REVITALIZING THE LEGACY
OF CITY PARK

A comprehensive strategy for preserving and enhancing the urban gem of
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EXECUTIVE SUMMARY

City Park is a place of serene beauty composed of pastoral open meadows, stately trees and graceful lakes. It is a place where the enduring traditions of contemplative recreation continue alongside the activities and pursuits of contemporary urban life. City Park was created in 1896 with the specific intent of being a place for all people and quickly became known as "the People's Park." For over 100 years City Park's landscape has been the common ground for the activities and celebrations of each generation.

Today, the Denver Parks & Recreation Department and the citizens of Denver face many challenges in protecting the legacy of the park's beauty and treasured character. City Park serves close to three million local and regional visitors every year. Its spectrum of users ranges from the neighbor who walks every morning to regional visitors arriving in cars and buses to visit the Denver Zoological Gardens or the Museum of Nature and Science. City Park is host to large community events as well as a favored place for group sports, children's play, family picnics, and golf. Over the years the park's historic features and infrastructure have deteriorated. Original walks have disappeared, fountains no longer function, and gardens and statues are seriously deteriorated. Roads and parking no longer meet the needs of park users and growing visitation. Recreational trends are also changing and adding new pressures. City Park is on the brink of losing its character to the assault of urban progress.

Traffic and circulation problems were identified as the primary threat to the park by a task force of concerned citizens and city staff in 1997. The need for change created the momentum necessary to undertake a comprehensive planning effort to address land use, circulation and preservation. The process became the work of an equal partnership of community representatives, zoo and museum staff, golf course staff and concessionaire managers facilitated by the Denver Parks planning staff and their consultant. Extensive public meetings and focus groups were conducted over a period of four years to assist with the development of a comprehensive plan to address City Park's special issues.
Among the Plan’s recommendations were to strengthen the distinctive bucolic character of City Park, to restore water features and important garden features; to restore wetland and lily plantings; and, to reestablish the historic botanic garden collections.
"Revitalizing the Legacy of City Park" (The Plan) is the result of this planning effort and is the definitive guide that Denver Parks staff will use now and over the next several years to meet contemporary challenges with respect to the park's original design intent and special qualities. (The Plan) is composed of two basic planning efforts - the Historic Site Assessment and Preservation Plan, and the Land Use and Circulation Plan. They generally occurred concurrently, and although each addressed specific issues, the value of City Park as a historic designed landscape remained the underlying focus.

The overarching goal of the planning process was to fully understand City Park's historical development and significance, and to use preservation planning as the basis for informing the implementation recommendations. The Plan reflects the integration of these two planning efforts and follows these goals:

- Maintain the park's historic character and beauty while meeting today's needs
- Manage the park more cohesively, as a whole
- Create a clear circulation system with a hierarchy of trails, roads and walks
- Ensure the safety of park users

The result is a long-term strategy for the preservation and enhancement of City Park that address its need for change. Although the two planning efforts are fully integrated in The Plan and will be used together, they also each serve a specific purpose that will allow each to be used individually to address specific park issues.

The Land Use and Circulation Plan addresses issues related to enhancing pedestrian and vehicular movement within and around City Park. In particular, it responds to the growing conflicts between regional users at the zoo and museum and local park users, and to conflicts between users along the interior park roads. Highlights of the plan recommendations include the following:

1) Create a new parking arrangement for the Zoo and Museum that integrates expanded parking while preserving City Park's historic roads, spaces and vegetation. The recommended action is to combine the existing surface parking with the addition of two new underground garages sensitively sited to respect the park's character and to accommodate projected peak use growth for the two major institutions.

2) Reestablish City Park's historic circulation routes to provide equitable access to all users. The recommended action is to create an interior one-way vehicular circulation system using historic roads and entries.

3) Create a 'pedestrian boulevard' to accommodate pedestrians and bicyclists along historic carriage roads and to preserve areas for tranquility. The recommended action is to narrow and reconfigure currently closed historic park roads and to convert select roads for use as pedestrian boulevards.

The Historic Site Assessment and Preservation Plan addresses issues related to the historic character of City Park. The Assessment recognizes the work of the Park's original designer, city engineer Henry Meryweather, and the contributions of later designers including Reinhard Schuetze, George Kessler, J. B. Benedict, the Olmsted Brothers, Edward Bennett and S.R. DeBoer. The Preservation Plan provides a strategy for integrating new improvements with respect to the historic park character. Highlights of the Historic Site Assessment and Preservation Plan recommendations include the following:

1) Strengthen the distinctive bucolic character of City Park by restoring its landscape features. Preserve City Park's existing important character-defining features, such as the cottonwood groves and open meadows. Continue the tree-lined shady lane pattern of tree plantings; restore water features and important garden features; restore wetland and lily plantings; and, reestablish the historic botanic garden collections.

2) Adapting historic features for contemporary uses. The recommended actions include redesigning the Benedict Garden near the museum with respect to the original design intent while meeting the needs for contemporary programs such as outdoor education uses, water play, special events and star-gazing. Another recommendation is to adaptively reuse the Bible / Graham Carriage House for use as an environmental education center.
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INTRODUCTION

City Park, owned and maintained by the City and County of Denver's Park and Recreation Department, has long been the gem of the city's park system. It is the area's most notable open space, and an important historic designed landscape. The Park is home to two of metro Denver's most beloved cultural facilities, the Denver Zoological Gardens and the Denver Museum of Natural History. More importantly, the Park serves eight neighborhoods, providing recreation and respite for over 40,000 people.

City Park is one of several Denver parks included in its parks and parkways National Register of Historic Places Historic District. In addition, the area, and the building, surrounding the City Park Pavilion is a Denver Landmark. Over the last decades, the Park has undergone many changes and has deteriorated: trees have been randomly planted, roads and paths are decaying, some paths have disappeared, understory plants have been removed, and some features, such as the City Ditch, have been covered over.

The purpose of the Historic Site Assessment is to understand the overall character and appearance of City Park including its spatial organization, topography, vegetation, circulation, and features. The Assessment will provide an integral component in the framework plan, providing a strategy for preservation, restoration and rehabilitation for the park's historic landscape, and for its continuation as a recreational park.

