24 February 2009

City and County of Denver
201 West Colfax Avenue, Department 509
Denver, CO 80202

Colorado Department of Transportation
Region 6
2000 South Holly Street
Denver, CO 80222

Federal Highway Administration
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228

Subject: Federal Boulevard, West 5th Avenue to West Howard Place
CCD-CDOT Project (Task Order Contract Control #CE80554)

Dear Agency Staff,

Tatanka Historical Associates Inc. has completed the intensive-level survey of Federal Boulevard between West 5th Avenue and West Howard Place to fulfill Section 106 requirements for the Planning Environmental Linkages Study of this area.

The enclosed report presents the results of this survey, which was completed between October 2008 and February 2009. This fulfills our contractual requirements for a survey of the project area. Prior to submission, this report has undergone an internal QA/QC review to ensure its completion and accuracy.

Please let us know if you have any questions about the material presented in this document. Thank you for the opportunity to assist your agencies with this project.

Sincerely,

Ron Sladek
President
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Executive Summary

This report presents the results of an intensive-level historic buildings survey completed for the City and County of Denver (CCD), Colorado Department of Transportation (CDOT), and the Federal Highway Administration (FHWA) as part of the Planning Environmental Linkage (PEL) Study of Federal Boulevard (SH 88) between West 5th Avenue and West Howard Place.

This segment of Federal Boulevard is lined by a combination of commercial and residential buildings that were predominantly constructed between the late 1800s and mid-1900s. Although this area of the city started to be settled in the late 1800s, few buildings along Federal Boulevard remain from this early period. While the properties that front onto Federal Boulevard were initially being developed with residences from the 1890s to the 1930s, the area shifted to largely commercial use following the end of World War II.

Today the project area is developed and occupied by buildings of various ages and uses, along with open parking lots that serve the commercial properties. While some of the buildings are situated close to the sidewalks along Federal Boulevard, many others are set back with front yards or parking lots acting as a buffer.

Most of the commercial buildings are of masonry construction. Behind a few of the primary buildings are smaller secondary buildings that are mostly used as auto repair or storage garages. One of the residences has a secondary residence behind it. Historic vegetation and landscaping are largely non-existent, and the little that remains is in poor condition.

Of the buildings located along Federal Boulevard in this area, only seventeen were found to be old enough for inclusion in this survey. While some of the residential buildings have been converted to commercial use, they have generally retained their domestic style and appearance. A small number of these remain occupied as homes.

None of the surveyed properties were found to be individually eligible for National Register of Historic Places (NRHP) listing. This determination was made following an assessment of the buildings’ architectural integrity and historic significance. Due to multiple and substantial integrity problems and a lack of architectural or historical merit, none of them met the individual NRHP qualification standards.

The likelihood of a NRHP district being formed along this stretch of Federal Boulevard is also very poor. Historic buildings along this thoroughfare are spread out and would not form a cohesive district. In addition, all of the buildings lack architectural integrity and an adequate level of significance. Consequently, no impacts to significant historic resources or a potential district would result from proposed road improvements in this area.
Survey Background

Project Description

On 9 October 2008, Tatanka Historical Associates Inc. (THAI) was provided with notification to proceed with a Section 106 intensive-level historic buildings survey of Federal Boulevard between West 5th Avenue and West Howard Place in west Denver. The project was completed under the terms of a subcontract agreement between THAI and Felsburg Holt & Ullevig (FHU) as part of the Planning Environmental Linkage (PEL) Study of the Federal Boulevard project area conducted for the City and County of Denver (CCD), Colorado Department of Transportation (CDOT), and the Federal Highway Administration (FHWA).

During discussions with staff from FHU and CDOT regarding the geographic scope of the historic buildings survey, THAI was requested to complete an intensive-level survey of seventeen properties along Federal Boulevard that had already been started by FHU staff. Documentation of the resources was accomplished through limited photography, archival research, and a field assessment of each property (Appendix A Project Location Map).

The guiding purpose of the study was therefore to provide CCD and CDOT with adequate analysis to begin making decisions regarding transportation-related improvements to Federal Boulevard in light of their possible impact upon cultural resources along this street. The intensive-level survey did not include the adjacent neighborhoods.

This report presents the results of the intensive-level survey, completed by Ron Sladek of THAI between October 2008 and February 2009. A total of seventeen individual properties were recorded and analyzed along Federal Boulevard. Accompanying this project report are the architectural inventory forms that provide detailed information about each property included in the survey.

