



Survey Report: Broadway/South Broadway Commercial Corridor

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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 9% of these buildings had been surveyed for historical and architectural significance. In 2016, the City and County of Denver received and approved more than 700 demolition permits. Consequently, Denver is at risk of losing many properties that tell the story of our city's evolution and the people, events, ethnic and cultural heritages, and architectural styles that make Denver a special and interesting place to live.

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

Project History

Discover Denver is a multi-phase project. The project's methodology was developed and evaluated in two preparatory phases, the *Investigative Phase* and the *Pilot Phase*. *Phase One*, the first non-preparatory phase of Discover Denver, wrapped up at the end of 2017 after documenting the buildings in three of Denver's neighborhoods. *Phase Two* of Discover Denver began in Spring 2016 and is documenting the buildings in five survey areas, including two downtown commercial corridors. This report covers efforts along part of one of these commercial corridors, Broadway/South Broadway.

Investigative Phase - The initial 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 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.

Pilot Phase – The goal of the Pilot Phase (2012-2015) was to test out 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 and used in the subsequent phases of Discover Denver, Phase One and Phase Two.

Phase One - The first non-pilot survey phase of Discover Denver, Phase One, began in Spring 2015 and focused on three Denver neighborhoods. The first neighborhood surveyed, Jefferson Park, is a primarily residential area located just northwest of downtown Denver. The second survey area covered the remainder of the Globeville neighborhood not surveyed in the Pilot Phase. The Elyria-Swansea neighborhood, a large mixed-use neighborhood located along the northern city limits, was the third area surveyed. Field survey efforts ended in Fall 2017, and reporting on Discover Denver Phase One was completed at the end of 2017.

Phase Two - Survey efforts in Phase Two, the most recent phase of Discover Denver, focused on three statistical neighborhoods (Virginia Village, City Park West, and Capitol Hill), as well as sections of two of Denver's major commercial corridors (East 17th Avenue and Broadway/South Broadway). Because of its proximity to Capitol Hill, the westernmost portion of the Cheesman Park neighborhood was included as a part of the Capitol Hill survey area. Phase Two used largely the same methodology employed in Phase One of Discover Denver. This report covers survey efforts along a portion of the Broadway/South Broadway commercial corridor. Other survey areas will be covered in their own reports.

2. INTRODUCTION:

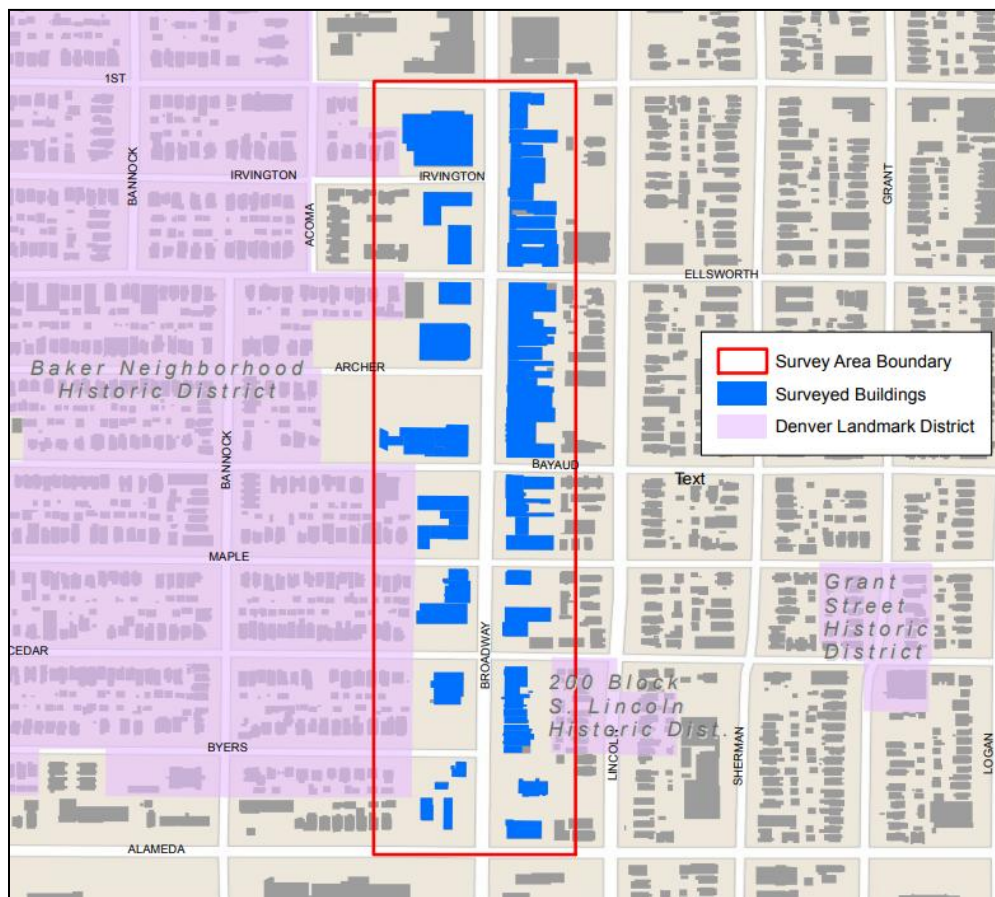
BROADWAY/SOUTH BROADWAY COMMERCIAL CORRIDOR SURVEY

In May of 2016, the consultant team of Corbett AHS, Inc. and Mead and Hunt undertook to lead and /or perform the field survey for Phase Two of the Discover Denver project for Historic Denver, Inc. This phase of the Discover Denver project included five defined geographic or thematic areas within the City and County of Denver. These are: Virginia Village; City Park West; commercial corridors on E. 17th Avenue and Broadway/South Broadway; and Capitol Hill-West Cheesman. This report documents the results of survey efforts along a portion of the Broadway/South Broadway commercial corridor.

All work was performed according to the general methods previously established by Historic Denver, Inc. in the Pilot Phase and Phase One of the Discover Denver project, with any changes or variations described in the Research Design and Methods section of this report. Survey of the Broadway/South Broadway survey area took place from July 12, 2018 through August 2, 2018, with data for a total of sixty-eight properties uploaded to the Discover Denver database.

3. PROJECT AREA

The Broadway/South Broadway commercial corridor is a present-day major thoroughfare that grew up along a former streetcar line. The survey area is a five-block stretch that lies entirely along Broadway and S. Broadway, from 1st Avenue on the north to Alameda Avenue on the south. This stretch was chosen because it was identified as having a higher concentration of visibly historic buildings than areas of Broadway farther to the north, and because Alameda Avenue was the southern city limit of Denver until 1893. Broadway is a one-way major arterial street that runs north to south, extending from the northwest side of downtown Denver south through Denver, Englewood, and Littleton, ending in Highlands Ranch. All buildings in the survey area either front Broadway or a side street in the half-block immediately adjacent.



The Broadway/South Broadway survey area, including nearby historic districts. Buildings within these districts were excluded from the survey.

No designated historic landmark districts or properties lie in the survey area, although the locally designated Baker Historic Landmark District adjoins it on the west side, and the newly-designated 200 Block of South Lincoln Landmark District, also locally designated, adjoins it on the east side. With only a few exceptions, the area is characterized by commercial buildings that have a construction date range of 1890 to 2000; in fact, every decade between those years is represented in the survey area.

4. RESEARCH DESIGN AND METHODS

Survey Objectives and Scope of Work

The primary objective of this survey was to identify buildings within the Broadway/South Broadway commercial corridors survey area having architectural, historical, or cultural significance.

A hybrid reconnaissance-intensive approach to the survey was taken. In this approach, buildings were surveyed at one of four levels: Foundation, Descriptive, Evaluation, and Enhanced. Increasing levels of detail were collected based on a building's age, historic physical integrity, and potential for architectural, historical, or cultural significance.

- **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 photographed, 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 or special interest. Discover Denver survey forms were generated for each of these resources and provided to the State Office of Archaeology and Historic Preservation.