Denver Parks and Recreation is working with the City Park Alliance, the Denver Zoo and the Denver Museum of Natural History to develop the Land Use and Circulation Plan for City Park. This plan will address long-standing concerns regarding City Park, including the lack of access into the park, confusion and inconvenience caused by inconsistent road closures, and inadequate parking in the northeast area. The findings of the Historic Site Assessment will be integrated into the recommendations for the Park's treatment and the long-term management of the Park's physical components and biotic systems.
METHODOLOGY
METHODOLOGY

Planning and Public Involvement Process

Traffic and circulation problems were identified as the primary threat to the park by a task force of concerned citizens and city staff in 1997. The need for change created the momentum necessary to undertake a comprehensive planning effort to address land use, circulation and preservation.

The process became the work of an equal partnership of community representatives, zoo & museum staff, golf course staff and concessionaire managers facilitated by the Denver Parks planning staff and their consultant.

Extensive public meetings and focus groups were conducted over a period of four years to assist with the development of a comprehensive plan to address City Park's special issues.

Research

The primary components of the Historic Site Assessment include historical and site research, and the existing condition assessment. The site survey for City Park consists of general reconnaissance for the entire park, and detailed site investigations for specific areas and features. The site work and research is documented on the parks topographic and boundary survey completed for the framework plan in 1999. The topographic survey was prepared using aerial photography, verified by ground control, and included a one-foot contour interval, site features, vegetation, and utilities.

Historical research included a literature review of available information. Both primary and secondary sources were used for research purposes. Primary sources included historic documents, such as plans and photographs, from the Denver Parks & Recreation archives, the Denver Public Library's Western History section, and the Olmsted Bros. archives, located at Fairlaid in Brookline, Massachusetts. Secondary sources included books, manuscripts and national register nominations for City Park, the Denver Zoo, and other applicable sites.
HISTORICAL DEVELOPMENT
HISTORICAL DEVELOPMENT

PARK HISTORY

Introduction

The creation of City Park as a public park is primarily due to the social and cultural atmosphere of the city of Denver during the late 19th century. As the city itself emerged as a bustling town, Denver's residents, businessmen, garden clubs, and political appointees rallied for the improvement of the Queen City of the Plains through the setting aside of land for future park development. Some parcels were deeded to the city through the state or federal government, while many more were to be acquired from private owners.

This early call for parks not only offered relief and respite for Denver citizens; it also provided an aesthetic improvement of the vast, seemingly flat prairie, following a national trend in city beautification. As early as 1878 (future insert of Sopris Lee 1878 parks & parkway plan). City Park was envisioned as the "east city park", with Sloan Lake as its complement as the "west city park", each to be located equidistant from the state capital. The two parks were to be linked along a tree-lined parkway, most likely one that would follow today's Colfax Avenue. The 'east' city parcel, City Park, was acquired through a gift from the state, and city fathers poured their energies into its development. Funding to purchase land for the western parcel, Sloan Lake, did not come through, and without it the 'west city park' would remain a dream for almost thirty years. Although Sloan Lake continued to be envisioned as a part of the growing system of Denver parks and parkways, it wasn't until 1906 that a portion of the southern parkland was acquired by Denver.

Park Development

During its first decade, the foundation was laid in its roads and paths for City Park. Following in the tradition of the English Landscape School, best expressed by A.J. Downing's work, Henry Meryweather laid out a sinuous system of roads that endure today. The romantic design of circular, looped paths and carriage roads wove through small meadows, edged by woods of evergreens and a deciduous understory, and accented with smooth bodies of water. This system created the Park's views and vistas, and significant landscape spaces.

After 1900, City Park flourished as one
After 1900, City Park flourished as one of Denver's primary open spaces, and became the public park that is so loved by local residents, and users from all of Denver. From the late 1800's until the 1920's and 30's an architectural design approach took hold in many major cities all across the United States. Known as the City Beautiful Movement, this approach promoted transforming cities into beautiful and rationalized entities through the creation of beautiful public spaces.

In Denver, Mayor Robert Speer became a strong advocate for the movement and called for comprehensive planning for the city of Denver, sharing his vision with citizens in a speech in 1904, and again in 1907. With Speer's support, the citywide system of public spaces, which had been envisioned as early as 1859, was presented in 1907. The Map of the System of the Parks and Boulevards for the City and County of Denver by Charles Mulford Robinson, and George E. Kessler (future insert of graphic of the system), would provide a comprehensive direction for parks for years to come. Located in every quadrant of the city, large tracts of land were designated as future park land, to be connected by shaded boulevards lined with trees and grassy lawns. Considered to be the first comprehensive design for the entire city, the System, served as a guide to the development of additional parklands, and as the foundation for future city planning. City Park was showcased at the primary park space for the city, especially for east Denver. It's prominence in the system was elevated when Charles Robinson referred to it as "...the people's park."

The beautification of Denver was promoted by diverse citizens and by Denver's boisterous mayor, Mayor Robert Speer (Wilson 1989, p.). While strict adherence to the neoclassical style was not necessarily promoted in the city's original park designs, the underlying philosophies of the City Beautiful Movement were. For City Park the primary influence of the beautification philosophy was expressed in the art and architectural elements added to the Park's entry points, and significant spaces during the early 1900's. Mayor Speer was instrumental in soliciting funds for park improvements, especially when the improvements commemorated their those who funded, and City Park was the recipient of many of these elements. Another large influence in the design of City Park during the early 20th century was the Olmsted Brothers landscape architectural firm based in Brookline, Massachusetts.

