

Discover Denver

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Survey Report Pilot Area #3 Streetcar Commercial Globeville/Garden Place and Cole

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HISTORY *Colorado*
STATE HISTORICAL FUND

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Introduction

Historic Denver, Inc. in collaboration with the City and County of Denver and the State Historical Fund, created Discover Denver, a multi-year project to develop a comprehensive inventory of Denver's historic and architecturally significant resources. This project utilizes advanced technology (developed by the City of Los Angeles) to accelerate the pace of historic survey and improve the consistency of data collection using the National Park Service's Multiple Property Documentation Approach and the Historic Context Statement framework.

Denver covers a land area of 154 square miles and contains approximately 161,000 primary buildings. Fewer than 5% of these buildings have ever been surveyed for historic and architectural significance. Annually, the City and County of Denver receives and approves approximately 500 demolition permits, and that number is growing as development pressures mount in core cities across the US. 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 show that economic development occurs in historic districts at 7 times the rate of other areas. According to the publication, "The Economic Power of Heritage and Place," investment in historic resources creates jobs, attracts businesses and generates income from consumer visitation and spending. Discover Denver's purpose is to identify those special places in our community where restoration and investment will preserve our city's unique identity and promote quality of life for generations to come.

Funding Acknowledgement

This project is made possible by funding from State Historical Fund grants from History Colorado (formerly known as the Colorado Historical Society) in addition to funding from the National Trust for Historic Preservation (Partners in the Field program), the City and County of Denver, and Historic Denver, Inc.

Project Areas

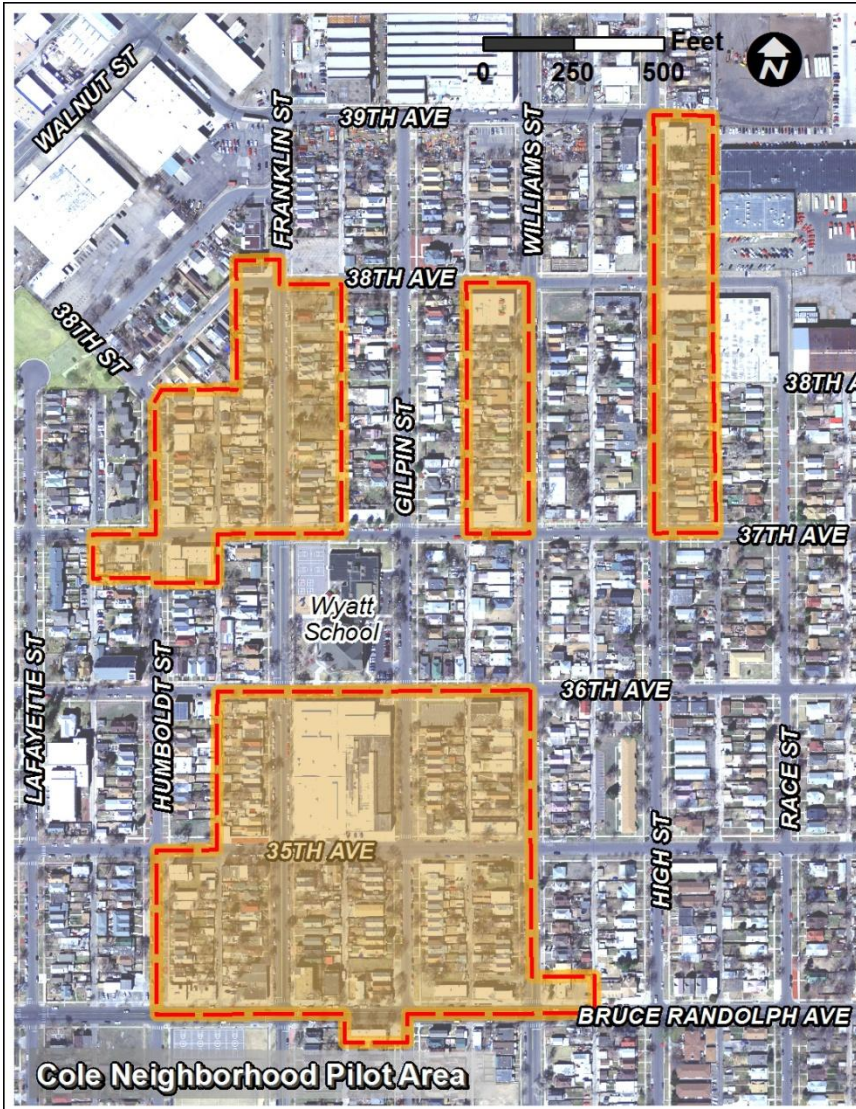
Two project areas were selected for Pilot Area #3. The first area is located in northeast Denver in the Globeville neighborhood, approximately two miles from the city's downtown. The survey area is within the Garden Place subdivision, and bordered by E. 46th Avenue, Pearl Street, E. 45th Avenue and Broadway.

Globeville/Garden Place:



The second project area is also located in northeast Denver, in the Cole neighborhood. The area is approximately two miles from downtown Denver. Four subareas were surveyed; the first along the east side of High Street between E. 37th Avenue and E. 39th Avenue; the second along the west side of Williams Street between E. 37th Avenue and E. 38th Avenue; the third roughly bordered by E. 38th Avenue, Franklin Street, E. 37th Avenue, and Humboldt Street; and the fourth bordered by E. 36th Avenue, Williams Street, Bruce Randolph Avenue and Humboldt Street.

Cole:

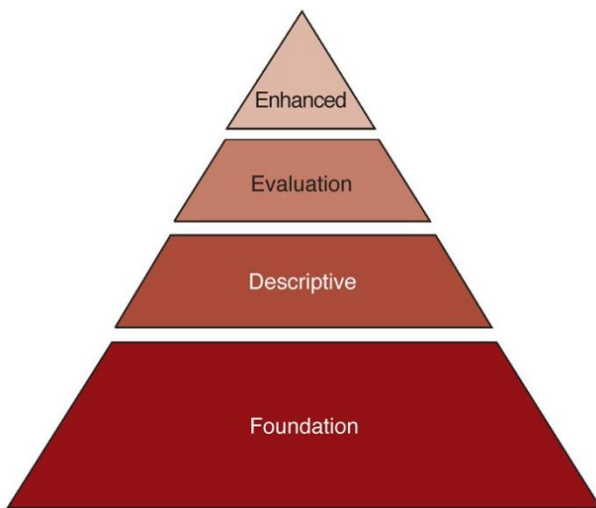


Project Background

During Discover Denver’s initial investigative phase (2010-2011), staff from Historic Denver, Inc., the City and County of Denver and the State Office of Historic Preservation worked with consultants and community stakeholders to develop the methodology and funding plan for the project. The document entitled, “Denver Historic Survey: Citywide Survey Strategy,” details the project background and methodology identified as a part of this process. Through this analysis, it was decided that Discover Denver would employ advanced technology developed by the City of Los Angeles to conduct their own citywide survey, currently in its third year.

In 2012 planning for the Discover Denver Pilot Program, headed by Historic Denver, Inc. in partnership with the City of Denver, began. In Fall of 2013, the Discover Denver program publically launched the Pilot Program, promoting the survey activities through a wide variety of media and promotion outlets. The Discover Denver pilot phase surveyed several areas which are representative of three distinct survey themes, covering approximately 3,000 individual properties. During this phase, staff and consultants tested the FiGSS software and identified and worked out flaws in the methodology and issues with the technology. This survey report covers one of the three survey themes identified as a part of this process, *Streetcar Commercial Districts*.

Research Design & Methods



Discover Denver uses a multi-level approach to surveying the city’s buildings. The four survey levels are: 1) Foundation, 2) Descriptive, 3) Evaluation, and 4) Enhanced.

The Foundation level looks at 100% of the buildings located in Denver. Using information from the City and County of Denver’s electronic property records, every structure’s physical location, year built, and use are cataloged.

The Descriptive level is completed for all properties that are 30 years of age or older, regardless of their physical historic integrity. During the Pilot of Discover Denver, trained volunteers used convertible laptop computers to record a building's physical characteristics such as style, materials, and architectural features. One to three photographs were also taken of each property during this level for inclusion in the survey record. Over the course of the project, it is estimated that citywide, approximately 85% of total Denver properties will be evaluated at this level.

Only properties that are 30 years of age or older and which retain their physical, historic integrity, are assessed at the Evaluation level. The Evaluation level assesses each property on how it relates to broad historic contexts that tell the history of Denver's development. During Evaluation, each property is assigned a proprietary Code that indicates whether or not the property is potentially eligible for listing as an individual Denver Landmark or as a part of a Denver Historic Landmark District. These determinations are made by staff at the City and County of Denver's Landmark Preservation Department, and are intended to be an informational tool for city staff, property owners, and developers. Evaluations of potential eligibility or non-eligibility are subject to revision should additional information be discovered in the future, or if the property loses its physical historic integrity. It is estimated that citywide over the course of the project, approximately 35% of total Denver properties will reach this level.

A small percentage of surveyed properties will be assessed at the Enhanced level. Properties that are evaluated at the Enhanced level will have additional research completed to discover if there is evidence of historic persons or events that may make the structure historically significant. Each property that moves to the Enhanced level will have a state-standard 1403 Architectural Inventory Form completed, which includes additional information such as the history of the structure and its residents, background on the local neighborhood, and any relation to broader historic subjects within the city, state, or nation. It is estimated that citywide, less than 5% of total Denver properties will reach this level.

As initially designed, Pilot Area #3 was to survey only those clusters of commercial buildings that developed along historic street railway lines within residential neighborhoods. Historically, a mix of building types and uses were found along streetcar lines. As survey began, it became apparent that it made sense to also include any non-commercial buildings within the identified survey areas; the inclusion of these buildings helped to provide context for the streetcar commercial districts. Thus, the buildings surveyed as a part of Pilot Area #3 are a mix of building types and uses, typical of what would have been found lining Denver's streetcar lines.