Area of Potential Effect (APE)

The proposed cross-section for Federal Boulevard, as identified in the PEL study, is 106 feet in width or approximately 38 feet wider than the existing cross-section of Federal Boulevard. The proposed improvements extend along Federal Boulevard for approximately one mile from 5th Avenue to Howard Place. Portions of the proposed project overlap with other planned transportation projects in the area. North of 12th Avenue to Howard Place, the proposed project overlaps with the Regional Transportation District (RTD) West Corridor Light-Rail (LRT) project, and south of 7th Avenue to 5th Avenue, the proposed project overlaps with the I-25 Valley Highway project. Since these areas were previously surveyed, they were not surveyed as part of this study (Appendix A Planned Transportation Projects in the Vicinity of the APE).

No historic properties were found to be individually eligible for the NRHP between 5th Avenue and 7th Avenue. The Federal Boulevard Bridge is eligible for the National Register of Historic Places (NRHP). A Memorandum of Agreement (MOA) between the Federal Transit Administration (FTA), SHPO, RTD, and CDOT was signed on March 4, 2004 as part of the West Corridor FasTracks Draft Environmental Impact Statement (EIS), Final EIS, and Record of Decision (ROD). The MOA included provisions for a Level II Historic American Buildings Survey (HABS)/Historic Engineering Record (HAER) documentation prior to removal of the existing bridge.
To identify the APE boundaries for potential direct effects, the reported dates of construction for the buildings on each property adjacent to Federal Boulevard between 7th Avenue and 12th Avenue, which is the portion of the project area that was not included in a previous study, was obtained from the Denver County tax assessor’s online property records ([Appendix A Reported Construction Dates of Federal Boulevard [7th Avenue to 12th Avenue] Adjacent Properties](#)). In addition to the properties immediately adjacent to Federal Boulevard that potentially would be directly affected by the project, properties that potentially would be indirectly affected by the removal of buildings between them and Federal Boulevard were included in the APE ([Appendix A Area of Potential Effect](#)). The full right-of-way acquisitions for the properties are limited to the east side of Federal Boulevard between 6th Avenue and 10th Avenue. The reported dates of construction for buildings in the second row of properties behind buildings along Federal Boulevard that likely would be acquired for right-of-way and demolished were obtained.

The specific APE boundaries are defined as:

- **Northern Boundary** – Federal Boulevard Bridge over Lakewood Gulch. RTD has prepared a Categorical Exclusion for replacement of the Federal Boulevard Bridge over Lakewood Gulch north of 12th Avenue to Howard Place as part of the RTD West Corridor LRT project.

- **Southern Boundary** – 7th Avenue. CDOT prepared an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) to add a third northbound lane along Federal Boulevard between Alameda Avenue and 5th Avenue. CDOT also prepared a Draft Environmental Impact Statement (EIS), Final EIS, and Record of Decision (ROD) for the I-25 Valley Highway project, which extends along 6th Avenue to the Federal Boulevard/6th Avenue interchange and includes Federal Boulevard from 5th Avenue to 7th Avenue.

- **East Boundary** - The APE includes the proposed improvements to Federal Boulevard and buildings that exceed 50 years of age that are immediately adjacent to Federal Boulevard between 7th Avenue and 12th Avenue. No roadway improvements are proposed along the east–west streets intersecting Federal Boulevard between 7th Avenue to 12th Avenue except at the immediate intersections. Parcels fronting the east side of Federal Boulevard are not uniformly shaped. Right-of-way is expected to be acquired along the east side of Federal Boulevard. The APE includes properties in the second row that potentially would be indirectly affected by the removal of buildings between them and Federal Boulevard. These buildings in the second row would be visible from Federal Boulevard due to removal of the existing buildings along Federal Boulevard and approximately 38 feet closer to the edge of the proposed Federal Boulevard. The full right-of-way acquisitions for the property are limited to the east side of Federal Boulevard between 6th Avenue and 10th Avenue.

- **West Boundary** - The APE includes buildings that exceed 50 years of age that are immediately adjacent to Federal Boulevard between 5th Avenue and 12th Avenue or is limited to the Federal Boulevard right-of-way. The APE does not extend west of the alley located between Federal Boulevard and Grove Street. West of Federal Boulevard is the Villa Park neighborhood. No roadway improvements are proposed along the east–west streets intersecting Federal Boulevard between 7th Avenue to Holden Place except at the immediate intersections. No full or partial right-of-way acquisitions are expected to occur.
along the west side of Federal Boulevard. Due to the lack of impacts to the Villa Park neighborhood, this neighborhood was not included in the APE.
Scope of Work

This intensive-level survey of historic buildings was completed in accordance with the goal of collecting adequate field and archival information to make informed determinations about the historic properties under study. The scope of work included the following activities:

- Field documentation and photography of all the buildings (17 total) along Federal Boulevard between West 5th Avenue and West Howard Place that are over 50 years old to document and assess their integrity and potential for historic and architectural significance.
- Research at various archives to collect historical records that provide an understanding of the area’s general history and development, as well as information about the history of each property included in the survey.
- Analysis of the combined fieldwork and research to determine how the buildings fit into the history of the area, and to assess their possible historic significance.
- Production of a survey report with accompanying individual property analysis forms.

