Evaluation	1976	Education - School	Other	No Style	ND	NPD	ND	NPD
5DV.12608	2701 ELIOT ST	Evaluation	1954	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	E	NPD
5DV.6282	2717-2719 ELIOT ST	Enhanced	1896	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	NR-E (C)	NPD
5DV.2823	2726 ELIOT ST	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	Victorian Cottage	ND	NPD	ND	NPD
5DV.12577	2730 ELIOT ST	Enhanced	1911	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	NR-E (C)	NPD
5DV.12609	2731 ELIOT ST	Evaluation	1896	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	E	NPD
5DV.12610	2735 ELIOT ST	Evaluation	1896	Domestic – Single Dwelling	Other	Mixed Style	ND	NPD	ND	NPD
5DV.12578	2736 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12579	2738 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.5384	2741 ELIOT ST	Evaluation	1912	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.6283	2745-2749 ELIOT ST	Evaluation	1906	Domestic – Multiple Dwelling	Terrace Type	Mission Revival	ND	NPD	E	NPD
5DV.12611	2755 ELIOT ST	Evaluation	1896	Domestic – Single Dwelling	Other	No Style	NE	NPD	NE	NPD
5DV.12588	2814-2818 ELIOT ST	Enhanced	1910	Domestic – Multiple Dwelling	Terrace Type	Craftsman	ND	PHD-C	NR-E (C)	PHD-C
5DV.12612	2821 ELIOT ST	Enhanced	1909	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	NR-ND	PHD-C
5DV.12589	2822-2826 ELIOT ST	Evaluation	1891	Domestic – Multiple Dwelling	Central Block with Projecting Bays	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.12613	2825 ELIOT ST	Evaluation	1886	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	ND	PHD-C
5DV.12580	2830 ELIOT ST	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12614	2831 ELIOT ST	Enhanced	1910	Domestic – Single Dwelling	Foursquare	No Style	ND	PHD-C	NR-E (C)	PHD-C
5DV.5710	2835 ELIOT ST	Descriptive	1998	Domestic – Single Dwelling	N/A	N/A	L30	PHD-NC	L30	PHD-NC
5DV.12581	2836 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12582	2842 ELIOT ST	Evaluation	1912	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	E	PHD-C
5DV.12583	2848 ELIOT ST	Evaluation	1911	Domestic – Single Dwelling	Gable Front	No Style	ND	PHD-NC	PHD-NC	PHD-NC
5DV.12584	2854 ELIOT ST	Evaluation	1910	Domestic – Single Dwelling	Foursquare	Craftsman	ND	PHD-C	E	PHD-C
FEDERAL BLVD										
5DV.12894	1900 FEDERAL BLVD	Evaluation	1969	Commercial - Other	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.12895	1920 FEDERAL BLVD	Evaluation	1947	Commercial - Restaurant	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.12896	1940 FEDERAL BLVD	Evaluation	1958	Commercial - Other	Service Bay Block	No Style	ND	NPD	ND	NPD
5DV.12623	2004 FEDERAL BLVD	Evaluation	1912	Commercial - Business/Professional	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12624	2008 FEDERAL BLVD	Evaluation	1946	Commercial - Business/Professional	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12625	2012 FEDERAL BLVD	Evaluation	1912	Commercial - Business/Professional	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.12626	2018 FEDERAL BLVD	Evaluation	1912	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12627	2024 FEDERAL BLVD	Evaluation	1912	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12628	2030 FEDERAL BLVD	Evaluation	1911	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12629	2034 FEDERAL BLVD	Evaluation	1893	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	E	NPD
5DV.12630	2040 FEDERAL BLVD	Evaluation	1910	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12631	2046 FEDERAL BLVD	Evaluation	1910	Commercial - Business/Professional	Bungalow	Craftsman	ND	NPD	E	NPD
5DV.12632	2104 FEDERAL BLVD	Evaluation	1907	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12633	2108 FEDERAL BLVD	Evaluation	1909	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12634	2112 FEDERAL BLVD	Evaluation	1909	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	E	NPD
5DV.1551	2116 FEDERAL BLVD	Evaluation	1910	Domestic – Single Dwelling	Classic Cottage	Other Style	ND	NPD	ND	NPD
5DV.12635	2120 FEDERAL BLVD	Evaluation	1909	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12636	2124 FEDERAL BLVD	Evaluation	1907	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12637	2128 FEDERAL BLVD	Evaluation	1907	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12638	2138 FEDERAL BLVD	Evaluation	1907	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12639	2142 FEDERAL BLVD	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12640	2146 FEDERAL BLVD	Evaluation	1905	Domestic – Single Dwelling	Gable Front	Edwardian	ND	NPD	ND	NPD