The Connected City: Denver Grows Up and Out 1870-1950

Formation of Early Denver

Founded at the confluence of the South Platte River and Cherry Creek, early Denver is often referred to as an “instant city.” Population growth was prompted by the discovery of precious metals in the late 1850s in what would eventually become the state of Colorado. Westward migration spurred on by the California Gold Rush resulted in many people passing through the Colorado territory. Some remained in Colorado, though most did not stay. By the late 1860s, however, the transient nature of the population began to change. Denver was designated the territorial capital in 1867, and by 1870 the establishment of an interstate railroad connection in Denver led to permanency in the population and rapid population growth. Moreover, the Denver Gas and Electric Company was founded in 1870, the Denver City Water Company installed the city’s first pumping station in 1871, mail service improved, and the city’s streets were properly graded, all necessary precursors to the development of permanent infrastructure needed to support a growing population.

The original boundaries of the city denoted by a Congressional land grant in 1864 spanned east-west from Broadway to Zuni and north-south from West 26th Avenue to West Colfax Avenue. As the young city developed, the population centered around a core business district bounded by Curtis and 18th streets, and Wynkoop Street and Cherry Creek, with Larimer Street serving as the principle downtown thoroughfare. As Denver emerged as a rich trading city in the 1870s, the city’s wealthy residents built homes near 14th Street southeast of Larimer Street—Denver’s original millionaires row. Their residency in the area was somewhat short-lived, however. As the original city center became more commercial, wealthy residents began to move to less populated areas on the outskirts of town. The development of a public transit system beginning in 1870 facilitated this migration, making it possible for people to live further from the commercial district and their places of employment. This led to the creation of Denver’s “streetcar suburbs.” The impact of the streetcar on Denver’s development was significant. From 1870 until 1950, the public transit system would steer the development of new neighborhoods and the overall growth of the city.

Denver's Streetcar System

The Colorado Territorial Legislature granted a charter to the Denver Horse Railroad Company in 1867, and the company began laying transit lines in the early 1870s. Operations began on January 3, 1872, and that same month the company became known as the Denver City Railway Company. Denver's first streetcars were pulled along tracks by horses or mules; later the cars would be powered by cable or electric lines. By the early 1870s the original boundaries of the city were surrounded by a cluster of additions that would eventually be connected to the city center—as well as even more outlying developments—through the streetcar system.

The first streetcar suburb was Curtis Park, with service lines running from a terminus located between 6th and 7th Streets, down Larimer Street to 16th Street, and continuing northeast on Champa Street to 27th Street. High ridership led to an almost immediate expansion of service beginning in 1873. Expanded service lines ran up 15th Street into north Denver, prompting growth in the area that would become known as Highland. From the South Platte River, new lines ran east and southeast into what would eventually become Capitol Hill and North Capitol Hill. Further expansions extended service off the original main line at 16th and Champa streets to Broadway and then south to 9th Avenue. This service route was known as the Broadway line. A fourth line was constructed in 1874, facilitating development of Five Points and City Park, with service running southeast on 23rd Street to an intersection with east 20th Avenue, where 23rd Street changed to Park Avenue. The line continued down Park Avenue and terminated at Downing Street. Service along this route was referred to as the 23rd Street-Park Avenue line. To facilitate streetcar operations, a downtown turning loop was constructed at 15th and Arapahoe Streets in 1874. This single track turning loop ran southeast on 15th Street for two blocks to Arapahoe Street where it turned northeast to 16th Street. By mid-1876, the Broadway line was extended to 8th Avenue and terminated at the banks of Cherry Creek. The Larimer line was extended to 33rd Avenue. Expansions continued throughout the late 1870s and early 1880s with extensions of the Champa line and Welton line in April 1881. This pattern of service expansion would continue for the next several years as demand for transit continued.

By the early 1880s the central business district began shifting away from Larimer Street toward 16th and 17th streets. The commercial development of 15th Street lagged behind in comparison, causing concern among area property owners about the value of their investment. Unsuccessful efforts were made to convince the Denver City Railway Company to expand service lines to 15th Street, and in response the 15th Street property owners came together to start a competing rail company that would

provide service to their businesses. These efforts resulted in the incorporation of the Denver Electric and Cable Railway Company on February 5, 1885. The new company received permission from the city engineer to lay track not only on 15th Street between Curtis and Broadway, but to areas previously not served by the Denver City Railway Company. As a result of the new competition, the Denver City Railway Company began efforts to rapidly expand. Legal battles between the two companies for dominance over the city's transit ensued. Meanwhile, a group of initial investors in the Denver Electric and Cable Railway Company spun off a new company—the Denver Railway Association—which was given the right to use horse railways. This proved unpopular with both the Denver City Railway Company and the Denver Electric and Cable Railway. In May of 1886, the Denver Railway Association was reincorporated and consolidated with Denver Electric and Cable. The new company that emerged was the Denver Tramway Company which would eventually dominate public transportation in Denver for the next seventy years.

Later that same year, a lawsuit between the Denver City Railway Company and the Denver Tramway Company (DTC) was decided, awarding the Denver City Railway Company the exclusive right to run horse cars on Denver's streets. As a result, DTC focused their efforts on the development of an electric system, beginning operations powered with electric traction technology on July 31, 1886.

The DTC's expansion efforts continued with service into Highland along 15th Street westward to Platte Street, and continuing on to the point where Umatilla, Boulder, 15th Street and West 29th Avenue come together. The opening of the 23rd Street viaduct in July 1887 connected lower downtown with the growing community across the Platte River Valley in north Denver.

Although DTC was rapidly developing a network of electric service lines, the horse cars operated by the Denver City Railway Company comprised the bulk of Denver's transit lines well into the late 1880s. One of the last horsecar lines to be constructed by Denver City Railway was completed in August 1888 providing service to north Denver in the area known as "Little Italy." Cable lines were briefly used in the late 1880s as the existing transit companies began establishing new lines or converting existing lines to cable lines. It wasn't until late 1888-1889 with the introduction of electric conduit lines, that horse and cable-powered cars were rendered obsolete.

Expansion of the City

Rapid suburban expansion was facilitated by a close working relationship between the city's real estate developers and investors in the city's expanding streetcar system. Without effective transportation, real estate in the outlying developments was worth little. Once transit connected these areas to downtown and the central business district, the property became much more valuable. Businesses and houses quickly developed along the main streetcar thoroughfares. Streetcar commercial districts formed within residential neighborhoods, allowing riders to conveniently access groceries and services along the routes close to their homes.

Development of additional outlying areas continued throughout the 1880s as Denver was in the midst of an economic and real estate boom. In addition, the population continued to rapidly increase—from approximately 4,730 residents in 1870 to more than 35,000 by 1880 and over 100,000 by 1890. Investors began purchasing and developing property located far from the city center. Oftentimes investors built streetcar lines ahead of development in hopes of profiting from soaring real estate prices. Such was the case with some of the more distant developments of Park Hill, Montclair and Fletcher (present-day Aurora). A group of developers that had invested in the Montclair area came together in 1886 to build a streetcar line to the neighborhood. Their efforts resulted in the incorporation of the Colfax Avenue Railway in February 1887 which operated steam dummy locomotives. (The steam engine was enclosed in a box structure made to look like a passenger coach. It was believed this design would be less likely to frighten horses as the streetcar navigated city streets.) The transit network connected the outlying communities to each other and provided access to the central business district, without which development of these subdivisions would not have been possible.

Despite this early urban sprawl, some core neighborhoods remained more densely populated than the outlying areas—a reflection of the fact that some residents could not afford daily transit fare, let alone the cost of a large suburban home. Others simply preferred to live downtown. Moreover, haphazard development of some of the new suburban subdivisions resulted in some areas, such as Montclair, not fully developing until the post-World War II boom and widespread use of the automobile.

The explosive growth of the city developed hand-in-hand with the explosive growth of the city's transit system. Rapid suburban expansion continued and by the end of the 19th century, Englewood,

Littleton, Aurora, Golden and Lakewood formed the outer ring of suburbs tied to Denver by streetcar networks. Rivalries among the existing transit companies prompted continued expansion of service lines between 1886 and 1899 until finally, at the turn of the century, DTC consolidated business across much of the city by buying out some of the financially weaker lines. Only a few of the independent lines remained including the Denver, Lakewood & Golden Railroad and Englewood's Cherrelyn Horsecar.

The economic boom of the 1880s and early 1890s continued on and was further stimulated by the 1890 passage of the Sherman Silver Purchase Act by Congress, which provided that the monetary standard was to be based on both gold and silver. Since a significant portion of the nation's silver production came from Colorado mines, the Act brought economic prosperity to Denver. By 1890, Denver boasted more than thirty millionaires.

Good fortune was about to run out, however. Development came to a sudden stop with the economic crash of 1893—often referred to as the Panic of 1893—with the failure of Baring Brothers Bank in London and the corresponding shaking of the international business community. These events brought pressure to return to the gold standard, eventually resulting in the repeal of the Sherman Silver Purchase Act in 1893. This was an international depression with widespread effects throughout the United States. Colorado, being a silver-producing state, was especially affected. Plans for additional development throughout Denver were put on hold. To illustrate, in 1890 there were 2,338 building permits issued in Denver. By 1894 this number had dropped to 124. Further, many of the suburban towns became financially depressed as a result of the 1893 economic crash and accepted annexation to Denver as a fiscal solution. This included areas such as Highland, South Denver, Barnum and Harmen. The creation of the City and County of Denver in 1902 brought additional surrounding towns into the city limits including Montclair, Berkeley, Elyria, Globeville and Valverde.

Neighborhood Development

Curtis Park

As streetcar routes were established, Denver's initial growth expanded out from the city center and to the northwest. Curtis Park, located within the boundaries of the Five Points neighborhood, was Denver's first streetcar suburb. The subdivision was platted in 1868 and that same year developers

donated a 2.44 acre park to the city in hopes of making the neighborhood more attractive to potential homeowners. The park, named after early settler Samuel Curtis, was Denver's first public park. Interestingly, at the time it was donated there was no need for a park, as the surrounding subdivision was undeveloped prairie. Growth was anticipated however, with the establishment of a streetcar route running to a terminus at Champa and 27th streets from the city center.

Curtis Park was an elegant streetcar suburb and early residents of the neighborhood were a mix of both the city's wealthy and middle class who sought homes away from the central business district. Along with increases in the residential population came the development of industry near the area, such as railroad yards and smelters, which attracted more residents—many of them recent immigrants—who sought comfortable homes near their places of employment.