The entire project was directed by the guidelines for intensive-level surveys found in the Colorado Cultural Resource Survey Manual, which is published by the Colorado Historical Society’s Office of Archaeology and Historic Preservation. The scope of work consequently included the completion of an Architectural Inventory Form (OAHP Form 1403) for each property surveyed, along with this final project report. Tatanka Historical Associates Inc. initially consulted with staff from CDOT for recommendations and guidance.
Methodology

The intensive-level survey of historic buildings for the Federal Boulevard EA commenced with a file search completed through the Colorado Historical Society’s Office of Archaeology and Historic Preservation. The results of this search for previously documented historic properties within the APE revealed that only a few sites had been recorded. Of these, none were recorded to today’s standards and all were lacking in various pieces of information.

Materials were collected from area historical archives during the course of this project. These included items such as published and unpublished materials, newspaper articles, building permits, assessor’s records, neighborhood histories, maps and planning documents. This research determined that although efforts were underway to develop the area as early as the 1870s, its most intensive period of growth took place between the 1890s and 1930s. During the post-World War II decades, many of the properties along Federal Boulevard experienced redevelopment that brought the area to its current characteristics.

For a property to be eligible for the National Register, it ideally needs to be at least fifty years old and must meet one of several possible significance criteria. It was therefore necessary to establish an adequate degree of background information on each property to determine its potential for individual historic designation. Archival records were collected to fill this need. A base standard of fifty years of age was used when assessing the buildings. With this standard, the study was inclusive of a small number of buildings from the post-WWII era that are now coming to be viewed as historic and have become, or may soon become, potentially eligible for National Register listing.

The Denver Public Library’s Western History Collection was visited to obtain copies of historic maps of varying degrees of detail that cover the project area. Records were also obtained from the Denver Assessor’s Office that showed the legal description, street address, and known or estimated date of construction for each property. While these dates are sometimes incorrect, they serve as a good starting point for estimating the age of a building. The assessor’s dates were corroborated or corrected through field observations and research. By cross-checking these resources, an attempt was made to provide an actual or approximate year that might be closer to the date of construction.

Field analysis of the properties was designed to document architectural details, confirm ages, and assess the integrity of each building. The question of integrity was addressed not only in relation to the survival of each building’s original construction features, but also in light of historic and modern alterations that have taken place. Alterations can gain significance of their own and can sometimes be related to aspects of the community’s historical development. On the other hand, such alterations can seriously diminish a building’s historic integrity, reducing its significance and eliminating its eligibility for any form of historic designation. These judgments were made based upon years of experience assessing the integrity of buildings of all ages, styles and types.

Without legal access to the properties included in the survey, they had to be viewed and documented from the public streets, sidewalks and alleys. This prevented the kind of close-up inspection that can sometimes be useful to gain a full understanding of a building’s physical changes and development. In addition, some of the properties are closed from view, particularly from the rear, by a lack of alleyways or with security fences that prevented full analysis of their side and rear elevations. Because of these limitations, additional research and field analysis may be needed in the future to confirm whether some of the conclusions made are fully supported.
Each building was photographed from the public right-of-way to document its current appearance and condition. To complete the survey, the field observations and research materials were combined to create the individual architectural inventory forms that are included with this report. Finally, historical materials related to Federal Boulevard were reviewed and analyzed for the completion of the following general history of the project area. Together, the analysis presented herein provides an intensive-level look at the historical development and current character of historic resources in this area of the city.
History of the Project Area

The sprawling metropolitan city of Denver of the early 2000s originated in the summer of 1858 with the discovery of placer gold in the river bottom soils at the confluence of Dry Creek and the South Platte River. The following spring and summer, rich lodes of gold were discovered in the mountains to the west and the pristine plains and hills of what was to become Colorado were changed forever. The gold rush that followed these initial strikes brought thousands of prospectors and entrepreneurs to the emerging boomtown of Denver at the foot of the Rocky Mountains. Each immigrant to the frontier carried across the prairie not only modest worldly possessions, but perhaps more importantly dreams of fortune and of a new life beginning. Denver and the mountains to the west were flooded daily with new arrivals, men and women and children willing to endure the hardships of the weeks-long journey to seek their future. Yet for many, their future was not to be found in mining the hard, unforgiving rock of the mountains.