Beginning in 1910 and lasting until about 1914, the firm received numerous commissions for park and parkway design within the City of Denver. The firm's extensive work during this time greatly influenced the aesthetic, and function of the public park, including City Park in Denver. The Olmsted Brothers firm were continuing the design philosophies begun by their father Frederick Law Olmsted in the 1860's when he and architect, Calvert Vaux designed Central Park in New York City. Olmsted, known as the father of landscape architecture, envisioned the creation of public parks as a haven-large and expansive, full of vegetation, walking paths and scenery, and protected from other types of development. Olmsted's philosophy integrated a strong emphasis on the visual aesthetic with a transcendental and picturesque ideal of nature, and as sanctuaries for all citizens to find relief from the pollution, noise and overcrowding of the urban city. Olmsted's ideals of parks and park systems spawned a national movement of integrating parks, and subsequently parkways, into city planning.
SIGNIFICANT PERIODS

Early Park Development (1882 to 1900)

Although City Park would not become a physical place until 1886 when its first roads and paths were constructed, and its first cottonwood trees planted, it had existed as a visionary concept since Denver’s inception as a city in 1858. In 1882, Henry Meryweather prepared the site’s first survey of the park and presented its first roadway layout and landscape design. His layout, with its distinctive spatial definition of vistas, views and meadows, followed the American tradition of park design, begun years earlier by Frederick Law Olmsted. Combined with Meryweather’s design work were Richard Sopris’, park commissioner between 1881 and 1891, political manoeuvring. Sopris’ support and influence in creating the concept of a city park for Denver so early in its history was largely the reason the park was developed. Because of his influence, Richard Sopris is generally considered the father of City Park.

The design aesthetic of American public park is easily traced to its roots in the English Landscape School, which promoted the use of luscious vegetation planted in naturalistic patterns, arranged to create or enhance views and vistas, primarily for private estate grounds. In America, creating a pleasing setting for the leisure use of all citizens was a new ideal when Frederick Law Olmsted, first presented it in his plans for Central Park in New York. These beliefs were expressed in Meryweather’s early plans and by city fathers who set aside public owned lands for use by all and combined the design of outdoor space with ideals that promoted social conscience.

By 1886, the development of City Park had begun, with a “...sinuous tangle of winding carriageways, walks and promenades” put into place. By 1890, 240 acres of park below City Ditch was laid out and planted. This first arrangement of carriage roads and paths created a pastoral and bucolic landscape of naturalistic spaces and systems. It was designed for the picturesque, with opportunities for an “...unending variety of vistas.” and an allowance for future gardens and statues.

‘The site was flat, exposed to the hot winds of summer and the cold winds of winter; it was covered by drifting sand, sagebrush, buffalo grass, and cactus; it was punctuated with scraggly cottonwood trees (not many by all accounts) and a few willow shrubs scattered along the City Ditch and spanning the little swale that crossed the land; and it was occupied by squatter tents as well as free range cattle and prairie dogs.’ 
Zoo Centennial History
Commemorative Park Development (1900 to 1920)

From 1900 to 1920, City Park metamorphosed into the stately and elegant landscape that today attracts locals and visitors alike. During this time, the Park was the beneficiary of the national movement to beautify cities. Robert Speer, elected as Denver’s mayor in 1904, orchestrated the local movement to enhance the original layout of roads and spaces through the introduction of artistic and architectural monuments and spaces. During this period of development, City Park was also enhanced through the design efforts of skilled and creative designers such as Reinhard Schuetze, S.R. DeBoer, George Kessler, Charles Robinson, and the Olmsted Brothers.

The introduction of monuments in City Park spanned a period of over twenty years, resulting in a number of substantial commemorative pieces and stately additions to the pastoral landscape. The projects included the McLellan Gateway (1904) by E.H. Moorman; the bronze statue of Robert Burns (1904) by sculptor Grant Stevens; the Sopris Gateway (1911-12) by Edbrooke to commemorate Richard Sopris; the Childrens Fountain (1912) by Max Blondet; the Monti Gateway (1916-17) by Richard Phillips to commemorate local miner Joshua Monti and his wife, Victoria; the Sullivan Gateway (1917) to honor Dennis Sullivan, by architect Edward Bennett and sculptor Leo Lentelli; the Thatcher Memorial Fountain (1918) by sculptor Lorado Taft; and the Sopris Memorial (1925) to honor Elizabeth Ellen Sopris.

The most noteworthy major addition to City Park during this time is the City Park Esplanade, comprised of a French influenced grand promenade, designed by George Kessler, and the Sullivan Gateway at the Esplanade’s intersection with Colfax Avenue, designed by Edward Bennett.
DeBoer Park Development (1920 through 1950's)

The continual design efforts for City Park was primarily the responsibility of S.R. DeBoer, city landscape architect. DeBoer believed, as Olmsted had that parks were crucial for the effects they had on the people of the city. He too believed that parks provided a place of respite. That they should be valued for the glimpse of an idealized and beautiful nature, and that they should be available for use by all. "Parks have many effects on the city plan. They offer breathing spots -- places where traffic and city noises are kept to a minimum. This adds greatly to the amenities of city life."

DeBoer's tenure as landscape architect resulted in many changes and improvements to the park. His influences are most evident in several planting and topography changes throughout the park, and the replacement of the city park speedway with athletic fields. The Pinetum, located just south of the Denver Museum of Natural History, was designed and planted in the mid-1950's.

The most obvious design of DeBoer's is the Box Canyon and Waterway, with its naturalistic construction of a boulder waterfall and the subtle stream flowing to the sediment pond.

In 1949, S.R. DeBoer prepared the city of Denver parks Master Plan with specific recommendations for the development of City Park. In 1959, all automobile traffic was eliminated from the internal portion of the Denver Zoo.

Mature Park Development (after 1960)

Around 1960 marks the first time in over fifty years that the influence of DeBoer was absent from the planning and design efforts for City Park and the Denver Zoo. Between 1960 and 1986 the Denver Zoo continued to grow in size and visitation. The Denver Museum of Nature and Science completed several significant additions to their original building.

In the 1980s, Denver Parks and Recreation began a project to catalog and preserve their collection of historic documents. This proved to be a large undertaking, as drawings, photographs and other invaluable documents were scattered throughout city offices.

This project laid the groundwork for a renewed interest in the historical significance of City Park and the Denver Parks and parkways system. It led to the designation of the system as a National Register of Historic Places district.

While these this period is important to the development of City Park, an individual assessments will not be completed for this era.
CONDITION ASSESSMENT

PARK CHARACTER

City Park has an overall park characteristic of a soothing, bucolic and restful ground. It was originally set aside as parkland during an important period of park development. Between the late 1800's and early 1900's developing cities all across the United States were beginning to attribute certain ideals of nature to providing important respite qualities. With the work of Frederick Law Olmsted and the City Beautiful movement, city fathers, businessmen, and other civic leaders were interested in providing natural settings for the use of all residents. It was with these ideals that City Park first came to be set aside as public land for the enjoyment of all, and how it's character was first established.