- **Enhanced Level:**

Historical research was performed on selected buildings having potential architectural, historical, or cultural significance, or that were good representations of the greater building stock of the Broadway/South Broadway commercial corridor survey area. For each building researched, a Discover Denver Enhanced Survey Form, based on History Colorado's Architectural Inventory Form (1403), was completed. Each property was evaluated in terms of individual significance and significance as a part of a cluster of buildings having architectural, cultural, or historical significance at the national, state, and local levels.

Survey Exclusions

No buildings within the Broadway/South Broadway survey area were excluded from this survey.

Project Participants

Discover Denver is a partnership between Historic Denver, Inc. and the City and County of Denver's Community Planning and Development Department. The consultant team of Corbett AHS, Inc. and Mead and Hunt were contracted to lead field survey efforts for Discover Denver Phase Two. Trained community volunteers and interns played a significant role in the project, performing most of the field survey under the supervision of the consultants and much of the historical research.

File Search and Previous Survey Work

A file search was performed in early Spring 2016 to identify previous large-scale survey efforts previously performed in the Broadway/South Broadway commercial corridor survey area. The search found that two previous surveys had been done:

Year	Surveying Organization
1980	Long-Hoeft Architects
1993-1994	Front Range Research Associates, Inc.

For the purposes of this report, large-scale is defined as those efforts that surveyed more than five properties in the survey area.

As a result of these previous efforts, a number of properties in the survey area were determined officially eligible for listing in the National or State registers by the Colorado Office of Archaeology and Historic Preservation. The following resources have been determined eligible but remain undesignated:

Year of Determination	Address	Eligibility
1981	76-96 Broadway (5DV.55; Stuart Hotel)	National Register
1981	68-74 Broadway (5DV.56; Fleming Brothers Building)	National Register
1981	2-10 Broadway (5DV.58)	National Register
1981; 1989	21-39 S. Broadway (5DV.60; J. C. Penney Building)	National Register
1981	38-42 S. Broadway (5DV.61)	National Register
1981	94-98 S. Broadway (5DV.63; Collins Building)	National Register
1981	76-86 S. Broadway (5DV.62; Werner Building)	National Register
2010	24 Broadway (5DV.11257; T. H. Falby Building)	State Register

Currently Designated Resources

No designated properties or districts are currently present in the Broadway/South Broadway commercial corridor survey area.

Public Outreach

Prior to beginning fieldwork in any new area, Discover Denver staff contacts city council representatives and registered neighborhood organizations (RNOs) affiliated with the survey area. Outreach efforts for the Broadway/South Broadway survey area occurred in early summer 2018. Staff met with the city council representative for the district in May and presented to the Baker Broadway Merchants Association in June.

Survey Software and Database

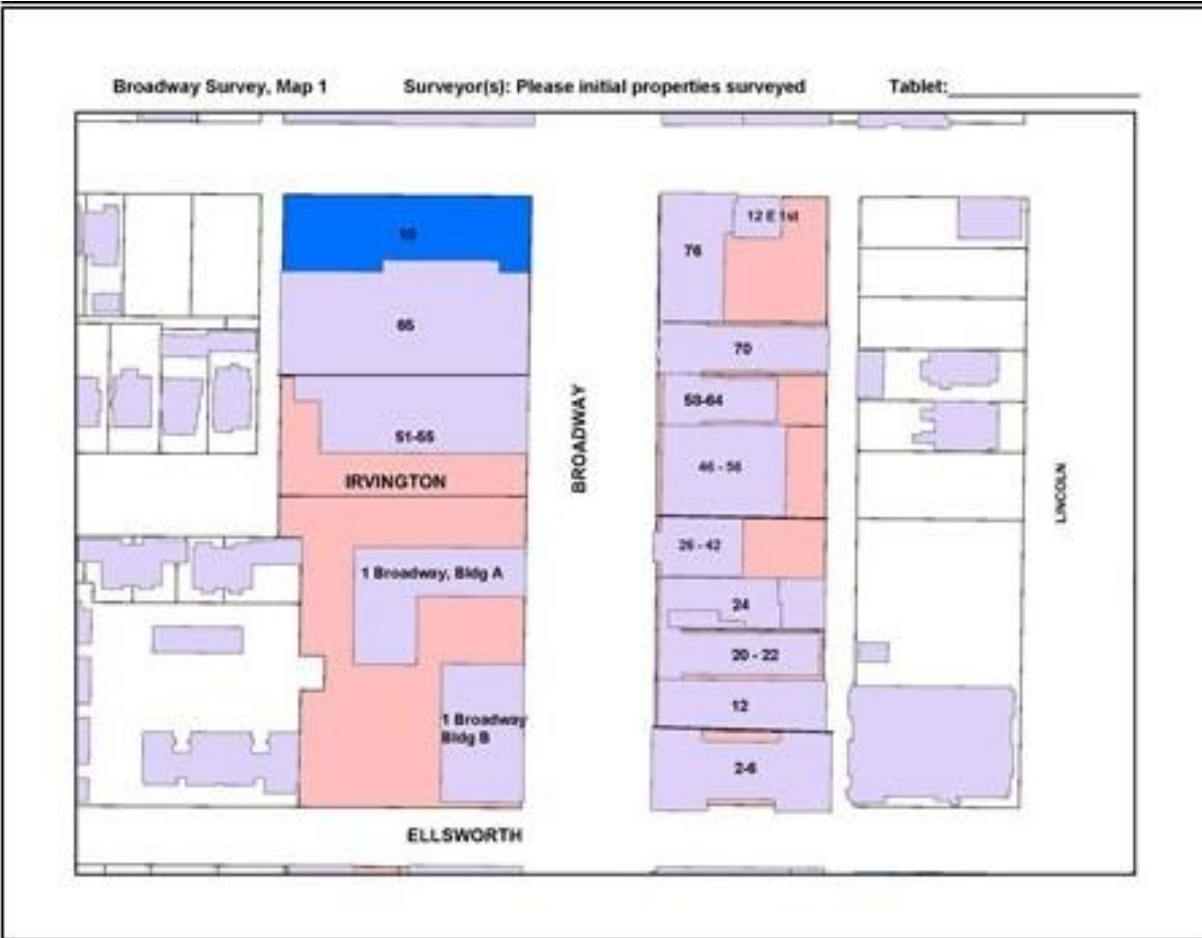
Field survey data was collected on handheld tablets, in proprietary survey software designed for Discover Denver. Survey data collected in the field was stored in a SQL Server database and used for later reporting. Before survey work began in the Broadway/South Broadway Commercial Corridor survey area, 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 assessor's year of construction for the primary building on each parcel.

After survey data had been collected on all properties in the 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 of the Broadway/South Broadway commercial corridor survey area took place over four survey days from July 12, 2018 to August 2, 2018. Data for a total of sixty-eight parcels was uploaded to the Discover Denver database. Unbuilt parcels were recorded in the database and were noted as unbuilt, with current use (e.g., "Parking Lot") noted in the entry.

Survey crews were comprised of Discover Denver volunteers led by Corbett AHS staff. As with prior survey areas, volunteers were given field guides that offered sample images of building styles and types we expected to encounter in the field. For each tablet, the volunteer or volunteer team using that tablet was provided with a map, upon which they checked off or circled the properties they surveyed. Areas for daily survey were identified and mapped in ArcMap, and parcel information was transferred to the tablets using the parcel identification number (PIN). Maps were generated as pdfs and printed for use in the field, with each parcel to be surveyed designated by color, and building outlines provided in order to facilitate accurate data collection in the "building plan" field (see examples below). The map was also marked if a property was under thirty years of age. Tablets were made identifiable by individualizing them with home screen/wallpaper photos in order to facilitate the post-survey QA/QC process.



Sample Broadway/South Broadway commercial corridors survey map provided to survey crews. Parcels colored in pink indicated that these properties had been loaded into the tablet for that day's survey. Properties colored dark blue do not contain buildings.

Approximately 253 photographs were taken for the survey of the Broadway/South Broadway survey area. A minimum of three photographs of each building was taken by the team leader. These generally consisted of one front facade photograph and two oblique photographs. In many instances, such as corner parcels, four or more photographs were taken in order to maximize information collected photographically. In some cases in the commercial areas only one side of a building was visible, making oblique-angle photographs redundant. In most of these cases detail photographs were substituted for obliques. Photographs were taken using an Olympus Tough TG-630 digital camera at 12M resolution or a Panasonic Lumix 100 digital camera at 16M resolution. Digital files were relabeled according to the established Discover Denver photograph label convention (e.g., "BROADWAY_N_76-96.001").