Regular stagecoach and express service to and from Denver was launched in May 1859, underscoring its importance as the primary transportation hub for the entire region. The growing town served as the launching point and supply center for prospectors heading to the hills and their rapidly multiplying number of mining camps. From an empty point on the open prairie just two years earlier that saw only the passing of the bison and the seasonal visits of the Arapaho, by the spring of 1860 Denver’s population had soared to more than 4,700 individuals. Many of these were businessmen seeking to capitalize upon the needs of the mining industry. Others immigrants to the new city on the plains over the following decades included children, housewives, religious leaders, politicians and military men, grocers and saloonkeepers, prostitutes, doctors, community workers, and both skilled and unskilled immigrant laborers. Also among them were real estate speculators, eager to make their fortune off the open lands surrounding the expanding city.

Throughout the decades following the end of the Civil War in 1865, Denver experienced tremendous growth as its population increased and mining wealth from the mountains flowed into the city. The city grew outward from its core, in the area where Larimer Square is located today, and spread in every direction with new houses and commercial buildings emerging almost overnight. Speculators immediately began to lay claim to the open prairie surrounding Denver, looking forward to the day they could make their fortunes through property investment and development pursuits.

VILLA PARK

Starting in the mid-1860s, real estate investors acquired many of the open fields southwest of the nascent city of Denver. A good number of these men were wealthy residents of eastern cities, with no intention to move to frontier. Their primary goal was typically to consolidate large holdings that could eventually be developed or sold for a sizable profit.

Across the South Platte River from the city was an expanse of open river bottom, flat land that periodically flooded yet held rich soils that were soon used for the production of crops to feed the hungry city. West of this low-lying area, the gently rolling landscape rose upward in elevation to form a low bluff that ran for several miles on a north-south axis. From the top of this rise, visitors found excellent views of both the burgeoning city of Denver to the east and the majestic mountains to the west. Cheap land and panoramic views from atop the bluff led the land speculators in this direction.

Among the early speculators was Daniel Witter, brother-in-law of vice-presidential candidate Schuyler Colfax, after whom Denver’s Colfax Avenue is named. In the 1860s,
Witter acquired 765 acres of open land southwest of Denver. By the early 1870s, he had transferred ownership to his investment group, incorporated as the Denver Villa Park Association. Witter and his wealthy partners, from cities such as Chicago and Philadelphia, laid out plans to turn the bluff and rolling prairie southwest of Denver into an upscale residential district. However, their plans were dashed by the financial panic of 1873 and the association was forced into bankruptcy. In March 1878, the Villa Park property was sold for the sum of $11,000 to a new but experienced speculator from the East Coast by the name of Phineas T. Barnum.

Known throughout the country for his famed circus, P. T. Barnum visited Denver several times during the 1870s to see his daughter, Helen W. Buchtel. During one of these visits, he traveled through the countryside surrounding the city to look at land for possible investment opportunities, having already purchased parcels near Greeley and Castle Rock. (Rumors that persist to this day claim that Barnum planned to winter his circus animals in the Denver area. However, these proved to be false.) Following his 1878 acquisition of the Villa Park property, Barnum adopted the earlier concept and announced plans to turn the acreage into one of Denver’s finest neighborhoods, with views of both the city and mountains.

In total, Barnum’s vacant, expansive, L-shaped holdings ran from the Platte River on the east to today’s Tennyson Street on the west, and from Lakewood Gulch on the north to today’s Alameda Avenue on the south. However, in spite of his grandiose ideas, Barnum soon ran into problems. Primary among these was that the acreage he purchased was cut off from Denver by a lack of crossings over the South Platte River, and the city’s administration refused to invest in the necessary bridges. In addition, the land proved to be dry with little water for either residential or municipal uses. Four years after making his purchase, Barnum arranged to sell an interest in the property to his son-in-law, Dr. William H. Buchtel, for a total of $175,000, bringing him a hefty profit on his initial investment without turning one shovelful of soil.

In June 1882, Barnum and Buchtel filed plats their holdings, and these areas soon became additions to the City of Denver. Between West 6th Avenue and West 13th Avenue, the land they held was located west of the narrow unpaved drive known as The Boulevard, as Federal Boulevard was then popularly designated. This acreage was divided into two primary additions. The first of these was Villa Park, where they planned their upscale subdivision characterized by winding streets, large lots, landscaping and a small lake. To the south of Villa Park was what became the working-class P. T. Barnum Subdivision to the City of Denver. Sandwiched between these two areas, on the northwest corner of West 6th Avenue and The Boulevard, was a clay pit and brick factory. Building lots for sale in Villa Park and Barnum were heavily promoted in area newspapers, often accompanied by an illustration of the famed P. T. Barnum himself. Although a few interested buyers responded, their overall number was a disappointment to Barnum and Buchtel.