5DV.12641	2150 FEDERAL BLVD	Evaluation	1904	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12642	2156 FEDERAL BLVD	Evaluation	1904	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12643	2246 FEDERAL BLVD	Evaluation	1947	Education - School	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.12644	2290 FEDERAL BLVD	Evaluation	1981	Commercial - Other	Other	No Style	ND	NPD	ND	NPD
5DV.12897	2300 FEDERAL BLVD	Evaluation	1953	Commercial - Restaurant	Commercial - Other	No Style	ND	NPD	ND	NPD
5DV.5621	2324 FEDERAL BLVD	Evaluation	1947	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12668	2326-2328 FEDERAL BLVD	Evaluation	1901	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.5791	2338 FEDERAL BLVD	Enhanced	1891	Domestic – Single Dwelling	Gable Front	Queen Anne	PE	NPD	NR-ND	NPD
5DV.12645	2342 FEDERAL BLVD	Evaluation	1974	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12646	2352 FEDERAL BLVD	Enhanced	1906	Vacant Building	Central Block with Projecting Bays	Queen Anne	ND	NPD	NR-E (A, C)	NPD
5DV.12647	2406 FEDERAL BLVD	Evaluation	1933	Commercial - Other	Central Block with Projecting Bays	Queen Anne	ND	NPD	ND	NPD
5DV.12648	2418 FEDERAL BLVD	Evaluation	1960	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	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.12649	2422 FEDERAL BLVD	Enhanced	1891	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	NPD	NR-E (C)	NPD
5DV.12650	2434 FEDERAL BLVD	Evaluation	1915	Domestic – Single Dwelling	Bungalow	Craftsman	ND	NPD	ND	NPD
5DV.5788	2438 FEDERAL BLVD	Enhanced	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	NE	NPD	NR-NE	NPD
5DV.12652	2454 FEDERAL BLVD	Evaluation	1888	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12651	2454 FEDERAL BLVD	Evaluation	c.1920	Unknown Use	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.12653	2500 FEDERAL BLVD	Evaluation	1959	Commercial - Other	Gas Station - Oblong Box	Other Style	ND	NPD	ND	NPD
5DV.12654	2524 FEDERAL BLVD	Evaluation	1925	Commercial - Restaurant	Two-Part Commercial Block	Pueblo Revival	ND	NPD	ND	NPD
	2538 FEDERAL BLVD	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
	2538 FEDERAL BLVD	Foundation	N/A	Parking Lot	N/A	N/A	-	-	-	-
5DV.12669	2544-2546 FEDERAL BLVD	Evaluation	1952	Commercial - Restaurant	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
5DV.12655	2560 FEDERAL BLVD	Evaluation	1976	Commercial - Retail	Gas Station - Other	No Style	ND	NPD	ND	NPD
5DV.12656	2660 FEDERAL BLVD	Descriptive	1994	Commercial - Retail	N/A	N/A	L30	L30	L30	L30
5DV.12657	2700 FEDERAL BLVD	Evaluation	1981	Domestic – Multiple Dwelling	Neo-Mansard	Modern Movement	ND	NPD	ND	NPD
5DV.12658	2712 FEDERAL BLVD	Evaluation	1954	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12659	2720 FEDERAL BLVD	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12660	2724 FEDERAL BLVD	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12670	2728-2730 FEDERAL BLVD	Evaluation	1954	Domestic – Multiple Dwelling	Ranch	Ranch	ND	NPD	ND	NPD
5DV.12661	2732 FEDERAL BLVD	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12662	2736 FEDERAL BLVD	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12663	2740 FEDERAL BLVD	Evaluation	1908	Domestic – Single Dwelling	Classic Cottage	No Style	ND	NPD	ND	NPD
5DV.12664	2800 FEDERAL BLVD	Evaluation	1905	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.12665	2804 FEDERAL BLVD	Evaluation	1906	Domestic – Single Dwelling	Classic Cottage	Craftsman	ND	PHD-C	ND	PHD-C
5DV.12666	2808 FEDERAL BLVD	Evaluation	1905	Domestic – Single Dwelling	Classic Cottage	No Style	ND	PHD-C	ND	PHD-C
5DV.2826	2822 FEDERAL BLVD	Enhanced	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	E	PHD-C	NR-E (C)	PHD-C
5DV.2825	2830 FEDERAL BLVD	Evaluation	1919	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	PHD-C	ND	PHD-C
5DV.12667	2846 FEDERAL BLVD	Enhanced	1924	Domestic – Multiple Dwelling	Apartment Block	Modern Movement	E	PHD-C	NR-E (C)	PHD-C
FRONT VIEW CRESCENT DR										
5DV.12898	2662-2672 FRONT VIEW CRESCENT DR	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12899	2682-2692 FRONT VIEW CRESCENT DR	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
MILE HIGH STADIUM CIR										
5DV.12900	1907 MILE HIGH STADIUM WEST CIR	Descriptive	1999	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.12671	1975 MILE HIGH STADIUM CIR	Evaluation	1967	Domestic – Multiple Dwelling	Other	Contemporary	PE	NPD	E	NPD
5DV.12672	2777 MILE HIGH STADIUM CIR	Descriptive	2006	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
RIVER DR										
5DV.12905	2533 W RIVER DR	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12877	2535 W RIVER DR	Evaluation	1888	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD

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							Individual	Area	Individual	Area
5DV.12681	2537-2541 W RIVER DR	Enhanced	1885	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	PHD-C	NR-E (C)	PHD-C
5DV.12682	2543-2545 W RIVER DR	Enhanced	1896	Domestic – Multiple Dwelling	Gable Front	Queen Anne	ND	PHD-C	NR-E (C)	PHD-C
5DV.12878	2547 W RIVER DR	Enhanced	1923	Domestic – Single Dwelling	Terrace Type	No Style	ND	PHD-C	NR-ND	PHD-C
5DV.12871	2606 W RIVER DR	Enhanced	1906	Domestic – Single Dwelling	Foursquare	No Style	ND	PHD-C	NR-NE	PHD-C
5DV.12872	2608 W RIVER DR	Enhanced	1888	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	PHD-C	NR-ND	PHD-C
5DV.12879	2613 W RIVER DR	Enhanced	1894	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	PHD-C	SR-E (C)	PHD-C
5DV.12873	2614 W RIVER DR	Enhanced	1890	Domestic – Single Dwelling	Central Block with Projecting Bays	Queen Anne	ND	PHD-C	NR-E (C)	PHD-C
5DV.12880	2617 W RIVER DR	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Queen Anne	ND	PHD-C	SR-E (C)	PHD-C
5DV.12881	2623 W RIVER DR	Enhanced	1890	Domestic – Single Dwelling	Gable Front	Queen Anne	ND	PHD-C	SR-E (C)	PHD-C
5DV.12867	2550 W RIVER DR	Evaluation	1886	Domestic – Single Dwelling	Central Block with Projecting Bays	No Style	ND	NPD	ND	NPD
5DV.12868	2556 W RIVER DR	Evaluation	1888	Domestic – Single Dwelling	Gable Front	Queen Anne	ND	NPD	ND	NPD
5DV.12876	2560-2562 W RIVER DR	Evaluation	1887	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12869	2568 W RIVER DR	Evaluation	1894	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12870	2572 W RIVER DR	Evaluation	1886	Domestic – Single Dwelling	Gable Front	Victorian Cottage	ND	NPD	ND	NPD
	2601 RIVER DR	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
	2605 W RIVER DR	Foundation	N/A	Vacant Lot	N/A	N/A	-	-	-	-
5DV.12680	2606 RIVER DR	Evaluation	1886	Domestic – Single Dwelling	N/A	No Style	ND	NPD	ND	NPD
5DV.12874	2620 W RIVER DR	Evaluation	1906	Domestic – Single Dwelling	Gable Front	Dutch Colonial Revival	ND	NPD	ND	NPD
5DV.12875	2630 W RIVER DR	Descriptive	1998	Domestic – Single Dwelling	Shotgun	Victorian Cottage	L30	L30	L30	L30
5DV.12883	2631-2635 W RIVER DR	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12882	2641 W RIVER DR	Evaluation	1940	Vacant Building	One-Part Commercial Block	No Style	ND	NPD	ND	NPD
SPEER BLVD										
5DV.12673	2757 N SPEER BLVD	Descriptive	2005	Commercial - Gas Station	N/A	N/A	L30	L30	L30	L30
5DV.12674	2785 N SPEER BLVD	Descriptive	2013	Domestic – Multiple Dwelling	N/A	N/A	L30	L30	L30	L30
5DV.12675	2855 N SPEER BLVD	Descriptive	2003	Mixed Use	N/A	N/A	L30	L30	L30	L30
5DV.12676	2867 N SPEER BLVD	Descriptive	2001	Commercial - Business/Professional	N/A	N/A	L30	L30	L30	L30
5DV.12679	2871-2875 N SPEER BLVD	Evaluation	1904	Commercial - Business/Professional	Terrace Type	No Style	ND	NPD	ND	NPD
5DV.12677	2881 N SPEER BLVD	Evaluation	1960	Commercial - Other	N/A	No Style	NE	NPD	NE	NPD
5DV.12678	2899 N SPEER BLVD	Descriptive	2002	Mixed Use	N/A	N/A	L30	L30	L30	L30
WATER ST										
5DV.12886	700 WATER ST	Descriptive	1996	Recreation and Culture - Other	N/A	N/A	L30	L30	L30	L30
ZUNI ST										
5DV.12885	2601 ZUNI ST	Evaluation	1957	Domestic - Hotel/Motel	Commercial - Other	Art Deco	ND	NPD	ND	NPD
5DV.12884	2601 B ZUNI ST	Evaluation	c.1960	Domestic - Hotel/Motel	Other	Modern Movement	ND	NPD	ND	NPD