Following field survey, the Corbett AHS consultant/team leader rechecked a minimum of thirty percent of the entries against photographs to assure accuracy and legibility of data. For volunteers who were new to the project or who demonstrated a lower aptitude relative to their teammates, 100% of entries were checked. Additionally, the "Building Type" and "Architectural Style" fields were checked for most entries. Entries were also checked against survey maps to ensure that the correct property was recorded under that database entry and, if errors were discovered, they were corrected prior to

uploading the data. Once data was uploaded, the data for that day was rechecked to ensure the data had fully synched to the database.

Historical Research

Historical research was performed on a select number of properties in the Broadway/South Broadway commercial corridors survey area. Properties were chosen for historical research based on their potential architectural, cultural, or historical significance, or on the 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 to evaluate researched properties for national, state, and local significance.

5. HISTORICAL OVERVIEW

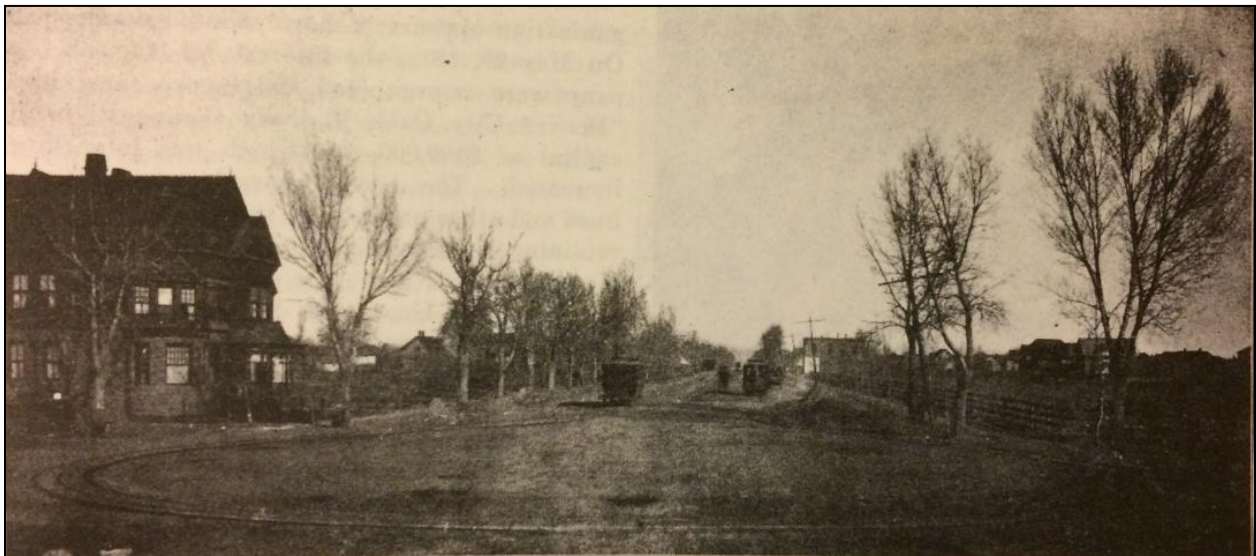
Denver's commercial zone along Broadway and South Broadway developed as the city grew "up and out" in the late nineteenth and early twentieth centuries. The corridor largely owes its development to the streetcar line that ran along it. But, as with any Denver neighborhood, the history of the corridor has its own unique elements.

The development of the Broadway/South Broadway commercial corridor is strongly connected to the growth of Denver's streetcar system. From the days of the earliest settlement in the area, however, the corridor was part of an overall vision for development of the city. Those who saw its future invested in and platted land in the area as early as 1873, soon after the first rail line reached Denver in 1872. John L. Dailey, a Midwesterner and printer by trade, teamed with William N. Byers to start a newspaper that would become the *Rocky Mountain News*. The men acquired the land to the south of the fledgling town in the mid-1860s when Broadway was a wagon road serving the farms and ranches south of Denver. By the early 1870s, the road had been graded to facilitate farm-to-market commerce, and Dailey and Byers led the surge of developers who saw real estate potential at the southern edge of Denver. Dailey, who acquired his 160 acres in 1865, platted the Broadway Terrace Addition in 1873. Byers followed suit, platting the Byers' Subdivision in 1874. The map below shows the plats that underlay the survey area.



Map showing historic plats and boundaries as they overlapped the Broadway/South Broadway survey area. The red line delineates the survey area.

Knowing the streetcar companies were exploring the switch from horse-drawn cars to electric, the landowners offered them monetary enticement if they would run cable cars along Broadway as far south as Alameda, which was then the southern limit of the city of Denver and the northern boundary of the town of South Denver.¹ By 1886, when the Denver Tramway Company was formed from a merger of the Denver Electric and Cable Company and the Denver City Railway Company, the area was sufficiently populated that the streetcar line along Broadway from downtown Denver extended to reach Alameda. By 1889, the year the photograph below was taken, home building was well underway in the area, although commercial development was only beginning. Nurseryman Avery Gallup and his wife, Charlotte, who would go on to be instrumental in founding Littleton, had platted the area east of Broadway at Alameda and built their mansion on the southeast corner of Alameda Avenue and S. Broadway.² As is evident in the Sanborn Fire Insurance map shown on the next page, agrarian businesses such as the Gallup's nurseries and greenhouses were the dominant type of business along this stretch of Broadway. By 1890, electric streetcars had mostly replaced the horse-drawn cars (a change that was completed city-wide by 1900³) and overhead electric lines laced the air above Broadway, crossing the city limit and extending far south into the town of South Denver beyond Evans Avenue.⁴



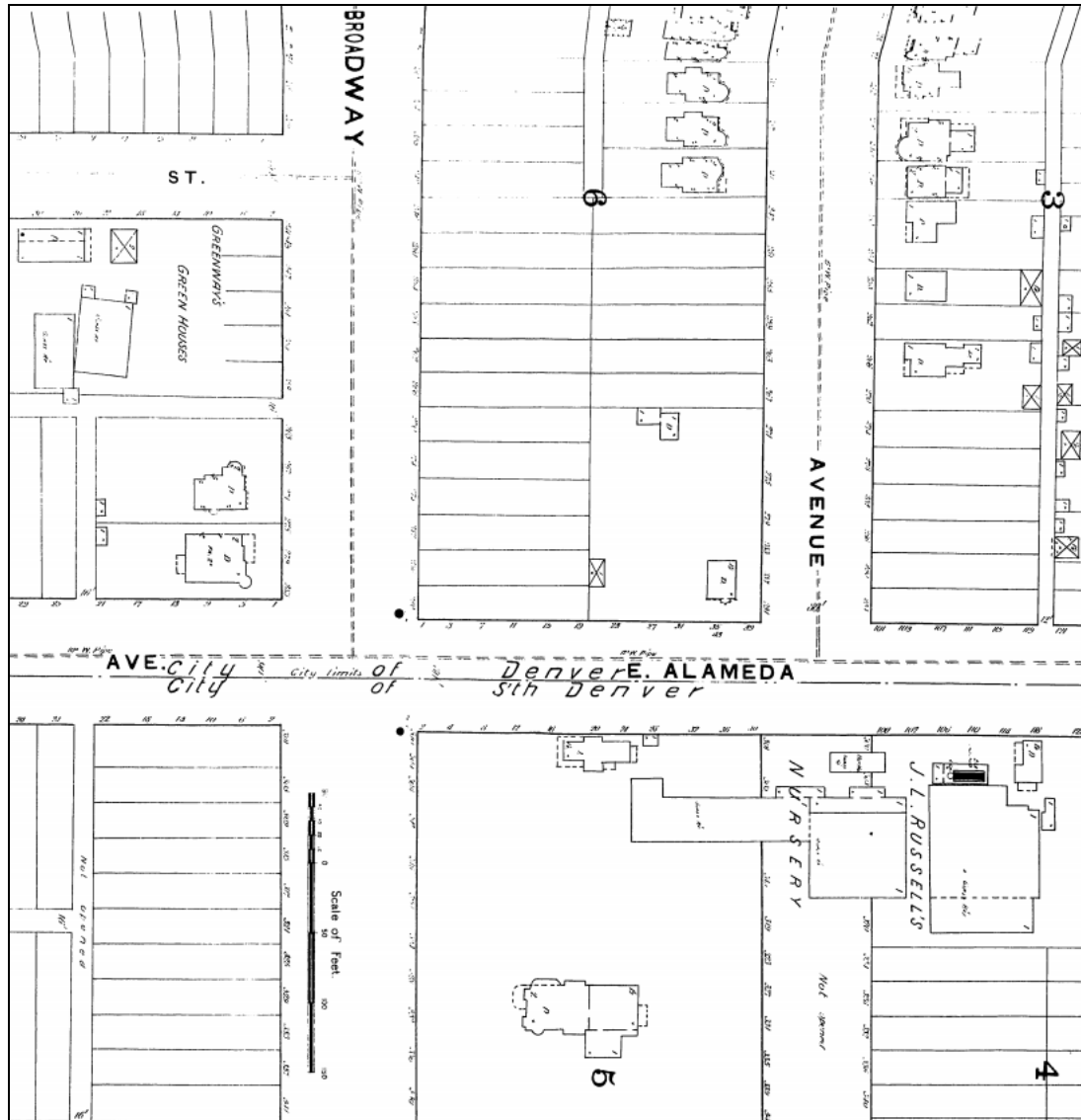
North-facing view of Broadway in 1889 showing the “balloon loop” cable car turnaround. Source: Smiley, Jerome. 1901. History of Denver, p. 859.