Eventually, Barnum lost interest in the struggling effort to attract buyers and in 1884 he transferred his holdings to his daughter. With this inheritance, Helen Buchtel instantly became the wealthiest woman in Denver. She spent the following decades, joining forces with her husband, selling lots and working to improve the district by financing road-grading and water-related projects. The upscale Villa Park neighborhood plan was abandoned, and the land replatted with a regular pattern of lots and blocks typical of any other residential district of the city.

During the 1890s, a modest number of families moved out of central Denver and into the small residences that were springing up in Villa Park and Barnum. A number of houses
were also constructed along The Boulevard. Around 1900, three important improvements impacted the area’s future development: water mains were installed, several bridges were constructed over the Platte River, and streetcar lines were extended into the area, providing convenient access between the district and downtown.

In previous years, working-class families had to reside in the crowded inner city, within walking distance of their places of employment. However once the streetcars began to extend tracks across the river to the southwest, workers realized that they could live comfortably outside the city core, own their own homes, and commute to work on a daily basis even though streetcar service ran just once an hour and made an inadequate number of stops. These developments, resulting in what became known as “streetcar suburbs,” encouraged more working-class families to move across the Platte River into the emerging neighborhoods southwest of the city.

As stated in an early history of the area (Kinder, *Early Days in Barnum*, p. 5), “Barnum [Villa Park also fall into this category] has been a favorite suburb for home-seekers of small means. Many a man has put up his first home with the help of his good wife and we have seen a load of furniture come swiftly on the heels of a load of building materials.” By 1905, the area was partially occupied by homes but retained numerous vacant lots. Due to a continued modest rate of development, Villa Park remained predominantly rural for many years, with families maintaining cows and chickens in their backyards.

Throughout the early decades of the 1900s, Villa Park’s residents were predominantly Anglo-Saxon, working-class laborers employed as masons, teamsters, carpenters, stonemasons, cabinet-makers, house painters, and railroad workers. Others were employed as teachers, salesmen, clerks, and owned small retail stores and service shops. A number of residents worked in the nearby brickyards. Together, they formed a community within the larger city, bound together through geography and socio-economic class in a relationship that shaped their neighborhood’s physical development and their reactions to the challenges that lay in the century ahead. During the first four decades of the 20th century, Villa Park’s population grew at an average rate of around fourteen new dwelling units each year, most of them small single-family homes.

In 1940, the city received good news when the federal government announced plans to construct an armament plant three miles to the west. Soon 19,000 people, many of them from southwest Denver, were employed at the Denver Ordnance Plant, now the location of the Federal Center. With the United States drawn into World War II in 1941, others gained employment in nearby civilian factories producing war-related goods, as well as in the many government and military offices and installations that were bustling during the conflict. Bus service ran along major thoroughfares from early morning to late at night, transporting workers from the city’s southwest residential districts to and from their shifts at the Ordnance Plant. After work, some headed to the many taverns that emerged along streets such Federal Boulevard, where they could cash their paychecks and share a drink and conversation.

Changes to the area gained steam during the war and post-war period. The first of these was the construction of the West 6th Avenue Freeway between 1941 and 1944, a joint project of the city, state, and US Army. This effort was conceived to provide high-speed access for automobiles and trucks to reach the Denver Ordnance Plant to the west. This massive project effectively separated Villa Park from the Barnum neighborhood to the south, cleaving the historic association they had with one another that dated back to the late 1800s.
The freeway itself resulted in one other major change: the convenient access it provided to lands west of the city caused development and improvements to leapfrog over Villa Park and Barnum and into the newer, modern suburbs emerging to the west. To city and county planners, both in Denver and Jefferson County west of the city, it was easier and preferable to invest time and money in new developments than in trying to upgrade old neighborhoods with multiple problems.

As soldiers returned from the war in 1945 to the unpaved streets, small houses, and inconvenient streetcars of Villa Park and Barnum, some decided that the old neighborhoods were not for them anymore. Instead they looked to the suburbs ringing the city, with their new homes, paved streets, fresh schools, and attractive shopping centers, all built around the use of the automobile. In relation to these places, Villa Park looked old, outdated, and neglected.

As families of Anglo-Saxon origin moved to the suburbs over the following decades, they were replaced by Hispanic working-class families, whose breadwinners were employed in skilled and unskilled positions with the railroads, meat packing plants, refineries, automobile shops, and other industrial plants and warehouses throughout the city. In places like Villa Park, the latest newcomers could purchase homes and begin to establish their version of the American dream. As this new wave of residents moved into Villa Park, the remaining vacant lots were finally developed. By the latter decades of the 1900s, Latino families, many of them immigrants from Mexico, had heavily populated Villa Park.