9. APPENDICES

Historical context documents developed specifically for Discover Denver help project staff, and the 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 specifically related to the development of the Jefferson Park 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 Jefferson Park 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. Reps, *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.
- ²¹⁰ City and County of Denver, Denver Maps, subdivisions, geographic information system layer, 6 January 2015.
- ²¹¹ Edith Eudora Kohl, *Denver's Historic Mansions* (Denver: Sage Books, 1957), 17.
- ²¹² James Bretz, *The Mansions of Denver: The Vintage Years* (Boulder: Pruett Publishing Co., 2005).
- ²¹³ Kohl, *Denver's Historic Mansions*, 36.
- ²¹⁴ Smiley, *History of Denver*, 648.
- ²¹⁵ Don Robertson, Morris Cafky, and E.J. Haley, *Denver's Street Railways, 1871-1900*, vol. I (Denver: Sundance Publications Ltd., 1999), 169-72; Smiley, *History of Denver*, 863 and 954; See also, R. Laurie Simmons and Thomas H. Simmons, "Wolff Place and Carter Addition, Historic Buildings Survey, 2009-10, Final Survey Report" (Denver: Front Range Research Associates, Inc., April 2006) and "Kountze Heights, Denver, Colorado, Historic Buildings Survey, 2009-10, Final Survey Report" (Denver: Front Range Research Associates, Inc., June 2010).
- 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.
- ²¹⁷ Leonard and Noel, *Denver*, 65.
- ²¹⁸ Brundage, *The Making of Western Labor Radicalism*, 21-22.
- ²¹⁹ Stephen J. Leonard, "Denver's Foreign Born Immigrants, 1859-1900," MA thesis, Claremont College, 1971, 188.
- ²²⁰ Giovanni Perilli, *Colorado and the Italians in Colorado* (Denver: Dr. G. Perilli, 1922), 27.
- ²²¹ Robert A. Goldberg, "Beneath the Hood and Robe: A Socioeconomic Analysis of Ku Klux Klan Membership in Denver, Colorado, 1921-1925," *Western Historical Quarterly* (April 1980), 24.
- ²²² Christine A. DeRose, "Inside 'Little Italy': Italian Immigrants in Denver," *Colorado Magazine* 54(Summer 1977): 278.
- ²²³ Dorsett and McCarthy, *The Queen City*, 174.
- ²²⁴ Noel, *The City and the Saloon*, 59; Phil Goodstein, *Exploring Jewish Colorado* (Denver: Rocky Mountain Jewish Historical Society, 1992), 10. Cotopaxi was an unsuccessful agricultural colony in the Wet Mountain Valley of Custer County, Colorado.
- ²²⁵ Michael Jay Zelinger and Ida Libert Uchill, *West Side Story Relived* (Denver: J. Wandell Press, Inc., 1987), 11.
- ²²⁶ Zelinger and Uchill, *West Side Story Relived*, 21; Denver Planning and Community Development, "West Colfax Neighborhood Plan," March 1987.
- ²²⁷ Smiley, *History of Denver*, 845-846.