Although City Park's design is derived from a variety of design styles and periods of development, all of its significant features contribute to the original bucolic intent and creates its distinctive character. The overall park design is indicative of the English Landscape School, and the later American Park design tradition embodied by Frederick Law Olmsted. The park's circulation system of looping roads, with numerous choices for movement through the park, its tradition of connecting significant parks spaces together by orchestrated views, its vistas towards the west, the identification of entries with grand monuments, and its vegetation create the features that characterize the park.

While it is important to understand City Park as an entire composition, it is equally important to understand the various park spaces that comprise the whole. For the existing condition assessment, the individual park features and areas are organized into significant park spaces by a series of criteria: their location within or adjacent to the Park; design period or influence; and park use or activity. Each Park Space is further described by its character-defining features.
CHARACTER DEFINING FEATURES

City Park is composed of significant features that individually and collectively give the Park its character. Significant features include the culturally derived, or more appropriately, the designed features for City Park and those that are naturally occurring. The Park's landscape characteristics influence City Park's appearance and contribute to its functional aspects.

These features are identified through an analysis and evaluation of existing conditions as compared to the site's history. The features are recognized and evaluated according to City Park's identifiable spaces.

The features are categorized as spatial organization, circulation, topography, vegetation, constructed water features, buildings, and structures.

Spatial composition is defined as the three-dimensional organization of physical forms and visual association of the Park and its setting includes planes (vertical, horizontal & overhead) that define space, and specific features that create spaces. Important aspects include views, vistas, and landscape spaces.

Circulation is the Park's system of movement, including roads, walks, and paths.

Topography is the shape, slope, elevation, and contouring of the land.

Vegetation describes all of the Park's plant material in relation to the park planting design. This includes trees and tree groves, and lawn and shrubs.

 Constructed water features are water components that are not naturally occurring.

Buildings include all larger facilities, while structures include smaller park features such as the boat docks.

Natural Systems are the features within City Park that either influenced the development and physical form of City Park or have become naturally occurring as a result of the Park's evolution. Features that contribute to the ecological health of the park are included.

EXISTING CONDITION ASSESSMENT

The existing condition assessment is accomplished by identifying and describing the landscape characteristics that define City Parks appearance and character, and by identifying the landscape characteristics that retain integrity and that contribute to its significance. This section is organized by significant park spaces, including City Park Proper, Ballfields Area, Esplanade, Denver Zoological Gardens, and City Park Golf Course.

The assessment of each park space begins with a brief description of its landscape characteristics, followed by an analysis and evaluation of the integrity and significance of its characteristics.

The Existing Condition Plan illustrates the park spaces and condition assessment.
CITY PARK PROPER

Description
The original design of City Park was created by Henry Meryweather, city civil engineer, beginning in the 1880's, and was reflective of other early American park planning efforts, rooted in the English Landscape School. The original City Park design was influenced over many years by some of the country's and Denver's most prominent architects and landscape architects. Later site planning, landscape design and details were completed by Reinhard Schuetze, George Kessler, S.R DeBoer, and the Olmsted Brothers firm, the landscape architectural firm started by Frederick Law Olmsted and continued by his sons.

Spatial Organization
The original Meryweather plan paid little attention to spatial organization, focusing more on sinuous roads lined by trees, resulting in a landscape of small to large spaces that were not organized in any particular manner. However, several significant spatial relationships were created during this period and were reinforced by later additions to the park. These include the most significant and re-occurring relationship, which is the unending variety of views and vistas attained by the placement of multiple sinuous and curving roads and paths. This is a characteristic that still provides the overall bucolic character of City Park.

Meryweather’s siting of a vista point on the east-side of park set up the scenic relationship between the park and the mountains, and created another important relationship between the vista point and the pavilion along the large meadow and Ferril Lake.

City Park as an entire space is defined by its exterior roads (York Street, Colorado Boulevard, 23rd Avenue and 17th Avenue). The park edge is created three dimensionally by the plantings of woods, further defining the park as a refuge from the surrounding neighborhoods. The park is rectangular in shape, bounded by golf course to the north, residential neighborhoods to the east and west and apartment houses, hospital, east high school, to the South.
Important park spaces such as the Big Meadow, Ferril Lake and the smaller meadows are defined by roads, paths and plantings at edges. The spaces are linked together by adjacency and viewsheds. Many of these original spatial relationships created haphazardly by Meryweather’s plan were further re-emphasized and redesigned by the Olmsted Bros. plan of 1914. The plan’s major influences were defining distinct open spaces by edge plantings, and the strengthening of the park as a refuge from outside uses. The Olmsted recommendations included removals of specific roads and vegetation, and in adding plants to the park’s edge to create a “border plantation”. After 1914, improvements were made to City Park that indicate the recommendations were constructed, and included larger and more distinct meadows, defined by masses of trees, lining each drive.

Circulation

From its beginnings, City Park’s circulation system of roads, paths, and trails has been the foundation of its design. The system is a series of circutious routes comprised of a simple hierarchy of roads and paths that carefully orchestrate the visitor’s experience. The majority of today’s sinuous, looping routes follow historic alignments, although widths and materials have changed.

Historic photographs indicate that in many instances routes for automobiles were shared by motorists, bicyclists, and pedestrians. The original routes were gravel drives of a sufficient width for meandering strollers and for motorists driving for pleasure. The historic roads appear to be of a similar width as some of the existing asphalt paved roads. The greatest change has been the removal of gravel paving in favor of asphalt pavement. The majority of which is currently deteriorating and is in fair to poor condition. Most roads have become quite wide, from 36’ wide to 45’ wide, with the edge of pavement ending only a few feet from original trees. The asphalt curb edge on most of the roads, is disintegrating.
Recent management techniques such as the use of one-way routes and closure of certain roads detract from the historic character of the circulation system. Recent additions of gates to barricade road closures on the Esplanade, at York Street, and in the park along the south road detract from the park character.

Original materials, generally gravel, have all been replaced with asphalt roads and concrete walks. The majority of the roads and paths remain lined with trees and lawn, such as the tree lawns along 17th Avenue and York Street.

Automobile parking currently occurs along most of the roads that are open to autos. The use of parallel parking is generally compatible with the historic character, although several areas of parking obstruct significant views and vistas.