AVONDALE AND SUN VALLEY

Directly north of Villa Park is a small, eight-block addition known as Avondale. This is bordered by West 13th Avenue on the south and West Colfax Avenue on the north, and by Federal Boulevard on the east and Irving Street on the west. The neighborhood was platted in 1882, and was reportedly established by an early Denver pioneer who named the addition after his home in the area of Stratford-on-Avon, England. The lots in Avondale were developed with small homes during the late 1800s and early 1900s. During the early 1960s, many of the houses were demolished as part of a city urban renewal project. They were predominantly replaced with apartment blocks and a shopping center.

Sun Valley is the name of the entire area of land that is bordered by West 6th Avenue on the south and West 20th Avenue on the north, and by the Platte River on the east and Federal Boulevard on the west. In the 1860s and 1870s, as Denver was becoming populated with pioneers, the open fields southwest of town across the Platte River appeared more verdant and pastoral than they do today. Because of the city’s need for fresh food, the lowlands along the Platte River were dedicated to agricultural crop production. The higher ground directly east of The Boulevard (now Federal Boulevard) offered real estate investors and developers with an opportunity for profit. During the 1880s and 1890s, this area was platted by land speculators and small residences began to appear on its newly established streets. A facility operated by the Denver Brick & Building Company was developed on grounds east of Federal Boulevard at its intersection with West 13th Avenue.

The following historic additions and features, from north to south, are found along the east side of Federal Boulevard between West 6th Avenue and West Colfax Avenue:

- **Jacobs Addition to Highlands**: This small area is located just east of and below the West Colfax Avenue interchange and runs along the south side of West Colfax Avenue. The narrow rectangular area was platted by 1872 by H. H.
Jacobs, who placed it along the northern edge of his larger property. By the early 1900s, the Jacobs Addition had become heavily occupied by Denver’s immigrant orthodox Jewish community of Eastern European origin. This community developed its own commercial district along West Colfax Avenue, and remained there through the World War II era.

- **Rude Park**: This city park is located on the east side of Federal Boulevard near its intersection with West 13th Avenue, and is bordered by West Holden Place on the south and West Howard Place on the north. The park essentially occupies the same grounds that in earlier years were occupied by the Denver Brick & Building Company. Originally smaller, privately owned, and known as Bloomfield Park, the property was purchased in the 1920s and donated to the city. Jewish tailor and philanthropist Isadore Rude provided half of the more than $22,000 needed for this effort.

- **West Fairview**: This area is found along the east side of Federal Boulevard between West 11th Avenue and West Holden Place. It was platted in 1882 and a small number of houses were present there by the early 1900s. The addition was redeveloped in 1951, when the City of Denver demolished the existing homes and constructed its first public housing project, Las Casitas, on these blocks. As its name implies, a poor Latino population primarily occupied the development.

- **South Fairview**: This area is found along the east side of Federal Boulevard and runs from West 9th Avenue on the south to West 11th Avenue on the north. Although it was platted in 1882, few buildings appear to have been constructed there until well into the 1900s.

The July 1965 flood of the Platte River heavily impacted the additions east of Federal Boulevard, especially those that were east of Decatur Street and lower in elevation. Following that destructive event, many of the remaining buildings not removed by the flood had to be demolished. The area was redeveloped, primarily with warehouses and industrial facilities, and renamed Sun Valley. The higher ground along Federal Boulevard was not impacted by the flood and continued to develop in response to residential, commercial and transportation pressures during the post-WWII era. By that time, Federal Boulevard had become the area’s major north-south thoroughfare.
Federal Boulevard Analysis

During the late 1800s, Federal Boulevard was a narrow unpaved country road that carried light traffic limited to pedestrians, horses and riders, carriages, and wagons. Originally known as Highland Avenue (named after the Highland neighborhood to the north across Colfax Avenue), beginning in 1871 the street that ran from north to south along the top of the bluff was referred to simply as “The Boulevard.” According to a Rocky Mountain News article of the period, in 1872 The Boulevard was “becoming the most popular drive in the neighborhood of Denver. The route is being rendered very attractive, and several miles of carriage road is now in order.” (31 August 1872, p. 4)

Along the street’s route through the neighborhoods north of Colfax Avenue, cottonwood trees were planted in rows along each side of the 100'-wide thoroughfare. Another row stretched down the middle of the road forming a median. In addition to the foliage and smooth ride, travelers along its length were treated to excellent views of Denver to the east and the mountains to the west. No evidence, however, is found to suggest that these landscaping improvements to The Boulevard were continued south of Colfax Avenue during the late 1800s. In 1897 the street was renamed Boulevard F when Denver reorganized its naming system based upon alphabetical classifications. Finally, in 1912 Municipal Ordinance 115 gave the street its lasting name when it was designated Federal Boulevard.