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 Coxey's Army, Ohio labor leader's Jacob Coxey'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, Coxey 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 Coxeys 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 Schoeppel, "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:

OAHF 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 D

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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 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:

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	1.4. The Rise of White Collar Workers and Middle-Class Housing		
PROPERTY TYPE	Early Middle-Class Housing		
DEFINITION	For the purposes of this theme, the term middle class refers to white collar employees ranging from middle managers to clerks, small-scale entrepreneurs, teachers, salaried professionals, salesmen, skilled craftsmen and artisans, farmers, and others whose wages supported a comfortable but not luxurious standard of living. This group included some single women, widows, immigrants, and African Americans. Such associations are not discernible through the outward appearance of the resource during survey and should be confirmed through city directory and manuscript research.		
LIKELY GEOGRAPHIC LOCATIONS	Auraria, Baker, Berkeley, City Park West, Five Points, Highland, La Alma/Lincoln Park, Platt Park, Sloan Lake, South Denver, San Rafael, Speer, Washington Park West, West Highland, and Whittier		
POSSIBLE AREA(S) OF SIGNIFICANCE	Archaeology (Historic: Non-Aboriginal), Architecture, Ethnic Heritage, Social History		
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 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	<input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input 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>Scholarly discussions of the meaning of “middle class” raise complex issues about ideological and religious beliefs, gender roles, and new family patterns developing after the Civil War. An American middle class started to emerge in the early 1800s, with its members identified by such characteristics as earning their living without manual labor and having a standard of living separating them from working-class people. Small entrepreneurs, professionals, salesmen, clerks, skilled artisans, and some farmers were considered middle class by the early nineteenth century.</p> <p>After the Civil War there were changes in class definitions due to expansion of the corporate economy that created salaried white collar jobs ranging from middle managers to clerical workers, including an increase in government office workers. Many new jobs in these positions were considered acceptable for women, bringing large numbers into the workforce. Some immigrants and African Americans also entered the middle class during this time. Yet, as historians have discovered, being middle class meant more than securing a certain type of occupation or earning a specific salary; it also included adopting specific views toward consumerism, the role of family, moral values, quality of life, and other intangibles.</p> <p>According to historian David Brundage, Denver’s pioneers came from all economic spectrums and included storekeepers, professionals, miners, and independent artisans. While nineteenth century Denver was principally a working-class city, middle-class occupations such as small storekeepers, mid-ranking professionals, and white collar office employees expanded in great numbers and had an important impact on the development of the city. In total numbers the white collar/middle class component comprised less than a third of the city’s total population in the pre-1893 period.</p> <p>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. This middle-class migration from the increasingly crowded urban center reflected a national trend occurring in larger cities. 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.</p>	
BUILDING TYPES/STYLES DOCUMENTED AND LIKELY TO BE SURVEYED	Gabled Ell, Hipped Roof Box, Late 19 th and 20 th Century Revivals/ Romanesque Revival, Late Victorian/Gothic Revival, Late Victorian/Italianate, Late Victorian/Second Empire, Late Victorian/Queen Anne, Terrace, No Style	

ELIGIBILITY STANDARDS	Construction between 1858 and 1892; can include later subordinate additions
	Sufficient historic integrity through retention of essential character-defining features, to serve as an excellent example of middle-class housing dating to the period of significance
	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
	District potential may exist and should be considered

PROPERTY SUB-TYPE	Single-Family House
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One to two stories • Frame, brick, or stone construction • Gabled, hipped, flat, or complex roof • Square-headed or arched windows, including double-hung sash and sash and transom; often bay windows and decorative glass • Prominent projecting porch with hipped, gabled, or shed roof and features such as slender square columns, turned spindle supports, pediments, brackets, and balustrades • Ornament may include variegated decorative shingles, verge boards, stone trim and carving, elaborate brickwork, pediments, and moldings • Generally more ornamentation, greater size, and cost than worker housing • Typically set back farther from street than worker housing and may have larger yards with fencing • Associated outbuildings may include shed, barns, and possibly carriage houses • Houses may be more significant as components of districts than individually
PROPERTY SUB-TYPE	Double House/Duplex
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One- or two-story house with two dwelling units • Generally brick or stone • Flat, gabled, or hipped roof • Square-headed or arched windows, including double-hung sash and sash and transom; often bay windows and decorative glass • Includes ornamentation of similar variety as middle-class single-family house; generally more ornamentation, greater size, and cost than worker housing • Separate façade entrance and often a porch for each unit with similar features as single-family house porch • Each unit is generally more than one room wide or with side hall • Typically set back farther from street than worker housing and may have larger yards; each unit may have separately fenced yard
PROPERTY SUB-TYPE	Rowhouse/Terrace Type