Topography

According to early accounts (of the 320 acres that would become City Park) the site was relatively flat, covered by prairie grasses, shrubs and forbs, and grazed by cattle. Scattered cottonwood trees and willow shrubs dotted City Ditch, which was the only improvement on the site. The Olmsted plans of 1914, include an analysis of the existing park which indicates that the topography at that time was very similar to the topography of today.

City Park is characterized by subtle changes in topography with graceful lines and the use of prospect points to afford significant views. The terrain is gently rolling, dipping towards west.

Meryweather's vista point, located today on the site of the museum appears to have been created on a natural high point, allowing for unsurpassed panoramic views towards the west and the Rocky Mountains.

Vegetation

General

City Park is characterized by deciduous trees lining park roads, grassy meadows, and dense evergreen tree plantings along park edges. Earliest plantings were primarily cottonwood trees and bluegrass, irrigated by water diverted from City Ditch. A good portion of the park, specifically the 240 acres west and lower than City Ditch, was completed by 1890. Most of the deciduous tree plantings occurred along the edges of the roads and to a limited extent along paths, providing a shaded drive, and leaving the open spaces as irrigated grass. Within a few of the open spaces groves of trees were planted, including the cottonwood grove in the southwest corner.

The park edges, which originally included Colo. Blvd., 17th Avenue and York Street were heavily planted with a mix of deciduous and evergreen trees, and stands of shrubs. The planting reflected an Olmstedian concept, which gained popularity in the late 1880s, to create a strong border between the park interior and the outside influences of roads and neighbors. Tree species were quite extensive, and included American Elm, Green Ash, Sycamore, Linden, and Pine, and shrubs.

Vegetation is organized into three categories: Forest, Meadow and Gardens.
Forest
Many of the original tree groves planted during the earliest park eras still exist throughout City Park. As the plantings have matured and newer trees have been added, City Park has evolved and now exhibits the characteristics of a diverse urban forest. Historically significant forest plantings include the Cottonwood grove in the northwest corner, the trees along park drives, and the plantings at the park edges referred to as the historic woods.

The Cottonwood tree grove, which includes a few Silver Maples interspersed with the Cottonwoods, in the northwest corner has many of the original trees planted between 1886 and 1890. The trees are generally in good condition.

A distinct linear street tree planting of deciduous trees lines the pedestrian path along York Street. Historically, the path was flanked by street trees on both sides. The existing trees are primarily newer trees, interspersed with a few original trees. The planting arrangement is characteristic of the historic planting, but newer species have been randomly selected to diversify the urban forest canopy and not to reinforce the original historic canopy.

Along 17th Avenue the historic woods planting remains a strong character-defining feature. The forest is very diverse and consists of groves of mixed species, including Bur Oak, Cottonwood, Blue Spruce, Douglas Fir, Silver Maple, Honeylocust, Catalpa, American Elm, Green Ash. Many original trees exist within the Park edge, and in particular in the tree lawn along 17th Avenue. Near the sediment pond, to the southeast and southwest, are many original trees, including Blue Spruce, Oak, Birch, Alder, Silver Maple, Green Ash, Catalpa, and Kentucky Coffeetree.

The historic woods along the west edge of the park, paralleling York Street differ from 17th Avenue. They are informal plantings of Cottonwood, American Elm, Kentucky Coffeetree, Blue Spruce, Upright Junipers, and Hackberry meander. Many of the original trees are mixed with newer plantings.

The southwest corner of City Park is screened by border plantings of evergreens and lilacs, dogwoods and viburnums south of Bible House. Throughout City Park, many original deciduous canopy...
Open Spaces / Meadows
City Park was originally designed as a series of small open spaces connected visually by select views, and physically by roads and paths. The small open spaces were planted as meadows. Several of the small meadows remain from the Meryweather plan, including one located south of the Martin Luther King, Jr. statue, one west of the Martin Luther King, Jr. statue, one north of Thatcher fountain, the Big Meadow, and two very small meadows located near the Dustin Redd playground. The Olmsted plan of 1914 resulted in the meadows being further emphasized by removing a few roads and by planting trees at meadow edges.

The meadow located south of the Martin Luther King, Jr. statue and the meadow north of Thatcher Fountain are approximately the same size, configuration and material as was originally constructed. They are planted with bluegrass, edged with deciduous trees and irrigated with an underground irrigation system.

The southern meadow is used for soccer and the northern meadow for lacrosse. The northern meadow was modified after 1914, in accordance with recommendations made by the Olmsted Bros. The changes included the removal of a north-south road, and by thinning trees within the open area. Recent additions of deciduous trees, planted haphazardly detract from the historic nature of the meadows. The meadows are in excellent condition.

In the Meryweather plan, the Big Meadow was originally a wide open space of grasses and limited trees with the City Ditch running through the center from south to north. After 1900, designs by George Kessler and J.B. Benedict changed the area, focusing views toward the west and across Ferril Lake. The original large grassy meadow was reduced in size and framed by tree plantings along its new edges. The grassy meadow is in excellent condition, although a few newer trees have been planted within the meadow and detract from its open characteristic.
Gardens

Early in its history, City Park became the city's garden showpiece. The park has continued to be the preferred spot for commemorative installations as well as formal flowerbeds and picturesque garden settings. Early plantings of flowers transitioned into larger commissions of garden spaces, which still exist today. Gardens include the Kessler Plaza and Benedict Garden, Burns Garden, Sopris Garden, and the Botanic Garden.

**Kessler Plaza & Benedict Garden and Fountain**

The vista point of Meryweather's plan continues to offer breathtaking views of the Rocky Mountains, and of downtown Denver. The vista point became the preferred location for the museum early in City Park's history, and was further accentuated by the addition of the Kessler Plaza and the Benedict Garden and fountain.

For the most part, this assessment does not analyze historic features that have been removed, but due to the importance of the vista point and this space the assessment of this area will include descriptions of features that no longer exist.

Located to the west of the original museum (now the Museum of Nature and Science) is a large plaza originally designed by George Kessler, and built in 1906-07. The plaza, intended as a viewing platform was originally used by both automobiles and pedestrians to enjoy the fabulous vistas toward the west. In front of the plaza was a gravel park road lined with rows of wrought iron benches that remained in place until the 1960s. Historically, the plaza was used for ceremonial gatherings of the entire city population. The view is so important that a view plane ordinance was enacted in the 1980s to protect views toward downtown and the mountains from the Kessler Plaza.