During the early years of the 20th century, Federal Boulevard between West 6th Avenue and West Colfax Avenue was lined on the east and west by a very small number of homes and many more vacant lots. In 1905, hardly any buildings of any kind were found to the south of West 10th Street. Although residential subdivisions had been platted on both sides of Federal Boulevard as early as the 1870s and 1880s, the area was slow to develop. It wasn’t until the 1920s that the street began to experience anything of a building boom, and even then most of the construction focused upon single-family homes.

Following the end of World War I, Denver experienced a decade-long construction boom that included the neighborhoods along the entire length of Federal Boulevard. A much-reduced pace of construction took place during the Depression. By 1940, Federal Boulevard between West 6th Avenue and West Colfax Avenue was mostly developed with numerous residences, along with a commercial laundry, a few gasoline stations and auto repair shops, and at least one grocery store. By the end of World War II, Federal Boulevard had become a major city thoroughfare. As a result, the city rezoned the residential and vacant properties along the street, which allowed these to be developed or redeveloped with intensified commercial uses over the following decades. Traffic along Federal Boulevard began to increase and the quiet residential character of the thoroughfare went into decline.

During the 1930s and 1940s, a small number of bars and liquor stores emerged along Federal Boulevard. The commercial laundry in the 1300 block was greatly expanded between 1940 and 1950. Finally, the east side of Federal Boulevard between West 6th Avenue and West Colfax Avenue was changed dramatically in the 1950s and 1960s as public housing projects were developed and large warehouses and manufacturing facilities emerged. Previously dominated by residences, by the 1970s the street was lined with numerous businesses. Many of these businesses remain there today, some occupying non-historic buildings while others are housed in renovated older residences and commercial buildings.
INTENSIVE-LEVEL SURVEY RESULTS

Federal Boulevard is a major north-south thoroughfare located west of, and across the South Platte River from, downtown Denver. The stretch of Federal Boulevard currently under study is found about two miles southwest of downtown, and is limited to its almost one-mile length between West 5th Avenue on the south and West Howard Place on the north.

Found along the east and west sides of Federal Boulevard in the project area are a combination of residential, commercial and industrial-warehouse buildings of varying ages. Initial reconnaissance of these buildings, combined with background research, concluded that seventeen of the properties held buildings that are at least fifty years old. The earliest of these date back to the 1890s. These buildings became the focus of this intensive-level survey project.

The urban project area is almost entirely developed, with several of the commercial buildings situated close to the sidewalks along Federal Boulevard. Others are set back with parking lots or residential yards acting as buffers from the street. The buildings themselves are one-story or two-stories in height, although some are raised above the level of the street. Most of the buildings are of masonry construction. Behind a few of the primary buildings are smaller secondary buildings that are used as residential units, garages, or repair shops. These are accessed either by way of rear alleyways or front driveways. Vegetation and landscaping are almost non-existent. The only properties that do not contain buildings are a few vacant lots and parking lots. Some of these formerly contained residences that have been demolished.

The northernmost building included in this intensive-level survey is the former commercial laundry located at 1317 Federal Boulevard. The bridge on Federal Boulevard at West 13th Avenue, along with the Colfax Avenue interchange, have previously been documented and analyzed in terms of eligibility. With approval from CDOT staff, these features were not included in this current project.

As stated, there are seventeen properties of eligible age (over fifty years) found along Federal Boulevard within the study area. Of these, eight are residential and nine are commercial. Among the residential properties, four have been converted to commercial use but have retained their essential domestic style and appearance. One of them, at 935 Federal Boulevard, has a primary residential building that has been converted to commercial use, behind which is a secondary residence still in use as a home. Not all of the residences are currently occupied, and their futures are uncertain.

The following table shows the pattern of development by decade among those properties included in the survey:
Table 2: Buildings Constructed By Decade

<table>
<thead>
<tr>
<th>Date Constructed</th>
<th>Number Constructed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1890-1899</td>
<td>2</td>
</tr>
<tr>
<td>1900-1909</td>
<td>1</td>
</tr>
<tr>
<td>1910-1919</td>
<td>1</td>
</tr>
<tr>
<td>1920-1929</td>
<td>4</td>
</tr>
<tr>
<td>1930-1939</td>
<td>3</td>
</tr>
<tr>
<td>1940-1949</td>
<td>3</td>
</tr>
<tr>
<td>1950-1959</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: Tatanka Historical Associates, Inc., 2008

As seen from this table, a majority of the historic buildings standing along Federal Boulevard between West 5th Avenue and West Howard Place today were developed between the 1920s and 1950s. Very few remain from the early history of the area prior to 1920. Clearly the periods of growth and change relate to the corresponding periods of economic expansion that followed both World War I and World War II in Denver.