¹ Smiley, p. 858-859.

² My Littleton. 2017. <https://www.littleton.gov/my-littleton/littleton-history/biographies/gallup>.

³ Hermsen Consultants, 2008.

⁴ Glandon, p. 6.



1890 Sanborn Fire Insurance Map showing the intersection of S. Broadway and Alameda Avenue. Source: Denver Public Library, Sanborn Fire Insurance maps, Denver 1890-1893 vol. 1, 1890, Sheet 39_b.

To the south of Alameda Avenue, the town of South Denver was incorporated in 1886 with Alameda as its northern boundary (Colorado Boulevard was the eastern boundary, and Yale Avenue the southern, with the South Platte River bounding the west side). The mayor of South Denver was James Fleming, a Pennsylvanian who had come to Denver in 1880, having made money in the oil and mining industries. Fleming recognized the real estate potential in the flat farmland south of Denver and he quickly made the development of South Denver (and South Broadway) a family affair: his cousin, Jesse Fleming, arrived in 1884 and Jesse's brothers, Calvin, Carson, and Patrick, followed in 1886. The brothers, who were carpenters and builders, opened a lumber yard on South Broadway near Cherry Creek and promptly planted their family flag in the construction business in the soon-to-be neighborhoods along South Broadway and in South Denver. They constructed their three-story headquarters, the Fleming Brothers Building (70 Broadway, shown on next page) in 1890, and by 1915 the Fleming Brothers were

estimated to have built more than 1,000 homes in the South Broadway area, generally relying on pattern book designs.⁵



The Fleming Brothers Building, constructed in 1890. Discover Denver file photograph, July 12, 2018.

As with the rest of the city, the Silver Panic of 1893 made a dent in the fortunes of the developers of the area. The town of South Denver was struggling due to the economic downturn and accepted annexation by the city of Denver in 1893, considerably enlarging the city's footprint. The Flemings held on, and so did the Denver Tramway Company, expanding its web in the seemingly ever-spreading city. As the streetcars brought more customers to the new businesses along Broadway the neighborhood became more desirable, making the middle-class homes built by the Flemings attractive to new residents. At once savvy and accommodating, the Flemings diversified their enterprise to include banking by providing mortgages to their customers. They constructed the First Avenue Hotel on the northwest corner of First Avenue and Broadway in 1906, and at first located their bank in the Best Block at the

⁵ Cappeto, 2017.

southeast corner of First and Broadway. They soon moved across the street to the first floor of the hotel. In 1915 the Flemings moved their banking operations into the Broadway Bank, which was located across the street at the northeast corner of First and Broadway in a new six-story building designed by the architectural firm of Fisher and Fisher and built by (of course) the Fleming Brothers.⁶

It is important to realize that the Flemings' vision, in many ways, placed Broadway's commercial architecture in the context of the development of the main streets of the American west. Architectural historian Richard Longstreth notes that

The size and extent of a community's commercial buildings served as an index to its achievements and its potential. Even in the frontier town, many of the earliest and finest permanent buildings were erected to house commercial enterprises. Businesses were intentionally clustered into more or less central districts. This core was not only instrumental in giving a town its identity, but also provided a focus for its activities. Main Street became to America what the piazza was to Italy.⁷

Through the years following the recovery from the Silver Panic, commercial development along Broadway/South Broadway boomed. Elaborate homes like the Gallup's, as well as the agricultural businesses like the greenhouses and orchards, were replaced by commercial block buildings and hotels. The stretch of Broadway/South Broadway that includes the survey area was to become known as the "Miracle Mile," a term imported from Los Angeles in the 1920s to describe an avenue that experienced an economic resurgence as an automobile corridor.⁸ The following photograph, probably taken at some point between 1915 and 1920 just north of First Avenue and Broadway, shows the multiple modes of transportation in play in the commercial district: a horse-drawn buggy heads north; automobiles line and traverse the street; a southbound streetcar navigates the paths laid out by the overhead lines; and a bicycle rests against a streetlight in the lower left of the photograph. Also of interest in this photograph is the evidence that the merchants of Broadway found other uses for the cable lines: the wind has wrapped an American Flag around the line upon which it was hung, perhaps to commemorate a holiday or simply to festoon the street. Broadway being the primary north-south entrance to the city meant that hotels were also a lucrative business on the strip: the First Avenue Hotel is visible on the right of the photograph, and the Ellsworth Hotel sign seems to float in the air to the south of it.

⁶ Goodstein, 2008, p. 147-149; Cappeto, 2017.

⁷ Longstreth, p. 13.

⁸ Goodstein, 2008, p. 156.



Broadway, facing south from between 1st and 2nd avenues, date uncertain. Source: Denver Public Library, Western History and Genealogy photograph collection, call No. X-22514.

Also visible in the center of the photograph above is the cornice of the Broadmoor, at Broadway and Ellsworth Avenue. The Broadmoor was designed by Fisher and Fisher and constructed in 1912.⁹ As with other hotels along Broadway, the ground floor was reserved for commercial use. The historian Phil Goodstein notes that Murphy's restaurant occupied the space from the 1920s into the 1960s, and was one of the more popular and established eateries along the Miracle Mile.¹⁰

⁹ Colorado Office of Archaeology and Historic Preservation file, 5DV.58.

¹⁰ Goodstein, 2008, p. 155-156.



The former Broadmoor Hotel at the northeast corner of Broadway and Ellsworth, designed by the firm of Fisher and Fisher. The building was constructed in 1912. Discover Denver file photograph.

By the 1920s, the bustling Broadway/South Broadway district rivaled downtown as an urban shopping destination. The street had become a collage of shoulder-to-shoulder commercial block buildings, with shoppers flocking in by streetcar, automobile, and their own feet. Major retailers located in the survey area included J.C. Penny's, Joslin's, Gamble's, the May Company (later May D&F), and Newberry's.¹¹ A few blocks to the south of the survey area, the vast Montgomery Ward department store building served customers from 1929 to 1985, when it was demolished.¹²

Other types of commerce drew patrons as well. The A. M. Collins building on the northeast corner of Broadway and Bayaud was erected in 1925-1926 by Iowan Albert M. Collins to house the South Denver Bank, which occupied the ground floor with apartments and offices on the upper floor. Unfortunately, Collins accidentally killed himself while hunting in 1931 and the bank subsequently closed.¹³

¹¹ Goodstein, 2008, p. 154.

¹² Goodstein, 2008, p. 163-165

¹³ Goodstein, 2008, p. 160



*The A. M. Collins Building,
constructed 1925-1926.
Discover Denver file photograph.*

Movie theaters were another attraction: Politician DeWitt Webber's Webber Theater at 119 S. Broadway opened in 1917 and was a showpiece, with Aztec-themed rugs, marble walls, and a fountain in the lobby.¹⁴ The Webber complimented the Mayan Theater, which is restored and is a Denver Landmark, only a few blocks to the north.