Existing features original garden topography; original trees on the south edge; a few of the original trees on the north edge; and the Gates Fountain - a granite paved plaza with a series of water jets, a small stair case leading from the Kessler Plaza, and a narrow gravel accessible path.
To the west of the museum and the Kessler Plaza is the garden area designed by J.B. Benedict. The garden is formally arranged with its long axis oriented parallel to the original museum façade, and the garden area centered on the museum building. Sloped embankments on the north and south edges enclose the garden space, and a sloped hillside separates the entire space from the museum. The formal space slopes gently to the west, where a sloped hillside drops down into the Big Meadow. Originally the garden had a central reflecting pool with a paved terrace and was flanked by large formal gardens on either side. Evergreen and deciduous trees planted on the north and south hill sides further defined the space. In the 1950s, the Denver Rose Society planted and maintained a large collection of roses in the formal planting beds that flanked either side of the reflecting pool.

In 1999, the Gates Foundation funded the addition of a fountain to be located west of the original reflecting pool, which had been removed many years ago. The fountain and landscape, designed by DHM Inc., includes a narrow staircase and a gravel path that descends from the viewing plaza along a zigzag route just north of the steps. The fountain is a series of random shooting fountainheads set in a circle within an octagon, and is very popular with children when it is on. Portions of the formal garden have been laid out similar to the original design and are planted with roses. A fenced enclosure for the fountain equipment is located to the south of the fountain and the equipment is all above ground.

Below the formal garden, one of two paths recommended by the 1914 Olmsted (note no. 64 and 65) plan was built and remains. The southern walk was not built. The existing path extends along the northern edge of the meadow, into a linear plantings of lilac shrubs. The path replaced two earlier parallel walks, which lead from the promenade to Ferril Lake, and was flanked by a sparse planting of trees.
The Benedict Garden is in poor condition. The narrow width and small scale of the staircase and gavel path are lost in the grandeur of the garden space, detracting from the garden's historic character. The staircase is contradictory to the original terrace design, which included an eighty foot wide flight of steps that descended to the formal terrace with a central octagonal pool (116' across) flanked by two 34' diameter round pools. All three pools were set in a gardened ellipse. An overall loss of symmetry occurs in the garden space due to the ramp alignment and its size.

The Gates Fountain itself is more in keeping with the appropriate scale and is located in the area previously occupied by the reflecting pool. However, the fountain is relatively plain and unnoticeable when the water is not on, and it does not have any of the qualities of the original design since its does not function as reflecting pool. Signs warning of the danger of interacting with the fountain are more prominent than the fountain.

The fenced area for the fountain equipment, located to the southwest of the fountain, drastically compromises the integrity of the Benedict Garden. It is more obvious than the fountain, and is sited within City Park's most significant viewshed (protected by ordinance).

"Grizzly's Last Stand," the bronze statue on a concrete base of a grizzly bear and two cubs, is currently located in the northwest corner of the Kessler plaza. It is the work of Louis Paul Jonas and was gifted by John McGuire. The sculpture was originally sited in the center of the plaza in the 1930s.
Sopris Garden
Located just west of the City Park Pavilion is the Sopris Garden, originally built in 1925 to commemorate Elizabeth Ellen Sopris, wife of Richard Sopris.

The garden consists of the Elizabeth Ellen Sopris Memorial; formal flower beds; the Colonial Dames sundial built in 1906; a Civil War Memorial short column and the Sons of Colorado Flagpole erected in 1906 are located to the west of the garden.

The garden is axially centered on the west façade of the City Park Pavilion. It is organized on two levels, stepping down to two terraces from the Pavilion’s west terrace. Separated from the Pavilion by Juniper shrubs, the upper terrace is a formal lawn, flanked by flower plantings on the north and south ends. The lower terrace creates a sheltered space for the Sopris Memorial. The garden is defined on the west edge by a semi-circular row of crabapples, planted in the 1980s by the Colorado Chapter of the American Society of Landscape Architects (CCASLA). The trees complete the formal space of the garden. Junipers behind the statue have become overgrown, blocking the view of the memorial from the Pavilion.

The Memorial is a bronze statue of a child on a granite block with low benches on either side and a small pool at the base, which is now filled with asphalt. Historic photographs indicate that bronze drinking fountains were once situated on either end, and are now missing.

There is a short marble column with a flat top where a bronze sundial was situated. The sundial is missing.

The Sopris Memorial retains its original historic qualities, although the condition of the overall garden is fair to poor. The loss and poor condition of original features, such as drinking fountains and the bronze sundial, minimizes its integrity. However, the layout of the original garden is identifiable, and a renovation would greatly improve its integrity.
Burns Statue and Flower Garden

The Burns Garden is located just northwest of the City Park Pavilion, and consists of a small formal flower garden encircled by evergreen and deciduous trees, flanked by three cannons (toward the west, north and southeast), with a bronze statue in the center.

The garden was originally designed by Reinhard Schuetze the city landscape architect, in 1896 in the French broderie manner, and originally consisted of flowerbeds.

Beginning in 1897, the dedication of three cannons, a 13-inch sea coast mortar, a 41-inch Columbia and a parrot 100 pounder, by the Grand Army of the Republic began a long-standing tradition of commemorating events and people through monumentation and sculpture placed strategically within City Park.

In 1904, the Caledonian Club added a bronze statue of Robert Burns by artist Grant W. Stevens, to the center of the garden. The garden was named for Robert Burns.

The Burns Garden retains the majority of its original features. The current flowerbeds occupy are similar areas as did Schuetze’s original flower planting plan, although they are considerably less elaborate. Many of the evergreen trees appear to be original. Asphalt has replaced earlier gravel paths, detracting from the gardens historic character. The garden is in fair condition.
Botanic Garden
During the early 1950s the City of Denver began implementing a botanical garden in City Park on the east and south-east side of the park. S.R. DeBoer created the early planning documents, including conceptual planting and site design. Several of the plantings were implemented, including the Pinetum, the Box Canyon, the Lilac Hedge, the Rose Garden, the Rainbow Iris Garden, and miscellaneous plantings including cherry and crabapple trees and tulips. With the exception of the Iris Garden and the tulip plantings most of the Botanical Garden materials still exist.