<p>CHARACTER DEFINING FEATURES</p>	<ul style="list-style-type: none"> • Rectangular building including two or more dwelling units • One or two stories • Generally brick construction, may have stone trim • Flat roof • Square-headed or arched windows • Generally a facade entrance for each unit, many with individual porches displaying features found on those of single-family houses • Ornament may include flat parapets with decorative brickwork, corbelling, brackets, decorative shingles, decorative glass • Generally more ornamentation, greater size, and cost than worker housing
<p>INTEGRITY ASPECTS</p>	<p>Location, Design, Setting, Materials, Workmanship, Feeling, Association</p>
<p>INTEGRITY CONSIDERATIONS</p>	<p>Location should be unchanged</p> <p>Original design and workmanship should be legible. A few changes, such as some altered non-facade windows, doors, or small rear additions, are acceptable. Should retain historic scale and massing.</p> <p>Setting may have changed somewhat through growth of the city and evolution of landscape</p> <p>A high level of original materials, including original wall material, most windows, porch features, and original ornament should be present</p> <p>Original workmanship should remain evident in such aspects as masonry techniques, stone carving, brick corbelling, and porch and gable face ornamentation.</p> <p>Should retain integrity of feeling evoking the 1858-1892 period of Denver’s history</p> <p>Historic association with the past should be supported by the other aspects of integrity conveying its function as early middle-class housing</p>

DESIGNATED EXAMPLES			
Examples of designated properties by property subtype (examples may not be available for all property types)			
Sub-Type	State ID # and Status	Address	Year Built
Single-Family House	Eugene Field House 5DV.173, NRHP Landmark #18	715 S. Franklin St.	ca. 1875
	Carpenter Gothic Houses No state ID number Landmark (No Number)	1173-79 Delaware St.	1882
	Baker-Plested House No State ID# Landmark #90	1208 Logan St.	1886
	N/A (contributing resource in Curtis Park-H Landmark District #52)	2752 Champa St.	1886
	Coyle-Chase House 5DV.704 Landmark #78	532 W. 4 th Ave.	1891
	Cody House, 5DV.7008 Landmark #207	2932 Lafayette St.	1892
	Parker/Davis House 5DV.10896 (contributing resource in Ghost Landmark District #51)	3413 W. 31 st Ave.	Pre-1893
Double House/Duplex	Ross-Lewin Double 5DV.2894 Landmark #286	1912 Logan St.	1890
	5DV.51.42 (contributing resource in Baker Landmark District #37)	365-37 W. Irvington	1890
Rowhouse/Terrace Type	Clements Rowhouse 5DV.196, NRHP Landmark #123	2201 Glenarm Pl.	1883
	Tallmadge & Boyer Terrace 5DV.358.89 Landmark #243	2925 N. Wyandot St.	1889
	Huddart Terrace No state ID number Landmark #274	625 E. 16 th Ave.	1890
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 House	5DV.1646	1116 Kalamath St.	1890

Double House/Duplex	No state ID number	925 Galapago St.	1885
Rowhouse/Terrace Type	No state ID number	1800-18 E. 28 th Ave.	1892

Appendix F

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

National Register Multiple Property Submissions (Colorado):

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CONTEXT	3. The Fall & Rise of the Queen City of the Plains, 1893-1904		
THEME	3.4 Middle-Class Housing of the Expanded, Post-Annexation Denver		
PROPERTY TYPE	Residential resources within Denver’s 1902 expanded boundary		
DEFINITION	The property type includes middle class housing within the expanded City and County of Denver, reflecting annexation of eleven former independent satellite towns between 1894 and 1902. There are three distinct property types for middle class citizens during this period: Single-family homes, duplexes, and apartments.		
LIKELY GEOGRAPHIC LOCATIONS	These property types are found within the City and County of Denver’s 1902 boundaries (excludes the following neighborhoods annexed later: Bear Valley, Goldsmith, Harvey Park, Harvey Park South, Indian Creek, Mar-Lee, Ruby Hill, University Hills, Virginia Vale, Virginia Village, Wellshire, Westwood, and Windsor).		
POSSIBLE AREA(S) OF SIGNIFICANCE	Architecture, Social History		
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 type="checkbox"/> c <input checked="" type="checkbox"/> d
		3. Geography	<input type="checkbox"/> a <input 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 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 type="checkbox"/> E		
PERIOD OF SIGNIFICANCE	NR Criteria A and B, 1893-1904: must begin within this period, but could extend beyond; NR Criterion C: year built or remodeled must be within this period.		