Growth occurred quickly and most of the area that now comprises the locally designated Curtis Park historic district was developed by the late 1880s. With the development of Capitol Hill around this same time, population shifts began to occur as the neighborhood's wealthiest residents began relocating from Curtis Park to Capitol Hill. Development continued up until the economic crash of 1893, which brought more changes to the neighborhood as many homeowners in the Curtis Park and larger Five Points area were forced to turn large, single-family homes into divided, multi-family residences and boarding houses. Older residents moved away and were replaced by an influx of new immigrants from various Eastern European countries, African Americans and Latinos. Denver's African American population grew and over time came to be centered in lower downtown and the Curtis Park/Five Points area. An example of this growth can be seen in the census records dating back to that period. The 1860 census recorded only fifteen African American men and eight African American women residing in Denver. By 1890 this number had grown to well over 3,000. As the city's overall population grew, Five Points came to be the heart of the black community in Denver.

Highland

General William Larimer, Jr. laid out the town site of Highland, an independent community located northwest of Denver near West 26th Avenue and Federal Boulevard, in 1858. Early residents and developers touted the community's elevation above Denver as a draw, particularly the opportunity to escape the bustle and pollution that accompanied life in the central business district. Its distance from the surrounding communities and lack of transportation, however, made access a problem from the outset. Nonetheless, the town was incorporated in 1875 and early developers of the area hoped

to attract wealthy residents with the promise of an exclusive suburb away from the noise and congestion of Denver. Residential lots were generously sized, but failed to attract buyers. Eventually many of the lot sizes were reduced and small houses were built and occupied by the working class. Subsequent population growth and further development lead to an expansion of the town on its northern border from Colfax to 38th Avenue and on its western boundary from Zuni Street to Sheridan Boulevard.

The town's residents rejected an initial push for annexation into Denver in the 1880s, choosing instead to remain an independent community. But the town faltered due to a lack of transportation into the central business district, lack of a tax base to support further development, and the departure of many of the town's wealthier residents as they abandoned the area in favor of a move to Capitol Hill.

Though the development of Highland was slow to start, transit connections eventually made growth possible. In 1873, streetcar lines were extended from the corner of Larimer and 15th streets across the Platte River through north Denver. Growth was further facilitated by the completion of the first viaduct into the area in 1887 at 23rd Street. Highland's commercial district was centered at 15th and Platte streets and the presence of a horsecar line on 15th Street facilitated both residential and commercial growth. By 1887 a number of business and industrial operations had located in the vicinity and by 1890, the population of Highland had grown to over 5,000.

By 1896, however, the town residents were ready to accept annexation into Denver, in large part due to economic difficulties resulting from the 1893 economic crash. Now part of the city of Denver, continued expansion of the transit routes in the area eased Highland's transportation problems and the late 1890s witnessed an influx of immigrants into the neighborhood bringing large numbers of Irish, German, English, and later, Italian residents to the area.

Capitol Hill and Colfax Avenue

Henry C. Brown was one of two individuals primarily responsible for the development of the Capitol Hill neighborhood. Around the time that the original boundaries of the city of Denver were defined by an act of Congress in 1864, Henry Brown filed claim to the land that would eventually comprise Capitol Hill. Brown began laying out streets on an east-west and north-south grid, to facilitate the development of a residential subdivision. This was a departure from the early practice of laying out

Denver's downtown streets on a diagonal pattern that followed the channels of Cherry Creek and the South Platte River through lower downtown. Denver had been designated as the territorial capitol in 1867 and in 1868, Brown donated ten acres between Lincoln and Grant Streets from Colfax to 14th Avenue as a site for the future state capitol building. It would take several years for development of the site to get underway with construction not beginning until 1886, though the basic infrastructure was emerging that would allow for the establishment of the surrounding neighborhood.

John W. Smith was another individual responsible for establishing infrastructure that would facilitate the development of Capitol Hill. In the early 1860s the future neighborhood site lacked a water source and the dry, dusty land was not viewed as particularly valuable. John Smith would change this by constructing a 25-mile long ditch that would channel water from the South Platte up to Capitol Hill. Smith's Ditch was completed in 1867 and by the 1870s the first mansions began to appear in the area. Wealthy residents, who had initially constructed grand homes along 14th Street southeast of Larimer Street, began to abandon the area seeking more outlying developments as commercialization and pollution encroached on their residential enclave. In addition, as Curtis Park fell out of favor and Highland failed to develop into the elite suburb developers had hoped, Denver's wealthy residents found Capitol Hill offered both the prestige and distance from the commercial district they were seeking.

The population of Denver increased dramatically from less than 5,000 residents in 1870 to over 35,000 by 1880. New residents who made their fortunes in mining and ranching contributed to the city's growing upper class. This led to a building boom in Capitol Hill as the rich began constructing mansions overlooking the city center in an obvious display of their newfound wealth. Construction of the state capitol building prompted growth along east Colfax Avenue as the street developed into a grand residential boulevard. As Capitol Hill further developed, wealthy residents flocked to build their homes on Grant Street between 8th and 20th avenues throughout the late 1890s and early 1900s—an area referred to as “millionaire's row.” In addition, significant growth occurred in the Park Avenue/Swallow Hill section of Capitol Hill, north of Colfax and east of Washington Street, and in the Wyman District, along Franklin and York streets from Cheesman Park to 17th Avenue.

The extension of existing streetcar routes—beginning with the extension of the Broadway line to 8th Avenue in 1876—and the addition of new routes, enabled more and more people to move away from the city center and into Capitol Hill. This had the effect, over time, of turning Capitol Hill into a more mixed-income neighborhood than was initially the case. The pace of change quickened as the

streetcar network was further expanded and technological advances powering the streetcars enabled a shift from horse or cable powered lines to electric powered lines. This made the cars more efficient—allowing people to live at even greater distances from the central business district—and more affordable. Apartments and middle-class single family homes began to spring up throughout Capitol Hill. It was not a coincidence that residential development accompanied the development of new streetcar routes. Those promoting the transit system often worked closely with real estate developers so that the establishment of new housing developments and new streetcar routes were coordinated. Without convenient streetcar routes to provide access to the city center, outlying subdivisions could not be successful.

Commercial development followed the streetcar routes as well. Prior to the end of World War II the vast majority of the population relied on public transportation. As a result, small shopping centers developed along the streetcar routes throughout Capitol Hill and beyond that allowed riders to access groceries and other necessary services as they commuted to and from their homes. Clear examples are the commercial districts that developed along Route 13, running down 13th Avenue east from Broadway. A set of shops developed at the intersection of 13th Avenue and Pearl Street, another at 13th and Downing Street and yet another at 13th and Vine Street. Streetcar commercial districts, as they have come to be known, also existed at the intersections of 4th Avenue and Downing Street, 11th Avenue and Ogden Street and along both 6th Avenue and 17th Avenue.

Residential development continued along east Colfax Avenue, though beginning in the late 1800s, this development became more commercial in nature. After the economic crash of 1893, large houses were converted to multi-family units and new residential development focused more on construction of apartments—an irreversible shift away from the grand mansions that once were predominant on the street. By 1925 the city would adopt a zoning code and, with few exceptions, East Colfax Avenue would be designated for business or commercial use.

The ever-expanding streetcar network made travel around the city easy and affordable and the necessity of living close to one's place of employment became a thing of the past. Like 14th Street before it, Capitol Hill would be abandoned as a 19th century enclave of the wealthy, who began seeking homes at even greater distances from the city. With this expansion came the development of several new outlying suburban areas including City Park, Whittier, and eventually the Park Hill neighborhood.

City Park and Whittier

With the 1888 addition of a streetcar route running down East Colfax past York Street with a loop to City Park, residential and commercial development spread beyond Capitol Hill and into the areas that would become the City Park West and City Park neighborhoods. Stately homes were built in the area. York Street became one of the most impressive residential streets in the neighborhood. The block between Colfax and 16th Avenue became home to a number of prominent politicians, earning this segment of the street the name “Stateman’s Row.” Streetcar routes extending down east Colfax allowed for commercial development as well, including the Jewish Hospital for Consumptives which was constructed at Colfax and Jackson Street in the early 1890s. In Denver’s early years the city was gaining a reputation as a healthcare center due to the supposedly curative benefits of the City’s dry air for those with respiratory diseases. In addition to the Jewish Hospital for Consumptives, various other privately owned hospitals were established at the edge of the city near the north Capitol Hill and City Park neighborhoods.

City Park itself was purchased by the city of Denver for \$56,000 in 1889. At the time, the area was fairly barren but before long significant development would take place transforming the park into focal point for the city and a huge tourist attraction. Efforts were made to beautify the park by adding grass and trees, and a bandstand and racetrack were constructed. The Denver Zoo was established at the park in the 1910s, and the Colorado Museum of Natural History (later the Museum of Nature and Science) was built adjacent to City Park in 1908.

Whittier was also a burgeoning new development in the 1880s, with housing construction booming throughout the decade. As was the case with other neighborhoods surrounding the city center, Whittier’s development was facilitated by the addition of streetcar routes connecting the neighborhood to the central business district with lines tying into the central loop at 15th and Arapahoe streets. Early Whittier residents were largely middle and upper-middle class Anglo Americans with small numbers of African Americans moving to the area to work in the nearby railroad yards. During the late 19th and early 20th century, Whittier was one of the few Denver neighborhoods that accommodated black residents. By the first quarter of the 20th century Whittier, along with lower downtown and Five Points, became a focal point of the black community in Denver. Sadly, residential segregation continued in Denver well into the 20th century. An interesting by-product is that many of the homes in Whittier have remained largely preserved over the years, oddly, due to residential segregation. Because African American residents had few options for moving elsewhere, homes remained owner-occupied,

being largely spared conversion into multi-family rental units as was the case with so many homes in the surrounding neighborhoods.

The streetcar routes that facilitated residential development also produced commercial development, including the “streetcar commercial districts” that existed along streetcar routes throughout the city. The East 25th Avenue line is one such example with a market, café, and barber shop in close proximity to this route.