Plan illustrating locations of specific tree species for the Botanic Garden.
Box Canyon and Waterway
In 1957, S.R. DeBoer created the Box Canyon and Waterway. Located within the forested area that defines the southern edge of the Benedict Garden, it is designed in imitation of a mountain stream with large boulders and cascading water. Shrubs and trees line its edges, emerging from the boulders and creating a shady spot. Below the Box Canyon is a series of small pools defined by slight grade changes and stone drop structures. The pools slow and hold the water, allowing for a continuous stream to meander toward and to terminate at the Lily Pond.

Until recently the Box Canyon and Waterway were devoid of water, and it had become an informal children’s play area.

The Box Canyon and Waterway are in good condition. Recent improvements have reinstated the watercourse, stabilizing the streambed within the Canyon. New plantings have filled in voids in the trees and shrub edge. However, the paths are unimproved and the lower depressions are in fair condition.

Pinetum
The Pinetum is located just south of the museum, and consists of mature juniper and pine trees, set in a grove on sloping terrain. The tree planting and grading laid out as a hilly labyrinth was designed by DeBoer in 1953 as a component of the Botanic Garden. The Pinetum retains its original features, including trees and topography. The existing configuration appears to be the original Pinetum, and the evergreen trees appear to be original.

The Pinetum is in fair condition.

Although the trees in the Pinetum appear to be original, the planting area has become very overgrown. The topography is difficult to discern as the trees have grown together.

The Box Canyon has been restored to closely resemble the 1957 condition shown in this photograph. Photograph courtesy Denver Parks.

Today, the DeBoer waterway is filled with flowing water. However, individual elements such as the rock drop structures are in fair condition.
Lilac Hedge
The lilac hedge defines the northern edge of the Big Meadow. It was originally planted in 1953 and is laid out as a series of rows that parallel the Big Meadow. A walk was originally intended to provide pedestrian movement through the hedge, and was located along center of the hedge. An additional, smaller hedge (laid out in a half circle) is located to the northeast of the lilac hedge.

Many of the lilac shrubs appear to be original plantings. They are generally in good health, although their habit and form are deteriorating.

The individual hedges are difficult to discern and there are many voids in the plantings.

One walk exists and is paved in asphalt. It is in fair condition, but the asphalt material is detracting and not compatible with the graduer of the Big Meadow.

Miscellaneous Plantings
Several tree groupings appear to be remnants of the Botanic Garden plantings, including several ornamental trees, and shrubs.

A field reconnaissance investigation revealed plant species such cherry trees,

A review of the original DeBoer plan indicates that many of the plantings, such as the tulip garden, have been removed.
Structures

During the early 20th century, the original park plan was embellished by the addition of several commemorative works of art placed strategically throughout the park. In most cases, the works were monuments to important city benefactors and were located at key points of view, including park entry points. In addition to the monuments and art works, several structures were added to the early park, some for specific park uses and the others for the benefit of the entire Denver community.

The structures include the Martin Luther King Jr. Statue, the Monti Gateway, McLellan Gateway, Sopris Gateway, Children's Fountain, Thatcher Memorial Fountain, and the boat docks.

Monti Gateway
The 1917 gift of Joshua Monti of the Monti Gateway at the eastern entrance to City Park at Montview and Colorado Boulevard was the second commemorative piece installed. Designed by architect Richard Phillips, the gateway is a pair of pink Platte Canyon granite structures located on each side of the roadway. Each structure is a simple pier with a base and a capital; surmounted with a granite sphere. Curving out from the pier is a granite bench. Evergreen trees frame the west side.

One of the more spectacular views into City Park is from Montview Boulevard looking west toward the Monti Gateway and the museum.

The Monti Gateway is in good condition. The trees are overgrown and obscure the gateway from the west and partially from the north and south. Pedestrian paths leading to the pedestrian opening are small.

The MLK statue, circa 2001, will be moved and replaced with a new sculpture in the near future.

The Monti Gateway, circa 2001, is visible from Montview Avenue, but is generally obscured by overgrown evergreen trees from every other direction.
McLellan Gateway

The McLellan Gateway was the gift of William McLellan, and was originally installed in 1903 at East 19th and York as an entrance into City Park. It originally functioned as a ceremonial entrance to the west side of the Thatcher Memorial Fountain, and was accentuated by a double row of deciduous trees that extended to the fountain. The view from the fountain toward the west is to downtown Denver and to the mountains. In 1957, traffic patterns were modified and the gateway was moved to the park entrance at 21st and York Street. The gateway is a pair of solid granite square piers located on either side of the road, providing a formal vehicular entrance. Architect Edwin H. Moorman designed the gray granite stone gateway as a renaissance composition. It has a simple base, with an entablature, and moldings, and outward facing French Gothic inspired lamps. Two entryways, scaled for pedestrian use are on either side, and are set in straight lined wings that end in smaller matching piers and are buttressed by simple volutes on the outward side.

Tree plantings behind the gateway obscure, rather than frame the gateway. The formal planting of trees that had extended the gateway into City Park at its original location was not completed when the gateway was moved. The road curves to the south as it moves inward.

The gateway is in good condition. However, it is located a distance from York Street and does not entirely function as an entry gateway. Current traffic configurations within the park that favor a one-way automobile system negate its role as an entryway. Road widening has expanded the asphalt paving close to its base, minimizing its setting. The gateway does not completely encourage pedestrian traffic since there are a lack of walks connecting York Street into the park.
Sopris Gateway

The Sopris Gateway was originally designed to function as a trolley stop. The gateway, a memorial to Richard Sopris, was designed by the well-respected Denver architect Frank E. Edbrooke, who also designed the Brown Palace Hotel. It was installed in 1911-12 at 17th and Filmore Street. The gateway is a pair of stone piers measuring 77' wide with a 21' passageway. The stone square piers have a simple entablature and matching moldings on either side crowned by iron lamp standards with five globes. Low curving benches, facing south, extend from each pier and at either end are short stone piers with a slender fluted iron Corinthian column supporting a single lamp globe. The gateway is built of unique red sandstone that was quarried in Colorado Springs and granite with red flecks. Verdeckberg and Burkhardt built the iron lamp standards. The Gateway is framed by a mass planting of Austrian Pines, Ponderosa Pines, Junipers, Catalpas and Crabapples. Beyond the monument trees extend the entry into the park, focusing on the view of the small meadow.