*The Webber Theater, constructed
1916-1917. Photograph c.1948.*

*Photo courtesy Denver Public
Library Western History and
Genealogy Collections. Call
number Z-10221.*

¹⁴ Goodstein, 2008, p. 170-171.



*The Webber Theater, July 2018.
Discover Denver file photograph.*

As with the rest of the country, construction on Broadway/South Broadway slowed during the Great Depression and World War II. When the war ended, business picked up again but was not to last: decline followed as shoppers were drawn to the suburbs and the strip shoppettes that came with easy parking. The streetcars stopped running in 1950 and were replaced by a city bus system that was believed to be less expensive and more efficient to operate.¹⁵ By the 1960s, Broadway was changing. Urban renewal efforts razed “slum” buildings downtown, an action that pushed some of the adult bookstores and seedy bars south to the Miracle Mile. The Webber Theater, once the grandest theater in town, became a porn palace. In 1965, the city traffic engineers converted Broadway and Lincoln into companion one-way streets south from downtown to the Valley Highway, forever changing the residential character of Lincoln and hurting the businesses on Broadway, as drivers now zoomed by, little noticing the establishments they were passing. In the late 1960s, the J.C. Penney department store closed and re-opened in the sparkling new Cinderella City shopping mall.¹⁶

Through the 1970s, the area became the locus of activity and commerce for counterculture groups. Folk musicians patronized the Denver Folklore Center for the brief period it was located in the Miracle Mile. Used bookstores, taverns, “head shops” and coffee houses brought a younger and more transient customer base to the area. Gay taverns like the Southtown Lumber Company at the corner of Broadway and Byers and other gay establishments like the Ballpark bathhouse at Broadway and Bayaud added to the bohemian flavor of the area but were controversial (the Ballpark and some of the other gay establishments in the area closed in the 1980s when AIDS decimated the gay community). Increasingly,

¹⁵ Hermsen Consultants 2008.

¹⁶ Goodstein, 2008, 216-217; 154.

the patrons of establishments like these bought houses in the Baker and Broadway Terrace neighborhoods, fixing up the dilapidated Victorians the Fleming Brothers had built so many decades before.

Broadway continued to transform in the 1980s and 1990s. Further urban renewal efforts led to the destruction of more of the historic fabric of the area, as historic buildings were razed south of Alameda for the construction of a shopping center comprised largely of box stores and a supermarket. Across the street, the chain restaurant McDonald's replaced several historic storefront buildings on the southeast corner of Broadway and Alameda.¹⁷

Today, the survey area lies in a part of the Miracle Mile that has seen some important efforts toward historic preservation. The adjacent Baker Historic Landmark District was designated in 2000, and while no individually designated buildings lie in the survey area, some, like the First Avenue Hotel, are adjacent or very nearby. The Miracle Mile is now transforming to an area of fashionable shops, trendy nightclubs, restaurants, and other establishments that, while still catering to a younger clientele, appear to happily coexist with the historic landscape of the Broadway/South Broadway commercial corridor.

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.

¹⁷ Goodstein, 2008, p. 269-271.

6. RESULTS AND RECOMMENDATIONS

Summary

Sixty-eight parcels were surveyed in the Broadway/South Broadway Commercial Corridor survey area. Vacant parcels and buildings less than thirty years of age were surveyed at the Foundation level, while more information was gathered on those buildings that were over thirty years of age. The majority (52.3%) of buildings in the survey area carried sufficient historic physical integrity to warrant survey at the Evaluation level. Eleven individual buildings were chosen for survey at the Enhanced level and were evaluated for historical, architectural, or cultural significance.

Survey Levels

The following table provides a breakdown of the survey level at which properties were documented in the Broadway/South Broadway Commercial Corridors survey area. Parcels surveyed at the Foundation level are those that contain buildings less than thirty years of age or no buildings at all. Buildings surveyed at the Descriptive survey level were over thirty years of age, but had major alterations. Those surveyed at the Evaluation level were over thirty years of age, and were unaltered or had alterations that were considered minor or moderate. Buildings surveyed at the Enhanced level were researched and evaluated for historical or cultural significance.

Data shows that buildings along the Broadway/South Broadway commercial corridor skew toward uses such as retail stores and restaurants.

Current Use	Survey Level				Total
	Foundation	Descriptive	Evaluation	Enhanced	
Commercial - Retail Store	1	5	13	2	21
Commercial - Restaurant		8	5	3	16
Mixed Use		1	6	6	13
Commercial - Other	1	3	2		6
Parking Lot	5				5
Commercial - Business/Professional			2		2
Domestic – Multiple Dwelling			2		2
Other			2		2
Commercial - Financial Institution			1		1
Total	7	17	33	11	68

Years of Construction

Although the historic landscape of the Broadway/South Broadway Commercial Corridor survey area is changing as redevelopment intensifies, it is still visually clear that the zenith of development happened from about 1890 to 1930. Buildings from every decade within this range were documented in the survey.

Building Forms and Styles

In his book, *Houses without Names*, the architectural historian Thomas Hubka articulates why scholars make distinctions about building forms and styles in architecture. He wrote:

Naming and classifying are ways to better understand common houses. And with greater understanding might come greater appreciation. For many, the appreciation of small common houses may seem particularly far fetched. Yet even the goal of greater understanding might seem inflated because, one might ask, what is there to understand about such simple, obvious, workaday houses? But interpretation and classification are surprisingly difficult goals for a subject that is unexpectedly complex while simultaneously familiar and ordinary.¹⁸

For purposes of this report and the Discover Denver project more generally, a distinction has been made between architectural forms and types and architectural styles. The architectural historian Dell Upton notes that *style* is a term of layered meaning: it is on one very basic level a “consistent pattern of making or acting” that identifies an individual or group¹⁹; it also signifies culture on a larger scale (such as that manifested in style that is rooted in the classical orders or the picturesque); it is also “the self-conscious visual vocabularies that serve as ‘signposts or banners’ of the context in which we should view a building.”²⁰ For these reasons, styles are often named for cultures and groups (e.g., Spanish Colonial Revival, Greek Revival, Colonial Revival, Victorian) or for or by the artists/architects who conceived them (e.g., Richardsonian Romanesque, Craftsman, Usonian). Building types, on the other hand, are generally identified not by the vocabulary of applied style elements, but by the organization of the plan and massing. For instance, a Foursquare is so-called because it is organized, in plan, into a square configuration of four similarly sized zones. Likewise, a central-passage double-pile building contains a middle zone of transition space flanked by two rooms on each side. Yet, in even the most scholarly discussions, the concepts of style and type are sometimes used interchangeably, and this should not be considered a matter of confusion: If style is a consistent pattern of making or acting that can be understood as expressing an individual or group,²¹ then we may also understand building types and forms to fit that definition. Thus, scholarly sources will often identify building types as styles and vice-versa; for instance, McAlester notes that the term “bungalow” was used in the early 1900s to describe small homes constructed in the Craftsman style and that it was only after 1920 that it was understood as a type to which other styles could be applied.²²

¹⁸ Hubka, p. 3

¹⁹ Upton, p. 256

²⁰ Upton, p. 258

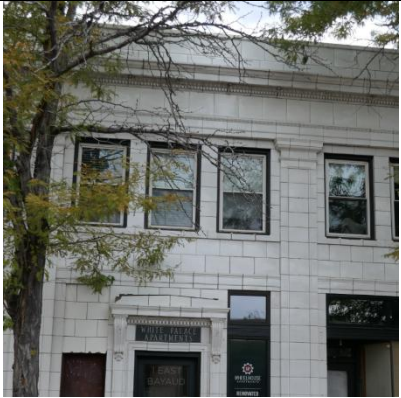

²¹ Upton, p. 256

²² McAlester, p. 578


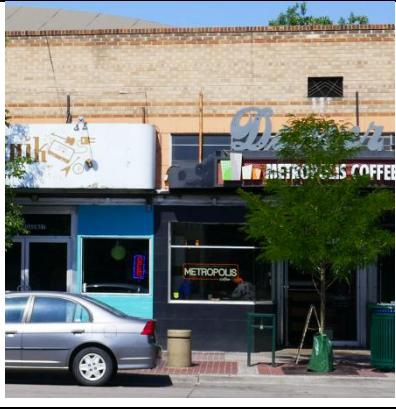
Architectural Style

The buildings in the Broadway/South Broadway Commercial Corridor survey area offers a wide range of styles and types within relatively small geographic areas, although in many cases alterations to the buildings have obscured the original architectural styles. The Discover Denver team observed more than eight different architectural styles in the survey area, as well as numerous examples of buildings that, while carrying no specific style, exhibited identifiable stylistic elements.