Residential and commercial development throughout the Whittier and City Park neighborhoods continued throughout the 1880s and early 1890s. Development of the neighborhood did not come to a halt until the economic crash of 1893, as was the case with development throughout Denver.

Park Hill

Park Hill was platted in 1887, though widespread development of the neighborhood would not occur for many years. The original boundaries of the neighborhood were Colorado Boulevard, Dahlia Street, Montview Boulevard and 26th Avenue. Promoters of the Park Hill neighborhood claimed that Capitol Hill had been spoiled as a residential area by the intrusion of apartment buildings and commercial development, and touted Park Hill as an alternative. Interestingly, the forces fueling the initial development of Park Hill produced a conflicted situation. While deriding the impact of the streetcar on other early Denver neighborhoods, Park Hill promoters were nonetheless dependent on the extension of streetcar routes that would make travel to and from the neighborhood into the central business district possible. Streetcar lines running out east 34th, 31st, 28th, 22nd, 19th, 17th, Colfax, 13th, 6th and 4th Avenues facilitated the settlement of Park Hill, much as the streetcar made settlement of the original streetcar suburbs possible. Proximity to popular local attractions such as City Park, the Denver Zoo and the Museum of Natural History would come to contribute to Park Hill’s appeal. Development of Park Hill did not begin in earnest until the early 20th century—several years later than the development witnessed in the neighborhoods directly surrounding the city center, and after the economic recovery following the Panic of 1893. The 1920’s and 1930’s would see expansive development of the largely residential neighborhood with varied housing styles including Tudor, Queen Anne, Bungalows, and Denver Squares.

*** “Denver Grows Up and Out” is an incomplete historic context. Additional research material will be added to this document as the Discover Denver survey progresses. Please visit www.DiscoverDenver.CO to view the most current available context document.**

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Context, Theme and Property Type

Denver Grows Up and Out 1870-1950

CONTEXT:	The Connected City: Denver Grows Up and Out, 1870-1850 (possible expansion through expansion of city to annex Denver International Airport 1984).
SUBCONTEXT:	Streetcar Suburban Expansion, 1871-1930
THEME:	Commercial Development
SUBTHEME:	Embedded Streetcar Commercial Districts, 1871-1950
PROPERTY TYPE:	Commercial Buildings
GEOGRAPHIC LOCATION	Citywide concentrations along streets that historically carried streetcar lines.
AREA(S) OF SIGNIFICANCE	Architecture; Commerce; Ethnic Heritage
CRITERIA	NR Criterion A, C; SR Criterion A, C; Local Landmark Structure Categories: Category 1: History criteria a, b; Category 2: Architecture criteria a, b; Category 3: Geography criterion a.
PERIOD OF SIGNIFICANCE	1871-1950 (Crit A); Year built (Crit C)
SIGNIFICANCE	Commercial development along streetcar lines is emblematic of the growth of Denver in the late 19 th and early 20 th centuries, when streetcar development and suburban growth exhibited something of a reciprocal relationship, with streetcar companies laying track to lure development, and suburbanites in some cases subsidizing streetcar lines to their neighborhoods. As Denverites took advantage of the opportunity to live in less congested areas and commute to jobs downtown, small groceries and other retail stores, theaters, restaurants, and other types of businesses clustered along the streetcar lines, allowing patrons to shop near their homes and to take public transportation to commercial nodes around the city. Commercial establishments often reflected the ethnic or socio-economic makeup of the enclaves in which they were built, with social organizations and churches in or in close proximity to streetcar districts. As these ethnic or socio-economic demographics changed over time, businesses reflected these changes.
ELIGIBILITY STANDARDS:	Retains the essential character defining features and style characteristics of commercial buildings built in the applicable style and/or type. Retains sufficient historic integrity to serve as a good example of a commercial building dating to the years of active streetcar use; Was constructed between 1871 and 1950.

PROPERTY SUB-TYPE	One-part Commercial block
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Single story • Masonry construction • Flat roof with cornice or parapet • Wide horizontal span between windows and cornice (contains or contained signage) • Recessed or flush entries • Kick plate below windows • Grouped units feature storefronts with entrances flanked by or adjacent to display windows.
PROPERTY SUB-TYPE	Two-part Commercial block
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Two to four stories • Lower zone visually distinct from upper zone • Ground floor commercial; upper floors non-commercial (office or industrial) or residential • Flat roof with cornice
PROPERTY SUB-TYPE	Two-part Vertical block
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Four or more stories • Visual emphasis on upper stories (achieved through more elaborate surrounds on upper-story windows and more elaborate cornice treatments) • Horizontal division between ground floor and upper floors (achieved through belt course, wide horizontal span, awnings)
PROPERTY SUB-TYPE	Three-part Vertical block
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Four or more stories • Visual emphasis on upper stories (achieved through more elaborate surrounds on upper-story windows and more elaborate cornice treatments) • Horizontal division between ground floor and upper floors (achieved through belt course, wide horizontal span, awnings) • Horizontal division between uppermost floor and lower floors (achieved through more elaborate cornice treatments and variations in window patterns and surrounds)
PROPERTY SUB-TYPE	Central Block with Wings
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Two to four stories • Dominant projecting center section • Subordinate flanking sections
PROPERTY SUB-TYPE	House with Commercial Addition
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Form and style of original building indicate use as a dwelling • Commercial addition flush with sidewalk • Addition contains elements consistent with commercial buildings
PROPERTY SUB-TYPE	Residential Property Converted to Commercial Use
CHARACTER DEFINING FEATURES:	<ul style="list-style-type: none"> • Setback from sidewalk • Form and style indicate original use as dwelling • Signage and/or other features indicate commercial use

INTEGRITY ASPECTS:	Location, Setting, Association, Feeling, Design, Materials, Workmanship
INTEGRITY CONSIDERATIONS:	Location and setting are unchanged
	Association may have changed through adaptive re-use
	Replacement of some windows and doors are acceptable if the openings have not been resized and original fenestration patterns have not been disrupted. Resized windows may be acceptable if they have not been enlarged and are secondary (i.e., non-display) windows.
	Original design, materials, and workmanship should be legible, but may have minor changes such as paint or cladding.
	For eligibility under Criterion A, the feeling of an embedded commercial district must be intact, with sufficient integrity present in the immediately surrounding residential properties to allow for an understanding of the historic landscape.

DESIGNATED EXAMPLES

Examples of designated properties by style, for commercial buildings built in Denver between 1870 and 1930 (examples meeting this criteria not available for all property types)

Sub-Type	Smith # and Status	Address	Year Built
One-part Commercial Block	Park Hill Historic District 5DV.9035 (contributing property)	4611-15 E. 23rd Ave.	1911
Two-Part Commercial Block	Romeo Block 5DV.590 NRHP listed 1996 Landmark 836	2944 Zuni St.	1889
Two-part Vertical Block	Kittredge Building 5DV.139 NRHP listed 1977	511 16th St.	1891
Three-part vertical block	A.T. Lewis & Son Dept. Store/Holtzman & Appel Block 5DV.494 NRHP listed 1994 Contributing to Downtown Denver Historic District 38	800-816 16th St.	1891 / 1902 (expanded)
Central Block with wings	Mayan Theater Denver Historic Landmark 83 March 7, 1984	110 Broadway St.	1930

OTHER EXAMPLES

The following types are necessarily conversions and contain significant alterations. These may not contain sufficient integrity to support designation, although they are often found in streetcar commercial districts. Examples given are not designated, but are good examples of the type indicated.

Sub-Type	Property name (if available)	Address	Year Built
House with commercial addition	The Black Pearl Restaurant	1559 S. Pearl St. (originally 1535 S. Pearl)	Pre-1929 (per Sanborn)
Residential property converted to commercial use	The Pink House	1445 S. Pearl St.	Pre-1929 (per Sanborn)

Other designated examples are found in NRHP and Denver Landmark Historic Districts throughout the city. The following is a sampling of embedded commercial districts in NRHP Historic Districts or Denver Landmark Districts:

- Park Hill Historic District (5DV9035) at 23rd Ave between Cherry St and Dexter St;
- Hunt's Addition Historic District (5DV160) at 14th Ave and Kalamath St;
- Wyman Historic District (22) at 13th Ave and Marion St and at 13 Ave and Vine St
- Potter Highlands Historic District (5DV85) on 32nd Ave between Zuni and Clay Streets