BACKGROUND AND SIGNIFICANCE

The term “middle class,” widely used by social scientists, scholars, and in popular culture, does not have one standard definition and its meaning also has changed over time. By virtue of being between the economic extremes of the wealthy and the poor, members of the middle class are often identified by what they are not; these individuals do not lead the extravagant lives of the power elite but neither do they face the financial insecurity of manual laborers and the unemployed. In addition, this class distinction also encompasses issues beyond income, with middle class often becoming shorthand for characteristics related to educational levels or morals and values. Finally, it is important, when referring to the middle class, not to confuse contemporary usage of the term (and evidence of middle class status) with historical and period-specific definitions or realities.

For the purposes of this theme, the term middle class encompasses occupations considered both upper and lower middle class. It refers to white-collar employees ranging from educated professionals such as doctors and lawyers, middle managers, clerks, small-scale entrepreneurs, teachers, salesmen, skilled craftsmen and artisans, and others whose wages supported a comfortable but not luxurious standard of living. Different from the contemporary experience, in the late-1890s and early-1900s many upper middle class citizens and some lower middle class individuals employed live-in help such as maids, cooks, or servants. During the 1893 to 1904 period in Denver, the middle class also included some immigrants and African Americans and a steadily increasing, but still small, number of women. Employment for middle class women generally was limited to a small number of professions: teacher, nurse, saleswoman, clerk, and various clerical positions.

Across the country, a diversity of jobs and the hope of higher wages attracted larger populations to urban areas. By 1900 nearly 30 percent of Americans lived in cities, and Denver had grown to over 130,000 residents. Members of the city’s middle class, thanks to streetcar service, were able to live in suburban areas away from the dirt and congestion of the urban core. Middle class citizens, with increasing amounts of leisure time, also took advantage of those same streetcar lines to enjoy local amenities such as city parks, amusement parks (Elitch Gardens was established in 1890), and baseball games.

From 1893 through 1904 the detached single-family house was, by far, the most popular and prevalent domestic choice among the middle class. The favored styles for such houses included Queen Anne, Late Victorian, Edwardian, and the Foursquare form. While the earliest period of Denver history featured numerous middle class citizens choosing to live in terraces and rowhouses, city directory research indicated a shift away from these types of multiple family housing; it appears such options became more closely associated with the working class. There may have been a very limited number of middle class residents who owned or lived in duplexes. However, to this point, no relevant examples of duplexes in middle class ownership/residency have been located.

Some middle class residents did, however, choose another type of multi-family house: the apartment. Apartments provided options for those who did

	<p>not want the responsibilities of a house or were seeking shorter-term accommodations. As apartment houses moved into formerly elite neighborhoods like Capitol Hill, the local press warned about the effect of cheap construction and a lower class of residents. In reality, most new apartments, especially those designed to attract the middle class, were of superior quality. Other apartments were constructed over commercial establishments to provide residents with a wide variety of services. Apartments employed the architectural expressions of the surrounding neighborhoods and particularly favored various Late 19th and Early 20th Revival styles; many sought to resemble the large mansions that once dominated Capitol Hill.</p>
<p>BUILDING TYPES/STYLES DOCUMENTED AND LIKELY TO BE SURVEYED</p>	<p>Foursquare, Late 19th and 20th Century Revivals/Beaux Arts, Late 19th and 20th Century Revivals/Classical Revival, Late 19th and 20th Century Revivals/Italian Renaissance, Late 19th and 20th Century Revivals/Mission, Late 19th and 20th Century Revivals/Renaissance Revival, Late 19th and 20th Century Revivals/Spanish Colonial Revival, Late Victorian, Late Victorian/Edwardian, Late Victorian/Queen Anne</p>
<p>ELIGIBILITY STANDARDS</p>	<p>Construction between 1893 and 1904; can include later subordinate additions</p> <p>Sufficient historic integrity, through retention of essential character-defining features, to serve as a good example of single-family home, duplex, or apartment associated with middle-class residency and dating to the period of significance</p> <p>NRHP significance in history, association with significant person (likely will require additional research), architecture; SRHP significance in history, association with person, architecture; Denver Landmark significance in history, architecture, geography.</p> <p>District potential may exist and should be considered</p>