The following table presents the most commonly observed (n > 3 examples) architectural styles, along with elements that are commonly found on buildings constructed in that style, as well as a representative photograph illustrating an example of one or more elements.

Style	Common Elements ²³	Example
Classical Revival (aka Neoclassical Revival style)	<ul style="list-style-type: none"> - Large or distinctive columns with pronounced capitals - Pediments - Dentils - Classical frieze - Oval windows and front-façade bay windows. 	
Italianate	<ul style="list-style-type: none"> - Low pitch hipped or flat roof - Bracketed, decorative cornice - Tall, narrow 1/1 double hung windows - Molded window surrounds 	

²³ Sources used to determine common elements and identify style were varied and included McAlester's *Field Guide to American Houses* (2nd ed), the OAHP *Field Guide to Colorado's Architecture and Engineering*, Harris's *American Architecture: An Illustrated Encyclopedia*, Wilk's *Guide to Denver's Architectural Styles and Terms*, and Rachel Carley's *Visual Dictionary of American Domestic Architecture*, as well as field observation. Because this information is generally available in numerous sources, individual references were not cited for individual lists.

Style	Common Elements ²³	Example
Renaissance Revival / Italian Renaissance	<ul style="list-style-type: none"> - Elaborate, heavy cornice - Varied ornamentation in window surrounds - Elaborate entrances - Beltcourses or materials that distinguish upper and lower stories. 	
Modern Movement	<ul style="list-style-type: none"> - Simple features - Lack of ornamentation 	

Building Forms/Types

In Denver, buildings constructed for commercial use are generally found on the arterial streets and avenues that once carried the streetcar lines. One- and Two-part Commercial Block buildings make up the bulk of the commercial buildings historically constructed in the Broadway/South Broadway survey area.

One-Part Commercial Block

Common Features:

- Flat roof and parapet
- Sign blocks above entrances
- Grouped units
- Recessed and chamfered storefront entrances
- Display windows

Styles or stylistic influence: Early examples of one-part commercial blocks often exhibit style elements such as corbelled cornices with patterned brickwork. Later examples are more simplified and often, little or no style is apparent.



160 S. Broadway, constructed 1906



26-42 N. Broadway, constructed around 1905

Two-Part Commercial Block

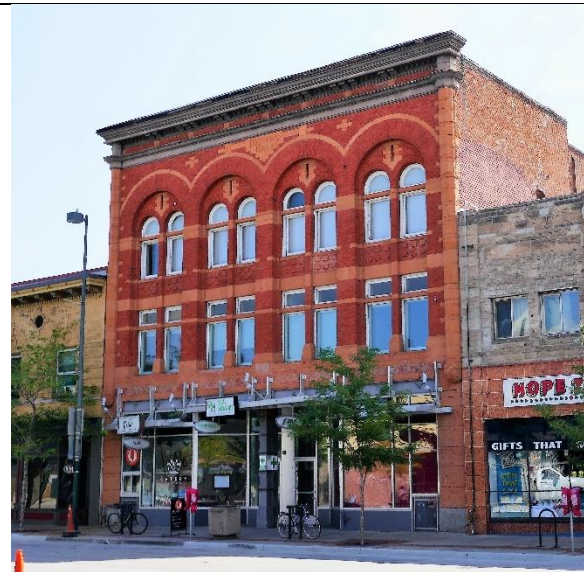
Common Features:

- Divided into lower commercial and upper residential/office zones
- Chamfered corner storefront entrances are sheltered by overhanging upper story
- Evenly spaced upper windows
- Decorative cornice or shaped parapet

Styles or stylistic influence: This building type is usually more ornate than the one-part commercial block and exhibits a broad range of style elements. Italianate style is common, as are Classical Revival and other revival styles.



76 N. Broadway, constructed c.1900



70 Broadway, constructed 1890



94-98 S. Broadway, constructed 1926

Properties Evaluated for Significance

Eleven buildings in the Broadway/South Broadway survey area, or 16.2% of the sixty-eight parcels recorded, were identified as potentially historically or culturally significant and researched for Enhanced-level survey. This list should not by any means be considered to be a complete list of potentially significant properties in the Broadway/South Broadway Commercial Corridors survey area; more data than was available from right-of-way survey would be required to make that determination. Any building in this area for which sufficient historic physical integrity and historic, cultural, or geographical importance can be shown should be considered to be significant. Additionally, buildings that are not designated as local landmarks but have been placed in the National Register of Historic Places were not evaluated for significance, since their history and significance were already documented.

The following table lists the buildings evaluated and the areas of potential significance identified for each:

Site ID	Address	Architectural	Historical	Cultural
5DV.58	2-6 Broadway	X	X	
5DV.56	70 Broadway	X	X	
5DV.55	76 Broadway	X	X	
5DV.60	21 S. Broadway	X		
5DV.61	38-42 S. Broadway	X		
5DV.62	76-86 S. Broadway	X	X	
5DV.63	94-98 S. Broadway	X	X	
5DV.34053	141 S. Broadway	X		
5DV.34058	160 S. Broadway	X		
5DV.1496	201 S. Broadway	X		
5DV.34072	240 S. Broadway	X	X	

Properties evaluated for potential significance include:



2-6 Broadway, constructed 1912.



70 Broadway, constructed 1890.



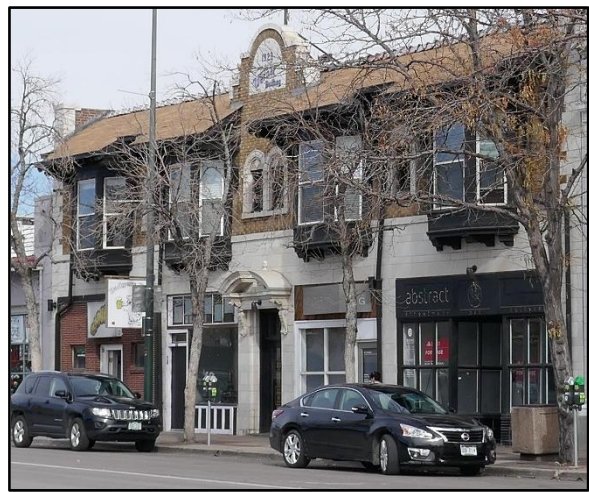
76-96 Broadway, constructed 1901.



21 S. Broadway, constructed 1912.



38-42 S. Broadway, constructed 1900.



76-86 S. Broadway, constructed 1922.



94-98 S. Broadway, constructed 1926.



141 S. Broadway, constructed 1889.



160 S. Broadway, constructed 1900.



240 S. Broadway, constructed 1893.

Areas of Significance

An area of significance, for the purposes of the Discover Denver project, is defined as a concentration of historic properties that are of special interest because of the stories they tell as a group.

In the Multiple Property Listing *Historic Resources of Downtown Denver*, historians Tom and Laurie Simmons provide guidance for assessing the integrity of commercial buildings. They note that “changes to entrances, store windows, clerestories, and finishes at street level are typical in successful downtown areas competing over the years for the attention of shoppers.” They argue that while these sorts of alterations should not detract from a building’s overall design, character and proportions, they should be evaluated as a proportion of a building’s overall historic fabric.²⁴

The limited scope of the building types in the Broadway survey area allowed for buildings with good integrity to be easily distinguished from buildings for which integrity has been adversely impacted. Most resources along the Broadway Commercial Corridor have been altered numerous times over the years as storefronts and signage were changed to accommodate the needs and wishes of new commercial tenants.