In 1940, the same stretch of road contained approximately fifty primary buildings, both residential and commercial, that are no longer present. Numerous additional secondary buildings are also gone. Clearly, many historic buildings have been demolished in this area since that time. Some of these were replaced by the commercial and industrial-warehouse buildings that remain there today.

Based upon the research and field analysis completed for this project, it was determined that none of the study area's historic properties were found to be individually eligible for the NRHP. These conclusions were drawn because all of the buildings are lacking in historical significance and architectural integrity. Greater detail about each of the properties surveyed along Federal Boulevard is found on the individual architectural inventory forms that accompany this report.

The likelihood of a National Register district being formed in this area was determined to be very poor. Of the historic properties found along Federal Boulevard in the project area, it is unlikely that any would be considered good candidates to contribute to a historic district.
Appendix A

Project Location Map

Fort Logan Quadrangle (7.5’)
1994

Township 4 South – Range 68 West
Section 5

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Appendix A

Area of Potential Effect (APE)
Appendix A

Planned Transportation Projects in the Vicinity of the Area of Potential Effect (APE)

Note: The West Corridor Study Area Extended from Alameda Ave to 19th Ave and included the entire Federal Blvd (5th Ave to Howard Pl) project area.

Note: RTD West Corridor LRT Project to the North

Note: I-25 Valley Highway Project to the South
Appendix A

Reported Construction Dates of Federal Boulevard (7th Avenue to 12th Avenue)
Adjacent Properties
Appendix B

Historic Project Area Maps

Thayer’s City of Denver Map
1883
Appendix B

Historic Project Area Maps

*Denver World's Map of Denver*
1888
Appendix B

Historic Project Area Maps

Denver Tramway Map
1906
Appendix B

Historic Project Area Maps

Marsh’s Real Estate Map of Denver
1930
Appendix B

Historic Project Area Maps

Marsh's Real Estate Map of Denver
1960
## Appendix C

### Survey Log

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Historic Property Name</th>
<th>State ID Number</th>
<th>Individual Eligibility</th>
<th>District Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>730 Federal Blvd.</td>
<td>Majestic Furniture Manufacturing</td>
<td>5DV10719</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>745 Federal Blvd.</td>
<td>Demuth-Meininger House</td>
<td>5DV5132</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>775 Federal Blvd.</td>
<td>Bill's Liquor Store</td>
<td>5DV5137</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>801 Federal Blvd.</td>
<td>Mecca Tavern</td>
<td>5DV5138</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>816 Federal Blvd.</td>
<td>Miller's Groceteria</td>
<td>5DV10634</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>859 Federal Blvd.</td>
<td>Cook House / Romey's Auto Shop</td>
<td>5DV10625</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>867-869 Federal Blvd.</td>
<td>General Plumbing Company</td>
<td>5DV10626</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>880-890 Federal Blvd.</td>
<td>Auto Equipment Company</td>
<td>5DV10633</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>935 Federal Blvd.</td>
<td>Hilts-Herman House</td>
<td>5DV10627</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>995 Federal Blvd.</td>
<td>Unique Garage &amp; Filling Station</td>
<td>5DV10628</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1015 Federal Blvd.</td>
<td>Kitchen Service Company</td>
<td>5DV10629</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1041 Federal Blvd.</td>
<td>Plamondon House</td>
<td>5DV10630</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Address</td>
<td>Building Name</td>
<td>ID</td>
<td>5DV10631</td>
<td>5DV10632</td>
</tr>
<tr>
<td>--------------------</td>
<td>----------------------------------</td>
<td>-------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>1063 Federal Blvd.</td>
<td>Anderson-Wilcox House</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1075 Federal Blvd.</td>
<td>Samuel &amp; Mollie West House</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1077 Federal Blvd.</td>
<td>Phil &amp; Fannie Silverman House</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1317 Federal Blvd.</td>
<td>Capitol Wet Wash Co. / Capitol Laundry Co.</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>2946 W. Severn Pl.</td>
<td>Alsbach House</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>
Appendix D

Locations of Properties Surveyed

Legend:
- Project Area
- Locations of Surveyed Properties
- Extent of Historic Survey

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Bringing the Past to Life
Appendix E

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