Results

Data

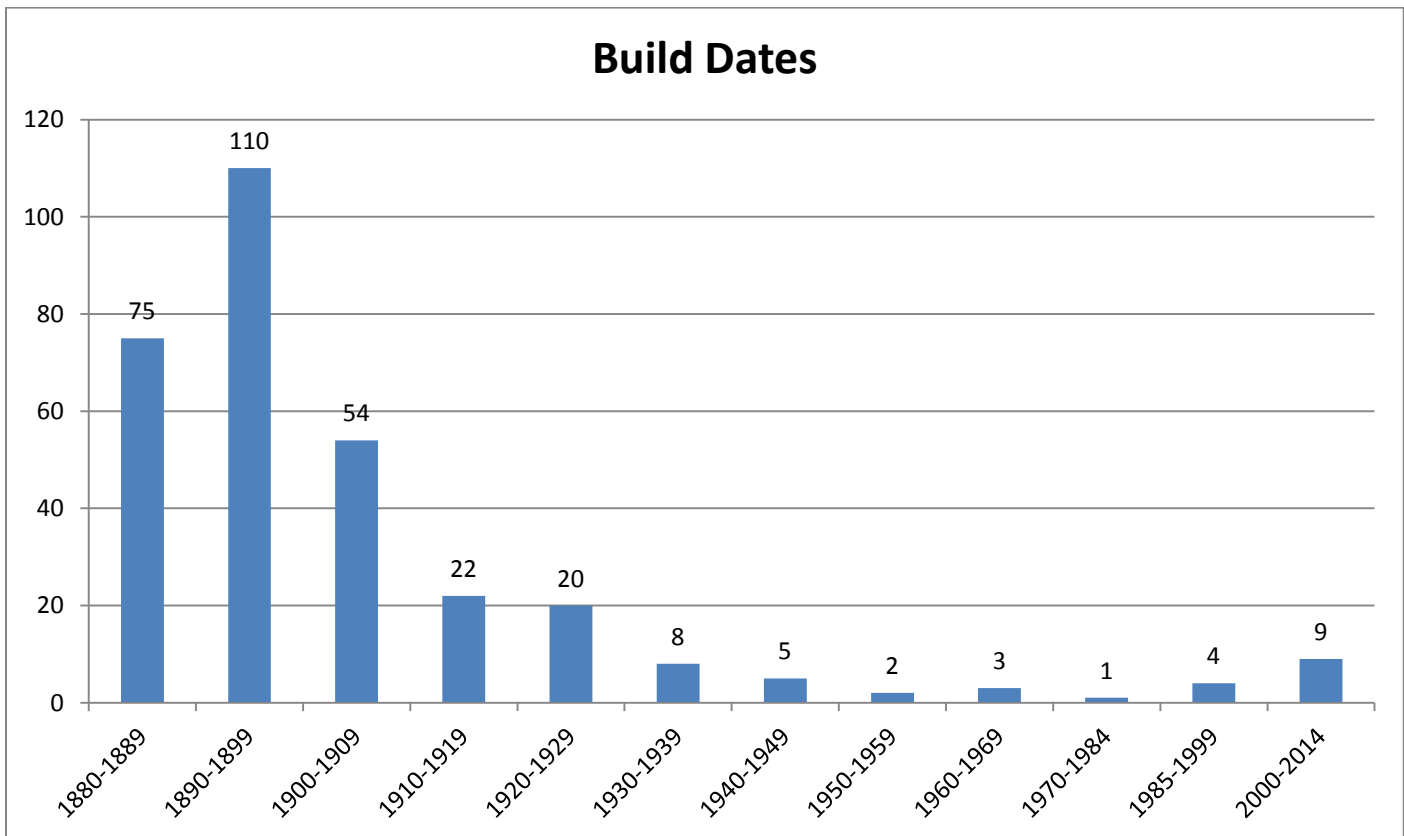
There were 315 properties within the designated survey areas for the Streetcar Commercial Districts Pilot Area. 47 of the surveyed historic buildings have had major modifications that affect their historic physical integrity.

Survey Levels:

- 2 lots were vacant
- 313 properties were surveyed at the Foundation Level (100%)
- 300 properties were surveyed at the Descriptive Level (95.8%)
- 14 were surveyed at the Enhanced Level (4.4%)

Build Dates:

- 13 buildings were constructed less than 30 years ago.
- 14 buildings were constructed less than 50 years ago.
- 297 buildings were constructed over 50 years ago.



Property Uses:

- Domestic – Single Family = 258
- Domestic – Multiple Dwelling = 28
- Commerce/Trade = 12
- Mixed Use = 7
- Religion – Church = 2
- Other = 2
- Office = 1
- Social – Meeting Hall = 1
- Unknown = 2
- Vacant Lot = 2

Building Types (Residential):

- Bungalow = 6
- Classic Cottage = 20
- Ranch = 4
- Shotgun = 31
- Temple Front = 55
- Terrace = 26
- Other = 129
- New Construction = 13

Building Types (Commercial):

- House with Commercial Addition = 3
- One-Part Commercial Block = 14
- Two-Part Commercial Block = 12

Building Styles in Survey Area:

- Victorian Cottage = 77
- Terrace = 31
- Classic Cottage = 21
- Italianate = 11
- Edwardian = 6
- Ranch = 4
- English-Norman Cottage = 2
- House with Commercial Addition = 2
- Craftsman = 3
- Dutch Colonial Revival = 1
- Mission = 1
- Pueblo Revival = 1
- Other = 140
- New Construction = 13 (NOTE: these were not surveyed at the Descriptive level because of their age)

Building Types (Residential)

Bungalow



3434 N. Humboldt – Bungalow

Common Character Defining Features:

- Horizontal massing
- Asymmetrical façade
- Full or partial width raised and covered porch
- Tapered or squared columns or piers
- Masonry balustrade with capping
- Deep eaves

Classic Cottage



3422 N. Gilpin – Classic Cottage

Common Character Defining Features:

- 1-1.5 stories
- Raised foundation
- Asymmetrical façade
- Brick construction
- Exterior brick chimney
- Full or partial width porch
- Squared brick or post-and-pier porch columns
- Hipped roof
- Flared eaves
- Central dormer

Ranch



3771 N. Williams – Ranch

Common Character Defining Features:

- Rectangular footprint
- Low-pitched roof
- Asymmetrical facade
- Little to no porch

Temple Front



3432 N. Franklin – Temple Front



3732 N. High – Temple Front

Common Character Defining Features:

- 1.5 stories
- Front gable
- Full or partial-width porch
- Centrally placed gable window
- Multiple cladding materials

Shotgun



4531 N. Pearl – Shotgun



4527 N. Pearl - Shotgun

Common Character Defining Features:

- One story
- One room wide
- Rectangular plan
- Front gable roof
- Full or partial width front porch

Terrace



3448 N. Gilpin – Terrace



3541 N. Williams - Terrace

Common Character Defining Features:

- Flat roof
- Corbelled brick
- Flat or shaped parapet
- Brick construction
- Segmentally arched windows
- Stone lintels
- Partial width porch
- May be single family or multiple family

Other

Properties that did not fit any one particular type were classified as “Other.”

Building Types (Commercial)

House with Commercial Addition



500 E. 45th Avenue – House with Commercial Addition

Common Character Defining Features:

- Form and style of building indicate prior use as a dwelling
- Commercial addition flush with sidewalk
- Addition contains elements consistent with commercial buildings

One-Part Commercial Block



4500 Logan – One-Part Commercial Block



186-198 E. 45th – One-Part Commercial Block

Common Character Defining Features:

- Single story
- Masonry construction
- Flat roof with cornice or parapet
- Wide horizontal span between windows and cornice
- Recessed or flush entries
- Kick plate beneath windows
- Grouped units feature storefronts with entrances flanked by or adjacent to store windows

Two-Part Commercial Block



3862 High – Two-Part Commercial Block



3746 High – Two-Part Commercial Block

Common Character Defining Features:

- Two to four stories
- Lower zone visually distinct from upper zone
- Ground floor commercial; upper floors non-commercial
- Flat roof with cornice

Streetcar Commercial District – Building Styles

Victorian Cottage



4513 N. Lincoln – Victorian Cottage



3416 N. Franklin – Victorian Cottage

Character Defining Features:

- 1-1.5 stories
- Decorative shingles at gable end
- Spindlework

Craftsman



4515 N. Logan – Craftsman

Common Character Defining Features:

- False half-timbering on gable ends
- Wide, overhanging eaves
- Exposed rafter tails
- Clipped gables
- Knee braces at eaves
- Heavy porch columns

English-Norman Cottage



4500 N. Pennsylvania – English Norman Cottage



4550 N. Grant – English Norman Cottage

Common Character Defining Features:

- Steeply pitched roof
- Steeply pitched gable entrance
- Decorative brickwork
- Arched entrance
- Stucco and brick exterior
- Casement windows
- Multi-light windows

Classic Cottage



3422 N. Gilpin – Classic Cottage

Common Character Defining Features:

- 1-1.5 stories
- Raised foundation
- Asymmetrical façade
- Brick construction
- Exterior brick chimney
- Full or partial width porch
- Squared brick or post-and-pier porch columns
- Hipped roof
- Flared eaves
- Central dormer

Terrace



3448 N. Gilpin – Terrace



3541 N. Williams - Terrace

Common Character Defining Features:

- Flat roof
- Corbelled brick
- Flat or shaped parapet
- Brick construction
- Segmentally arched windows
- Stone lintels
- Partial width porch
- May be single family or multiple family

Mission



3545 N Franklin – Mission

Common Character Defining Features:

- Stucco cladding
- Large, square pillars
- Round or quatrefoil windows
- Arched entry and windows
- Low-pitched roof
- Broad, overhanging eaves
- Parapets and curvilinear gables
- Exposed rafters

Dutch Colonial Revival



3503 N. Franklin – Dutch Colonial Revival

Common Character Defining Features:

- 1.5-2 stories
- Symmetrical façade
- Gable-end exterior chimneys
- Side or front gabled gambrel roof
- Full or partial width porch under eaves
- Dormers

Edwardian



3701 N. Franklin – Edwardian

Common Character Defining Features:

- 1.5-2 stories
- Intersecting gabled roof
- Asymmetrical façade
- Porches
- Decorative shingles at gable ends

Pueblo Revival



4531 N. Logan – Pueblo Revival

Common Character Defining Features:

- 1-2 stories
- Irregular plan, blocky massing
- Stucco cladding
- Straight headed windows
- Arched doorways
- Flat roof
- Projecting round roof beams/vigas

Italianate



3700 N Franklin – Italianate

Common Character Defining Features:

- Vertical proportions
- Tall windows with flat, segmental or round arches
- Decorative hoods over windows in high-style examples
- Projecting cornice with brackets

Ranch



3771 N. Williams – Ranch

Common Character Defining Features:

- Rectangular footprint
- Low-pitched roof
- Asymmetrical facade
- Little to no porch

House with Commercial Addition



500 E. 45th Avenue – House with Commercial Addition

Common Character Defining Features:

- Form and style of building indicate prior use as a dwelling
- Commercial addition flush with sidewalk
- Addition contains elements consistent with commercial buildings

Other

Properties that did not fit any one particular style were classified as “Other.”