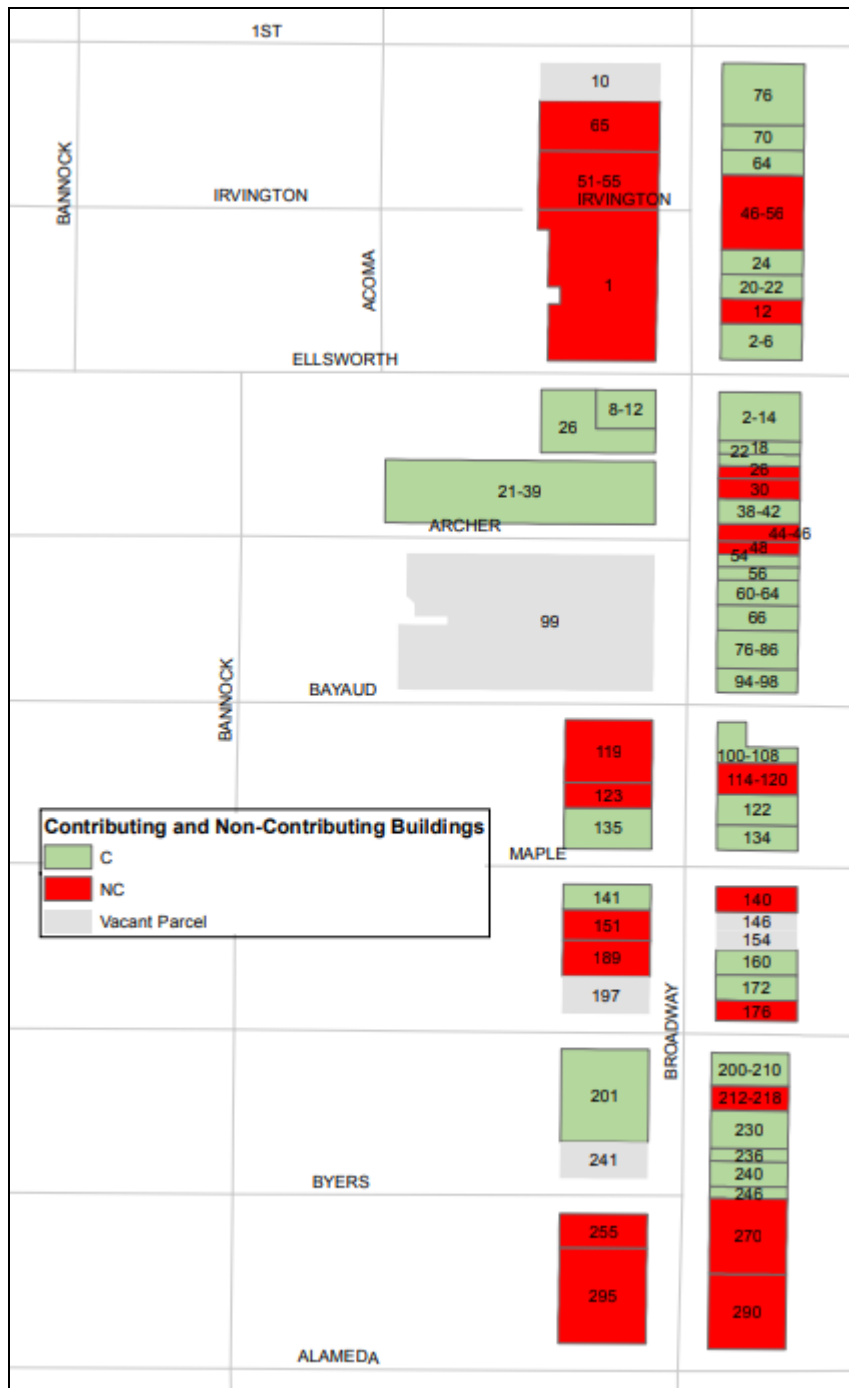
Common alterations to storefronts included window enlargement and replacement, door replacement, and cladding alterations, particularly at entrances. The following photograph of 56-64 Broadway, while an extreme example of an altered commercial building, shows the types of alterations that are often seen on historic buildings in the area. The storefront level has been refaced in a more modern material (in this case a cast concrete block veneer) and the upper window openings have been reduced and original windows replaced with aluminum sliding sash windows. In addition, the storefronts have been reconstructed to “angle in,” in a way that mimics the modern storefronts of the post-World War II period.

²⁴ Simmons and Simmons, p.39.



58-64 Broadway, constructed 1913. Note the visible lintels in the upper wall, indicating the original window height. Discover Denver file photograph, July 12, 2018.

Although nearly all buildings in the survey area have been altered at some level, the alterations in most cases do not interfere with the feeling that the building likely conveyed years ago as a commercial establishment on the bustling streetcar and automobile thoroughfare. The map below depicts buildings that have minor or moderate alterations and contribute to the significance of the corridor (shaded green), and those that have been altered to the point that their original design and proportions are no longer legible and they do not convey their history (shown in red).



Contributing and Non-Contributing buildings in the survey area.

It is noteworthy that the buildings retaining the highest degree of historic physical integrity are, for the most part, two-part commercial block buildings, as upper stories tend to see fewer alterations than storefronts at ground level.

Many of these alterations date to the post-World War II period, and some are much more recent. Most buildings were surveyed at the Evaluation level because surveyors believed them to still convey the

feeling that they were constructed during Broadway's heyday. Buildings that were surveyed at the Descriptive level were determined to have little or no ability to communicate the area's commercial history, either because they were constructed recently or because the impacts to their integrity were too great.

Taken as a group and keeping in mind the guidance regarding storefront alterations provided in *Historic Resources of Downtown Denver*, the stretch of Broadway/South Broadway between E. 1st Avenue and Alameda could be considered an area of significance.

Conclusion

Discover Denver's Broadway/South Broadway Commercial Corridor survey has shown that, more than most other types of neighborhood and streetscapes in Denver, historic commercial corridors are uniquely vulnerable in a changing city. As new buildings are constructed in these areas at much larger scales and with styles that are incompatible with the historic buildings surrounding them, historic streetscapes run the danger of losing the very historic character and aesthetic appeal that draw so many people to Denver to begin with.

Despite development pressures, the Broadway/South Broadway commercial corridor offers a wealth of historically significant places that still tell the tales of Denver's earlier days as a city where streetcar cables laced the air overhead and steel track cut the pavement below our feet, this despite the fact that these historic streetscapes are undergoing changes wrought by such pressures as the need for affordable housing and/or changing cultural ideas. Recent efforts by neighborhood organizations and concerned residents have saved important historic buildings and areas just adjacent to this corridor, and the result has been creative and unique adaptive reuse and an awakened awareness that Denverites value our visible history. Discover Denver's efforts to document the conditions and histories of the city's neighborhoods helps offer these communities tools they can utilize to preserve the streetscapes they value and love.

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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 historic 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 special significance or interest.
C	Resource retains its physical integrity and would contribute to an area of special significance or interest.
NC	Resource has lost its physical integrity and would not contribute to an area of special significance or interest.
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.
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	

Evaluation Code	Definition
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.
C	Resource retains its physical integrity and would contribute to an area of special significance or interest.
NC	Resource has lost its physical integrity and would not contribute to an area of special significance or interest.