PROPERTY SUB-TYPE	Single-Family House
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One to two-and-one-half stories, rectangular, square, or irregular plans • Mostly masonry • Various roof shapes, including hipped and gabled • Square-headed or arched windows, including double-hung sash and sash and transom; often bay windows, decorative glass, and dormers • Ornament may include decorative shingles; elaborate brickwork; pedimented entry on prominent front porch with hipped, gabled, or shed roof; column supports on porches • Prevalent styles and types include Foursquare, Late Victorian, Late Victorian/Edwardian, and Late Victorian/Queen Anne • District potential may exist and should be considered
PROPERTY SUB-TYPE	Duplex
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • One to two stories • Masonry construction • Roof shape can vary; typically flat in more vernacular examples • Windows generally square-head or arched; may have hood molds; double-hung sash or sash and transom • Two units with shared party wall • Units often reflect the same or a mirror image design • Separate exterior entrance for each unit, often with a porch • Typically feature some front and side yard space
PROPERTY SUB-TYPE	Apartments
CHARACTER DEFINING FEATURES	<ul style="list-style-type: none"> • Two or more stories typically with rectangular plans • Masonry construction • Usually flat or hipped roofs • Square-headed or arched windows • Most feature little or no landscaping, with some buildings extending all the way to the sidewalk • More exclusive apartment houses feature high-style architectural details (ornate cornices, decorative columns, distinctive name plates over or near a primary façade entrance) and perhaps interior courtyards • Apartments built over first-floor commercial establishments feature separate resident entrances located on either the façade or a side elevation • Prevalent architectural styles include Beaux Arts, Italian Renaissance Revival, Late Victorian, Neoclassical, Mission Revival, Renaissance Revival, and Spanish Colonial Revival • For more details on the Apartment property type, see also <i>Theme 3.1: Introduction of apartment buildings into elite neighborhoods</i>

INTEGRITY ASPECTS	Location, Setting, Association, Feeling, Design, Materials, Workmanship
INTEGRITY CONSIDERATIONS	<p>Location should be unchanged.</p> <p>Original design should be legible. A few changes, such as some altered non-facade windows, doors, or small rear additions, are acceptable. Should retain historic scale and massing.</p> <p>Setting may have changed somewhat through urban growth and landscape evolution.</p> <p>A high level of original materials, including original wall material, most windows, porch features, and original ornament should be present. Should retain historic scale and massing.</p> <p>Original workmanship should remain evident in such aspects as masonry techniques and porch or façade ornamentation.</p> <p>Should retain integrity of feeling that evokes the 1893-1904 period of Denver’s history.</p> <p>Historic association with the past should be supported by the other aspects of integrity conveying its function as middle class housing.</p>

DESIGNATED EXAMPLES			
Examples of designated properties by property subtype (examples may not be available for all property types)			
Sub-Type	State ID # and Status	Address	Year Built
Single-Family House	Lobach House Landmark #769	2851 Perry St.	1894
	Graham-Gallup House 5DV.3910, SRHP	2123 Gaylord St.	1895
	Doyle-Benton House 5DV.9200, NRHP Landmark #292	1301 Lafayette St.	1896
Duplex	None designated		
Apartments	Austin Building 5DV.4688, NRHP Landmark #86	2400-28 East Colfax Ave.	1904
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 House	Stout Street Foundation Property 5DV.2442	1456 Vine St.	1896
	Dickerson Residence 5DV.2376	2208 Marion St.	ca 1900
	Donahue Residence 5DV.2136	1530 Gaylord St.	1902
	Donegan Residence 5DV.6452	565 Pennsylvania St.	1903
Duplex	None identified		
Apartments	The Lafayette No state ID number	1222 East 16 th Ave.	1901
	Gross Apartments 5DV.2587	1960 Sherman St.	1902
	The Franklin No state ID number	1240 Ogden St.	1904

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:

OAHP 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	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		

<p>PERIOD OF SIGNIFICANCE</p>	<p>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 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</p>

	<p>plans published by the Gordon-Van Tine Company, Aladdin, Sears, Roebuck and Company, Montgomery Ward, in syndicated newspaper columns, such 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 H

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National Register Multiple Property Submissions (Colorado):

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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
	<p>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>

	<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