Recommendations

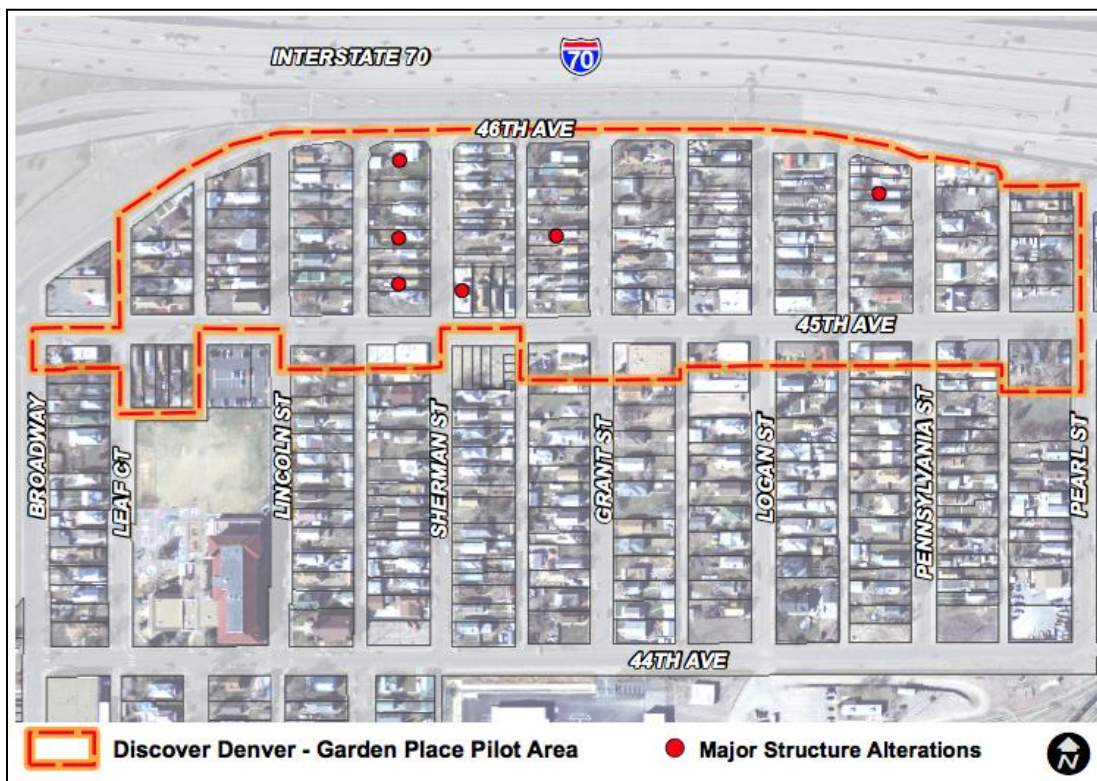
Evaluation for the Colorado State Register of Historic Properties and the National Register of Historic Places eligibility was not completed as a part of this survey.

Within this pilot area, no properties were found to be potentially eligible for listing individually as a Denver Historic Landmark. Future survey and research may find additional properties within the survey area that are potentially eligible for listing as a Denver Landmark. More research, and a formal application for listing, would be needed to make a final determination of the property's eligibility for local listing.

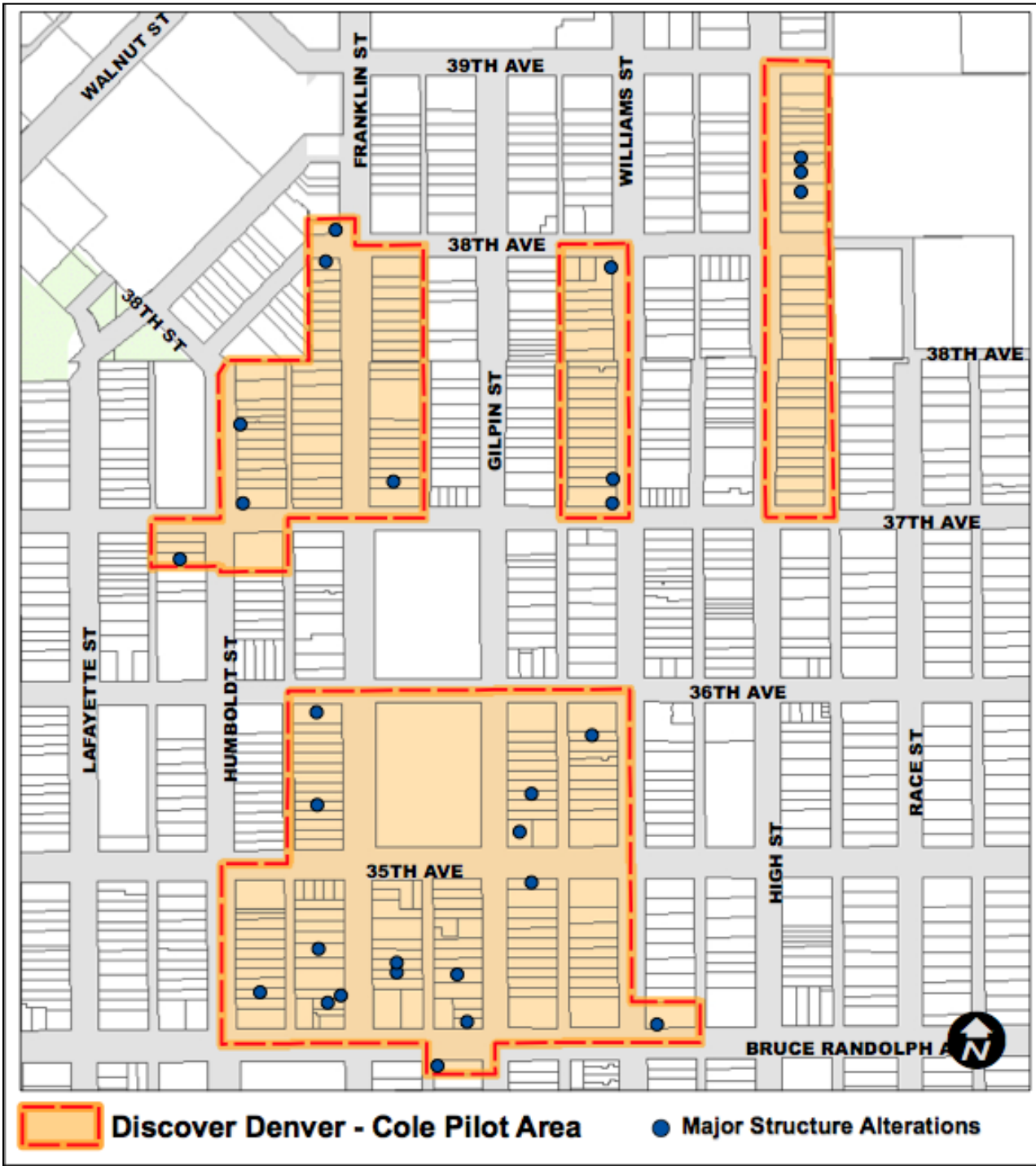
In 1983, a part of the Globeville/Garden Place survey area was determined eligible for listing as a National Register Historic District. Several of the properties surveyed for Pilot Area #3 were, in 1983, considered contributing to this potential district. We recommend that this district as a whole be reevaluated, due to the 30-plus years that have passed since this determination. This reevaluation was not performed as a part of this project.

Overall, properties in the survey areas retain a high degree of historic integrity. Only 47 properties had major alterations or were new construction, representing 15% of the total surveyed area.

Globeville/Garden Place:

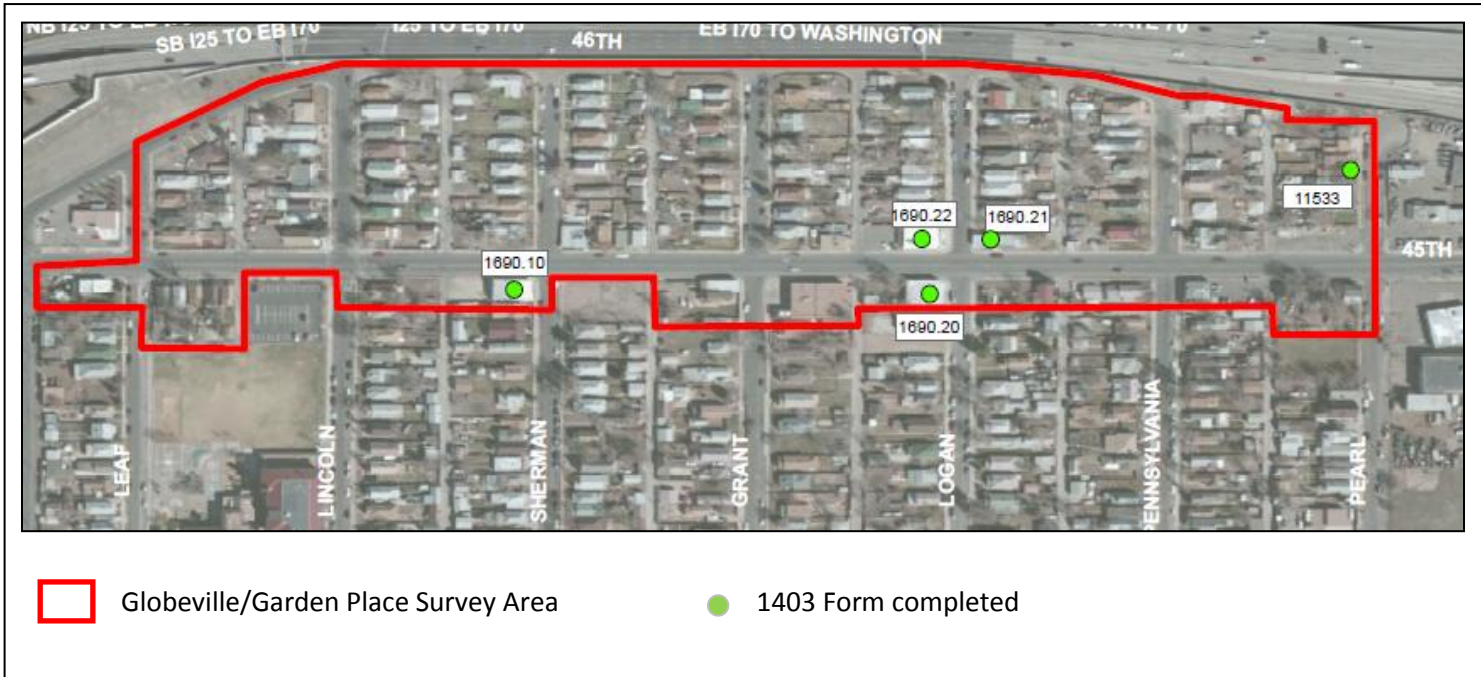


Cole:



Fourteen properties in the Streetcar Commercial Pilot Area were chosen to be surveyed at the Enhanced Level, and had additional research and 1403 Architectural Inventory Forms completed. The maps below show the locations of these properties.