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
BROADWAY										
5DV.59	1 BROADWAY BLDG A	Evaluation	1984	Mixed Use	Commercial/Industrial Block	Modern Movement	ND	NC	ND	NC
5DV.59	1 BROADWAY BLDG B	Evaluation	1984	Mixed Use	Commercial/Industrial Block	Modern Movement	ND	NC	ND	NC
5DV.34041	12 BROADWAY	Descriptive	1945	Commercial - Warehouse	Commercial/Industrial Block	No Style	NE	NC	NE	NC
5DV.34042	20-22 BROADWAY	Evaluation	1924	Commercial - Retail Store	Two-Part Commercial Block	No Style	ND	C	ND	C
5DV.11257	24 BROADWAY	Enhanced	1924	Commercial - Restaurant	One-Part Commercial Block	No Style	NE	C	NE	C
5DV.58	2-6 BROADWAY	Enhanced	1935	Mixed Use	Two-Part Commercial Block	Craftsman	E	C	ND	C
5DV.34092	26-42 BROADWAY	Evaluation	1905	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34044	46-56 BROADWAY	Descriptive	1905	Commercial - Retail Store	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.34045	51-55 BROADWAY	Descriptive	1913	Commercial - Retail Store	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.57	58-64 BROADWAY	Evaluation	1913	Mixed Use	Two-Part Commercial Block	No Style	ND	C	ND	C
5DV.34046	65 BROADWAY	Descriptive	1966	Commercial - Restaurant	One-Part Commercial Block	Modern Movement	NE	NC	NE	NC
5DV.56	70 BROADWAY	Enhanced	1900	Mixed Use	Two-Part Commercial Block	Renaissance Revival	E	C	E (A,B,C)	C
5DV.55	76 BROADWAY	Enhanced	1900	Commercial - Restaurant	Two-Part Commercial Block	Renaissance Revival	E	C	E (A,C)	C
E 1ST AVE										
5DV.34038	12 E 1ST AVE	Evaluation	1900	Commercial - Restaurant	One-Part Commercial Block	No Style	ND	C	ND	C
E BAYAUD AVE										
5DV.34040	12-18 E BAYAUD AVE	Evaluation	1901	Domestic – Multiple Dwelling	Terrace Type	No Style	ND	C	ND	C
S BROADWAY										
5DV.6262	100-108 S BROADWAY	Evaluation	1901	Mixed Use	Two-Part Commercial Block	Italianate	ND	C	ND	C
5DV.5099	114-120 S BROADWAY	Descriptive	1933	Commercial - Retail Store	One-Part Commercial Block	Modern Movement	NE	NC	NE	NC
5DV.34047	119 S BROADWAY	Descriptive	1915	Commercial - Other	Commercial - Other	No Style	NE	NC	NE	NC
5DV.5108	122 S BROADWAY	Evaluation	1914	Domestic - Multiple Dwelling	Rowhouse	No Style	ND	C	ND	C
5DV.34048	123-127 S BROADWAY	Descriptive	1890	Commercial - Retail Store	Two-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.5144	134 S BROADWAY	Evaluation	1964	Commercial - Other	Service Bay Business	No Style	ND	C	ND	C
5DV.34049	135 S BROADWAY	Evaluation	1952	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34050	135 S BROADWAY ALLEY BUILDING	Evaluation	1952	Commercial - Other	Commercial - Other	N/A	ND	C	ND	C
5DV.34051	135 S BROADWAY REAR	Evaluation	1952	Commercial - Retail Store	Commercial/Industrial Block	Modern Movement	ND	C	ND	C
5DV.34052	140 S BROADWAY	Descriptive	1972	Mixed Use	Two-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.34053	141 S BROADWAY	Enhanced	1888	Mixed Use	Two-Part Commercial Block	Italianate	ND	C	ND	C
N/A	146 S BROADWAY	Foundation	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	N/A
5DV.34055	147 S BROADWAY	Evaluation	1899	Commercial - Restaurant	One-Part Commercial Block	Mission	ND	C	ND	C
5DV.34056	151 S BROADWAY	Descriptive	1900	Commercial - Restaurant	One-Part Commercial Block	No Style	NE	NC	NE	NC
N/A	154 S BROADWAY	Foundation	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	N/A
5DV.34058	160 S BROADWAY	Enhanced	1906	Commercial - Retail Store	One-Part Commercial Block	No Style	NE	C	ND	C

Site ID	Address	Survey Level	Year Built	Current Use	Building Form	Architectural Style	Local Evaluation		NR/SR Evaluation	
							Individual	Area	Individual	Area
5DV.34059	172 S BROADWAY	Evaluation	1955	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34060	176 S BROADWAY	Descriptive	1969	Commercial - Restaurant	Commercial/Industrial Block	No Style	NE	NC	NE	NC
5DV.34061	18 S BROADWAY	Evaluation	1910	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34062	189 S BROADWAY	Descriptive	1963	Commercial - Retail Store	One-Part Commercial Block	No Style	NE	NC	NE	NC
N/A	197 S BROADWAY	Foundation	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	N/A
5DV.34064	200-210 S BROADWAY	Evaluation	1901	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.1496	201 S BROADWAY	Evaluation	1940	Government - Federal	Other	Classical Revival	ND	C	ND	C
5DV.34065	212-218 S BROADWAY	Descriptive	1902	Commercial - Restaurant	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.60	21-39 S BROADWAY	Enhanced	1949	Commercial - Retail Store	One-Part Commercial Block	Classical Revival	E	C	E (A)	C
5DV.34066	2-14 S BROADWAY	Evaluation	1911	Commercial - Retail Store	Two-Part Commercial Block	No Style	ND	C	ND	C
5DV.34067	22 S BROADWAY	Evaluation	1928	Commercial - Restaurant	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34068	222 S BROADWAY	Evaluation	1919	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34069	226 S BROADWAY	Evaluation	1902	Mixed Use	Two-Part Commercial Block	Italianate	ND	C	ND	C
5DV.34070	230 S BROADWAY	Evaluation	1919	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34071	236 S BROADWAY	Evaluation	1893	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34072	240 S BROADWAY	Enhanced	1893	Mixed Use	Two-Part Commercial Block	Italianate	E	C	E (A,C)	C
N/A	241 S BROADWAY	Foundation	N/A	Parking Lot	N/A	N/A	N/A	N/A	N/A	N/A
5DV.34074	246 S BROADWAY	Evaluation	1898	Commercial - Business/Professional	Two-Part Commercial Block	Italianate	ND	C	ND	C
5DV.34075	255 S BROADWAY	Evaluation	1927	Commercial - Restaurant	Commercial - Other	No Style	ND	NC	ND	NC
5DV.34076	26 S BROADWAY	Evaluation	1936	Health Care	Two-Part Commercial Block	No Style	ND	C	ND	C
5DV.34078	270 S BROADWAY	Descriptive	1980	Commercial - Restaurant	Commercial/Industrial Block	No Style	NE	NC	NE	NC
5DV.34079	290 S BROADWAY	Foundation	1988	Commercial - Retail Store	N/A	N/A	L30	L30	L30	L30
5DV.34080	295 S BROADWAY	Foundation	1996	Commercial - Gas Station	Gas Station - Oblong Box	No Style	L30	L30	L30	L30
5DV.34081	30 S BROADWAY	Descriptive	1947	Commercial - Restaurant	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.61	38-42 S BROADWAY	Enhanced	1900	Commercial - Restaurant	Two-Part Commercial Block	Italianate	NE	C	NE	C
5DV.34082	44-46 S BROADWAY	Descriptive	1915	Commercial - Restaurant	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.34083	48 S BROADWAY	Descriptive	1947	Commercial - Restaurant	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.34085	54 S BROADWAY	Evaluation	1910	Commercial - Restaurant	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.34086	56 S BROADWAY	Evaluation	1900	Commercial - Retail Store	Two-Part Commercial Block	Craftsman	ND	C	ND	C
5DV.34087	60-64 S BROADWAY	Descriptive	1909	Commercial - Other	One-Part Commercial Block	No Style	NE	NC	NE	NC
5DV.34088	66-70 S BROADWAY	Evaluation	1924	Commercial - Retail Store	One-Part Commercial Block	No Style	ND	C	ND	C
5DV.62	76-86 S BROADWAY	Enhanced	1922	Mixed Use	Two-Part Commercial Block	Mixed Style	NE	C	E (A,C)	C
5DV.63	94-98 S BROADWAY	Enhanced	1925	Mixed Use	Two-Part Commercial Block	Classical Revival	PE	C	E (A,C)	C
5DV.34089	99 S BROADWAY	Evaluation	1971	Commercial - Financial Institution	One-Part Commercial Block	Modern Movement	ND	C	ND	C
W 1ST AVE										
N/A	10 W 1ST AVE	Foundation	N/A	Parking Lot	N/A	N/A	N/A	N/A	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
W ELLSWORTH AVE										
5DV.34090	26 W ELLSWORTH AVE	Evaluation	1984	Commercial - Business/Professional	One-Part Commercial Block	Moderne	ND	C	ND	C
5DV.34091	8-12 W ELLSWORTH AVE	Evaluation	1940	Mixed Use	One-Part Commercial Block	Modern Movement	ND	C	ND	C