Globeville/Garden Place:



Cole:



Survey Log Key – Potential Local Eligibility

The Discover Denver Survey Codes were developed for Discover Denver by the City and County of Denver’s Landmark Preservation Staff, in partnership with the Discover Denver management team. These codes only relate to how surveyed properties are evaluated by the City and County of Denver’s Landmarks Preservation Department for their potential eligibility as individual Denver Landmarks or as a part of a Denver Landmark Historic District. These Codes are used for informational purposes, and are intended to assist city staff, property owners, and developers with understanding a property’s potential historic importance. Survey Code determinations may be revised in the future should additional historic information be discovered, or if the property no longer retains its physical historic integrity.

No determination was made in this report on a property’s significance for inclusion on either the Colorado State Register of Historic Properties or the National Register of Historic Places, either individually or as a part of a historic district.

CODE	DESCRIPTION
PD-C	Potential District – Contributing*. Resource is a Contributing structure that is located within in a cohesive geographic area that could potentially be eligible for Local Historic District nomination. Additional research, and the support of local residents, would be needed to create a Local Historic District.
PD-NC	Potential District – Non-Contributing**. Resource is a Non-Contributing structure that is located within a cohesive geographic area that could potentially be eligible for Local Historic District nomination. Additional research, and the support of local residents, would be needed to create a Local Historic District.
PI	Potentially Individually Eligible. Resource could potentially be eligible for Local Landmark nomination. More research, and a designation application submittal, would be needed to create an individual Landmark.
NE	Not Eligible Locally. Resource was not determined through the survey to be eligible for Local nomination as either an Individual Landmark or as part of a Local Historic District. Additional future research could alter this determination.
LRN	Local Review Needed/Needs Data. A determination of potential eligibility at the Local level has not been made yet.

* “Contributing” means that the property retains its historic character and/or importance.

** “Non-Contributing” means that the property does not retain its historic character and/or importance.

Survey Log

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
Globeville									
	20 E 45th Ave	1928	Other	One-Part Commercial Block	Domestic - Single Dwelling	NO	LRN	NO	
	50 E 45th Ave	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	54 E 45th Ave	1886	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	58 E 45th Ave	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	62 E 45th Ave	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	66 E 45th Ave	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.10	186 E 45th Ave	1923	Terrace	One-Part Commercial Block	Commerce/Trade	NO	LRN	NO	
	201 E 45th Ave	1886	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	209 E 45th Ave	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	217 E 45th Ave	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	221 E 45th Ave	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.28	321 E 45th Ave	1934	Terrace	One-Part Commercial Block	Commerce/Trade - Restaurant	NO	LRN	NO	
	420 E 45th Ave	1952	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	500 E 45th Ave	1914	House With Commercial Addition	Other	Commerce/Trade - Restaurant	NO	LRN	NO	Commercial addition looks to be historic
	535 E 45th Ave	1938	Other	Other	Commerce/Trade	NO	LRN	NO	
	536 E 45th Ave	1896	VACANT	VACANT	VACANT	NO	NE	VACANT	
	50 E 46th Ave	1964	Ranch	Ranch	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.48	4489 N Grant St	1894	House With Commercial Addition	Other	Domestic - Multiple Dwelling	NO	LRN	NO	Commercial addition looks to be historic.
5DV.1690.33	4496 N Grant St	1981	Other	Other	Other	NO	LRN	NO	
	4506 N Grant St	1909	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4507 N Grant St	1890	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4511 N Grant St	1886	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4512 N Grant St	1910	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4515 N Grant St	1886	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4516 N Grant St	1916	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4520 N Grant St	1938	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4521 N Grant St	1886	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4527 N Grant St	1886	Other	Temple Front	Domestic - Single Dwelling	NO	NE	YES	
	4532 N Grant St	1928	Craftsman	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4535 N Grant St	1910	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
	4540 N Grant St	1930	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4541 N Grant St	1942	Classic Cottage	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4545 N Grant St	1907	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4549 N Grant St	1890	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4550 N Grant St	1940	English-Norman Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4506 N Leaf Ct	1912	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4510 N Leaf Ct	1910	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4522 N Leaf Ct	1908	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4524 N Leaf Ct	1898	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5207	4490 N Lincoln St	1891	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4500 N Lincoln St	1910	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.6	4501 N Lincoln St	1916	Other	Other	Religious - Church	NO	LRN	NO	
	4509 N Lincoln St	1900	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4510 N Lincoln St	1929	Other	Bungalow	Domestic - Single Dwelling	NO	LRN	NO	
	4513 N Lincoln St	1900	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4516 N Lincoln St	1923	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4519 N Lincoln St	1900	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4522 N Lincoln St	1901	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4523 N Lincoln St	1891	Terrace	Terrace	Domestic - Multiple Dwelling	NO	LRN	NO	
	4530 N Lincoln St	1913	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1375	4531 N Lincoln St	1912	Other	Bungalow	Domestic - Single Dwelling	NO	LRN	NO	
	4537 N Lincoln St	1924	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4540 N Lincoln St	1925	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4544 N Lincoln St	1925	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4545 N Lincoln St	1964	Ranch	Ranch	Domestic - Single Dwelling	NO	LRN	NO	
	4548 N Lincoln St	1924	Craftsman	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.20	4493 N Logan St	1924	Terrace	One-Part Commercial Block	Commerce/Trade	NO	LRN	NO	
5DV.1690.21	4500 N Logan St	1909	Terrace	One-Part Commercial Block	Commerce/Trade	NO	LRN	NO	
5DV.1690.22	4501 N Logan St	1918	Terrace	One-Part Commercial Block	Commerce/Trade	NO	LRN	NO	
	4510 N Logan St	1905	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4515 N Logan St	1925	Craftsman	Bungalow	Domestic - Single Dwelling	NO	LRN	NO	
	4519 N Logan St	1890	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4520 N Logan St	1913	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4429	4522 N Logan St	1886	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4523 N Logan St	1896	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
	4526 N Logan St	1891	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
5DV.11533	4527 N Logan St	1886	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	4529 N Logan St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4531 N Logan St	1886	Pueblo Revival	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4538 N Logan St	1925	Other	Bungalow	Domestic - Single Dwelling	NO	LRN	NO	
	4539 N Logan St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4540 N Logan St	1911	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4546 N Logan St	1941	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4547 N Logan St	1891	Other	Bungalow	Domestic - Single Dwelling	NO	LRN	NO	
	4551 N Logan St	1945	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4519 N Pearl St	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4521 N Pearl St	1925	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4527 N Pearl St	1896	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.26	4531 N Pearl St	1896	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4535 N Pearl St	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4539 N Pearl St	1891	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.23	4497 N Pennsylvania St	1902	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4500 N Pennsylvania St	1938	English-Norman Cottage	Other	Domestic - Multiple Dwelling	NO	LRN	NO	
	4505 N Pennsylvania St	1924	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4510 N Pennsylvania St	1952	Ranch	Ranch	Domestic - Single Dwelling	NO	LRN	NO	
	4519 N Pennsylvania St	1916	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4521 N Pennsylvania St	1912	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4522 N Pennsylvania St	1924	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4525 N Pennsylvania St	1911	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4526 N Pennsylvania St	1923	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4531 N Pennsylvania St	1906	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5208	4533 N Pennsylvania St	1901	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	4535 N Pennsylvania St	1896	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4544 N Pennsylvania St	1928	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
5DV.1690.24	4545 N Pennsylvania St	1901	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4505 N Sherman St	1911	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4509 N Sherman St	1891	Other	Shotgun	Domestic - Single Dwelling	NO	NE	YES	
	4513 N Sherman St	1891	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.11	4518 N Sherman St	1896	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4519 N Sherman St	1900	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4524 N Sherman St	1886	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	4528 N Sherman St	1926	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	4529 N Sherman St	1901	Other	Other	Domestic - Single Dwelling	NO	LRN	YES	
5DV.1240	4532 N Sherman St	1900	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4535 N Sherman St	1901	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1690.12	4540 N Sherman St	1901	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4541 N Sherman St	1900	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4548 N Sherman St	1909	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	4552 N Sherman St	1906	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	4555 N Sherman St	1911	Other	Other	Domestic - Single Dwelling	NO	NE	YES	Addition may be historic
Cole									
5DV.3494	1520 E 35th Ave	1888	Italianate	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3495	1524 E 35th Ave	1888	Italianate	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3496	1526 E 35th Ave	1888	Italianate	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3497	1534 E 35th Ave	1888	Italianate	Other	Domestic - Single Dwelling	NO	LRN	NO	
	1616 E 35th Ave	1890	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5527	1618 E 35th Ave	1890	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	1500 E 37th Ave	1900s	Other	Terrace	Domestic - Multi-Family	NO	LRN	NO	
5DV.11539	1618 E 38th Ave	1888	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3775	1900 E 38th Ave	1888	Other	Other	Domestic - Multi-Family	NO	LRN	NO	
5DV.4813	1615 E Bruce Randolph Ave	1890	Italianate	Other	Domestic - Multi-Family	NO	LRN	NO	
5DV.6326	1620 E Bruce Randolph Ave	1929	Other	One-Part Commercial Block	Commerce/Trade	NO	NE	YES	
	1629 E Bruce Randolph Ave	1905	Other	House With Commercial Addition	Commerce/Trade	NO	NE	YES	
	1701 E Bruce Randolph Ave	1910	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
5DV.11535	3400 N Franklin St	1942	Other	Two-Part Commercial Block	Mixed Use	NO	LRN	NO	This is also in COMPASS as 5DV.5247
5DV.11540	3401 N Franklin St	1908	Terrace	One-Part Commercial Block	Commerce/Trade	NO	LRN	NO	This is also in COMPASS as 5DV.3480

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
5DV.3481	3411 N Franklin St	1908	Other	Other	Commerce/Trade	NO	NE	YES	
	3415 N Franklin St	1908	Other	Two-Part Commercial Block	Mixed Use	NO	NE	YES	
5DV.4164	3416 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3488	3420 N Franklin St	1900	Other	House With Commercial Addition	Domestic - Single Dwelling	NO	NE	YES	Addition may be historic.
5DV.3482	3421 N Franklin St	1888	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3489	3424 N Franklin St	1890	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
5DV.3483	3425 N Franklin St	1907	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3428 N Franklin St	2006	NEW	NEW	Domestic - Single Dwelling	NO	NE	NEW	
5DV.3484	3431 N Franklin St	1888	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
5DV.3490	3432 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3485	3435 N Franklin St	1888	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3491	3440 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3822	3445 N Franklin St	1890	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1432	3447 N Franklin St	1890	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3487	3449 N Franklin St	1889	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3492	3450 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3493	3454 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3503 N Franklin St	1890	Dutch Colonial Revival	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5607	3507 N Franklin St	1891	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3515 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3517 N Franklin St	1890	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	3529 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4743	3531 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3535 N Franklin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3537 N Franklin St	1891	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3541 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4162	3543 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3545 N Franklin St	1906	Mission	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3555 N Franklin St	1890	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3559 N Franklin St	1900	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
5DV.11543	3700 N Franklin St	1901	Italianate	Two-Part Commercial Block	Mixed Use	NO	LRN	NO	
5DV.4042	3701 N Franklin St	1886	Edwardian	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3707 N Franklin St	1886	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3711 N Franklin St	1886	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5513	3712 N Franklin St	1886	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	3713 N Franklin St	1890	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
5DV.1174	3714 N Franklin St	1888	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3718 N Franklin St	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3720 N Franklin St	2006	NEW	NEW	Domestic - Single Dwelling	NO	NE	NEW	
5DV.3818	3721 N Franklin St	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1437	3725 N Franklin St	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1506	3732 N Franklin St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3733 N Franklin St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1371	3734 N Franklin St	1886	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3735 N Franklin St	1908	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3743 N Franklin St	1886	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5698	3747 N Franklin St	1886	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3748 N Franklin St	1886	VACANT	VACANT	VACANT	NO	NE	VACANT	
	3752 N Franklin St	1886	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3753 N Franklin St	1930	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3757 N Franklin St	1900	Italianate	Two-Part Commercial Block	Mixed Use	NO	LRN	NO	
	3760 N Franklin St	1902	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3763 N Franklin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3766 N Franklin St	1902	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3770 N Franklin St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3773 N Franklin St	1896	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3774 N Franklin St	1896	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3777 N Franklin St	1896	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3778 N Franklin St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3783 N Franklin St	1896	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3784 N Franklin St	2004	NEW	NEW	NEW	NO	NE	NEW	
	3787 N Franklin St	1896	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3791 N Franklin St	1896	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3794 N Franklin St	1888	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3795 N Franklin St	1896	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3799 N Franklin St	1888	Other	Other	Other	NO	NE	YES	
5DV.11534	3801 N Franklin St	1896	Italianate	Two-Part Commercial Block	Social - Meeting Hall	NO	NE	YES	
	3405 N Gilpin St	1890	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.1438	3409 N Gilpin St	1890	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3772	3414 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4391	3418 N Gilpin St	1894	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3421 N Gilpin St	1890	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
5DV.5941	3422 N Gilpin St	1896	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
5DV.4753	3425 N Gilpin St	1888	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3426 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3429 N Gilpin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3430 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.3376	3433 N Gilpin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5585	3434 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5803	3437 N Gilpin St	2001	NEW	NEW	NEW	NO	NE	NEW	
5DV.3519	3438 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3440 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3444 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3445 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3448 N Gilpin St	1900	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3449 N Gilpin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3453 N Gilpin St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3456 N Gilpin St	1890	Other	One-Part Commercial Block	Unknown	NO	NE	YES	
	3457 N Gilpin St	1890	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3508 N Gilpin St	1901	Other	One-Part Commercial Block	Commerce/Trade	NO	NE	YES	
	3512 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3516 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3520 N Gilpin St	1890	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	3534 N Gilpin St	1898	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5805	3536 N Gilpin St	1905	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.6273	3538 N Gilpin St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3542 N Gilpin St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3544 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3548 N Gilpin St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3700 N High St	1994	NEW	NEW	NEW	NO	NE	NEW	
	3710 N High St	1994	NEW	NEW	NEW	NO	NE	NEW	
	3714 N High St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3716 N High St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3722 N High St	1891	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3724 N High St	1900s	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3732 N High St	1887	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3738 N High St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3742 N High St	1886	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
5DV.11544	3746 N High St	1890	Italianate	Two-Part Commercial Block	Mixed Use	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
	3752 N High St	1896	Other	One-Part Commercial Block	Unknown	NO	LRN	NO	
	3758 N High St	2004	NEW	NEW	NEW	NO	NE	NEW	
5DV.11545	3762 N High St	1900	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	This is also in COMPASS as 5DV.4353
	3768 N High St	1889	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3778 N High St	1927	Other	Other	Domestic - Multi-Family	NO	LRN	NO	
	3784 N High St	2002	NEW	NEW	NEW	NO	NE	NEW	
	3788 N High St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3800 N High St	2004	NEW	NEW	NEW	NO	NE	NEW	
	3810 N High St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3814 N High St	1886	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	3822 N High St	1890	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	3830 N High St	1886	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	NE	YES	
	3832 N High St	1890	Edwardian	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3836 N High St	1911	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	3842 N High St	1888	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3846 N High St	1893	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
5DV.5231	3400 N Humboldt St	1930	Terrace	Two-Part Commercial Block	Domestic - Multi-Family	NO	LRN	NO	
	3408 N Humboldt St	1888	Edwardian	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3412 N Humboldt St	1888	Other	Other	Domestic - Single Dwelling	NO	NE	YES	
	3418 N Humboldt St	1888	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3422 N Humboldt St	1888	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5396	3426 N Humboldt St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3430 N Humboldt St	1888	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3434 N Humboldt St	1900	Other	Bungalow	Domestic - Single Dwelling	NO	LRN	NO	
	3438 N Humboldt St	1896	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	3440 N Humboldt St	1896	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3444 N Humboldt St	1888	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
5DV.11542	3460 N Humboldt St	1888	Other	Two-Part Commercial Block	Religious - Church	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
	3647 N Humboldt St	1907	Terrace	Terrace	Domestic - Multi-Family	NO	NE	YES	
5DV.6015	3655 N Humboldt St	1908	Terrace	terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3663 N Humboldt St	1904	Other	Two-Part Commercial Block	Office	NO	LRN	NO	
	3702 N Humboldt St	1890	Other	Two-Part Commercial Block	Domestic - Multi-Family	NO	NE	YES	May be 5DV.5150
	3710 N Humboldt St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3714 N Humboldt St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3718 N Humboldt St	1886	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4141	3722 N Humboldt St	1886	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3726 N Humboldt St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3730 N Humboldt St	1888	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3734 N Humboldt St	1886	Terrace	Terrace	Domestic - Multi-Family	NO	NE	YES	
	3742 N Humboldt St	1890	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3750 N Humboldt St	1998	NEW	NEW	NEW	NO	NE	NEW	
	3780 N Humboldt St	1997	NEW	NEW	NEW	NO	NE	NEW	
5DV.3430	3400 N Williams St	1930	Other	One-Part Commercial Block	Mixed Use	NO	NE	YES	
	3401 N Williams St	1903	Italianate	Two-Part Commercial Block	Domestic - Multi-Family	NO	LRN	NO	
5DV.4019	3415 N Williams St	1905	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3417 N Williams St	1891	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3419 N Williams St	1891	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3421 N Williams St	1900	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.11541	3433 N Williams St	1900	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3439 N Williams St	1910	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	3441 N Williams St	1909	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3457 N Williams St	1892	Edwardian	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3511 N Williams St	2007	NEW	NEW	NEW	NO	NE	NEW	
	3515 N Williams St	1892	Other	Other	Domestic - Multi-Family	NO	LRN	NO	

RESOURCE NUMBER	ADDRESS	YEAR BUILT	STYLE	TYPE	PROPERTY USE	LANDMARK STATUS	POTENTIAL LOCAL ELIGIBILITY	MAJOR ALTERATIONS	SPECIAL NOTES
	3521 N Williams St	1892	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3525 N Williams St	1892	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3527 N Williams St	1905	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3535 N Williams St	1886	Terrace	Terrace	Domestic - Single Dwelling	NO	LRN	NO	
	3541 N Williams St	1892	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3545 N Williams St	1891	Victorian Cottage	Other	Domestic - Multi-Family	NO	NE	YES	
	3549 N Williams St	1892	Italianate	Two-Part Commercial Block	Domestic - Multi-Family	NO	LRN	NO	
5DV.5074	3701 N Williams St	1890	Other	One-Part Commercial Block	Mixed Use	NO	NE	YES	
5DV.3816	3711 N Williams St	1903	Other	House With Commercial Addition	Domestic - Single Dwelling	NO	NE	YES	
	3715 N Williams St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4526	3717 N Williams St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3721 N Williams St	2004	NEW	NEW	NEW	NO	NE	NEW	
	3725 N Williams St	1886	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3729 N Williams St	1886	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3733 N Williams St	1903	Other	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3737 N Williams St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3741 N Williams St	1908	Edwardian	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.5614	3745 N Williams St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3749 N Williams St	1890	Victorian Cottage	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3751 N Williams St	1908	Terrace	Terrace	Domestic - Multi-Family	NO	LRN	NO	
	3763 N Williams St	1888	Other	Shotgun	Domestic - Single Dwelling	NO	LRN	NO	
	3771 N Williams St	1963	Ranch	Ranch	Domestic - Multi-Family	NO	LRN	NO	
	3775 N Williams St	1893	Edwardian	Other	Domestic - Single Dwelling	NO	LRN	NO	
5DV.4160	3779 N Williams St	1910	Classic Cottage	Classic Cottage	Domestic - Single Dwelling	NO	LRN	NO	
	3781 N Williams St	1890	Other	Temple Front	Domestic - Single Dwelling	NO	LRN	NO	
	3785 N Williams St	1890	Victorian Cottage	Other	Domestic - Single Dwelling	NO	LRN	NO	
	3799 N Williams St	1908	Other	One-Part Commercial Block	Domestic - Multi-Family	NO	NE	YES	