The Sopris Gateway is in excellent condition and has recently undergone rehabilitation, in the early 1990s and included stone repair/replacement, new concrete paving, new Denver park standard metal benches, new lighting fixtures and globes and improvements to the irrigation system. Unfortunately the rehabilitation included the use of red pigmented concrete of the paving which detracts from the grandeur of the monument. The craftsmanship of the new work is not as high a quality as the original monument and detracts from the monument. The gateway is currently used as a bus stop and provides a pedestrian/bike entry. Some of the vegetation in the background has become overgrown. Newer tree additions within City Park have been planted haphazardly and currently obstruct the significant view into the park and detracting from the original intent of a framed view.
Thatcher Memorial Fountain

The Thatcher Fountain was designed as one of the main entries into City Park, providing a transition between two distinct landscape styles, the English landscape traditions of City Park and the classic French landscape design with Renaissance conventions of the Esplanade. It was a gift of Joseph Addison Thatcher, a pioneer banker, to the people of Denver, and was created by sculptor Lorado Taft and architect J.R.M. Morison at a cost of approximately $100,000. The Fountain was presented on September 14, 1918.

The Thatcher Fountain is a primary focal point within the sequence of views of the Esplanade, providing the terminus at its north end. The Thatcher Fountain is sited in the center of a park road and roundabout, and is framed on the north by a forest background of crabapples, American Elms, and upright junipers.

The entire fountain is 34 feet high, with a central 18 foot high bronze female figure holding a sword and a shield. The figure is set on a hexagonal granite plinth within a 64 foot round pool, with granite coping, sur rounded by a concrete step and paving. Three granite blocks on the edges of the pool have smaller groups of bronze figures representing "love, loyalty and learning." Water cascades between the blocks from an upper pool into the lower basins to the lowest round pool, which was originally a terrazzo basin. The blocks and plinth are embellished with decorative bronze bands, and the landscape area along the bottom of the fountain is a mass of annual flowers.

The Thatcher Fountain has recently undergone a series of renovations and is in excellent condition. However, the Fountain is somewhat obscured from the southern portion of the Esplanade. The site does not currently function as a park entry as originally intended, due to existing visual and physical barriers. The east lane into the park is closed with bollards, requiring that the west lane accommodate two-way traffic.

The forested background is missing several Juniper trees. Recent infill plantings of crabapples have matched the historic species, so that the bloom of color in the spring is a consistent arc.
Children's Fountain
The Children's Fountain is a white Italian marble composition, featuring three children playfully dangling their legs above a small basin. It was designed by sculptor Max Blondet and was originally installed at another location in the park in 1912. It was moved to its current location, on the banks of Ferril Lake, in 1917. The fountain is set in a semi-circle of Spruce and small flowering trees, at the end of a formal path delineated by two lamp posts that extends from the path encircling Ferril Lake.

Although the Children's Fountain was restored in the early 1990s, it is in poor condition due to continued vandalism. The addition of the path and lighting adds to the significance of the fountain by providing a completion of the space.

The trees surrounding the Children's Fountain are in poor condition and several trees are missing.

Boat Docks
The boat docks along Ferril Lake have had several configurations, including one located closer to the bandstand. However, a boat dock has existed in the current location since the construction of the lake in 1897. Two boat docks currently exist, a floating wooden dock just south of the bandstand, and another east of the bandstand along the lakeshore. The eastern boat dock consists of a large expanse of eroding asphalt paving extending to the lake edge where deteriorating stone walls define the edge of the water. An earlier hipped roof boat house and concession stand has been removed. Underneath the asphalt paving is an original cast stone wall. West of the dock is an asphalt parking lot, closed to access and only used for special events.

The boat dock area is in very poor condition and is scheduled to undergo a renovation in the near future. The renovation will consist of exposing the original wall, and adding a small terrace adjacent to the lake surrounded by an iron guardrail that matches the one at the bandstand, and moving the floating boat dock.
Buildings

City Park Pavilion
The City Park Pavilion is actually the second pavilion building to sit on the west side of Ferril Lake. The present pavilion was built in 1929, and is the design of William E. Fisher and John J. Humphreys. It replaces the original pavilion built in 1896, which was very similar.

The building’s composition is of a simple rural Italian Renaissance villa with a central large front gabled cube, consisting of a fenced arcade on the first level and three windows on the second level. The central cube is flanked by two narrow, square towers that thrust forward on the east façade, but are also visible from the west. Low one-story wings are located on either side of the arcade, with a loggia of arched openings on the east side and rectangular openings on the west. Simple colored tiles set in courses wrap around the tower bases, and around some of the windows. On the east side is an iron cresting over the eave of the loggia.

The west side has a terrace running the length of the building with an iron guardrail fence, which is most likely original. Thirty feet of asphalt paving is adjacent to, and east of the building, and a grass amphitheater extends from the asphalt out to, and facing the bandstand. Originally (prior to the 1925 addition of the Sopris garden) the pavilion had vehicular access along its west side in the form of a circular promenade or driveway, which led to centrally, located steps onto the pavilion terrace.

The City Park Pavilion is in good condition.

The structure has a hipped roof with triangular ends, simple eaves, an undecorated frieze, and a plain paneled base. Ten free standing fluted columns, with a cross buck balustrade in-between support the roof.

Concrete paving and a set of steps surround the bandstand, and twenty sections of iron fence extend south along the lakeshore on top of an original concrete wall that lines Ferril Lake.

The bandstand is in excellent condition.

Bandstand
The bandstand, originally built in 1924 was demolished and reconstructed in 1984. Prior to 1924, another, more elaborate bandstand with a large arched opening stood in the same location and was probably built as early as 1896-97.

The reconstruction, as a simple neo-classical structure on stone piers, is very similar to the original structure and is in a location that closely approximates the original.
Graham / Bible House and Carriage House
The Graham / Bible house and carriage house were originally built in 1892-93 to accommodate the park superintendent who at the time was Alexander J. Graham. The modest two story cross-gable house, and its matching gable end carriage house is located south of the McLellan Gateway at 21st and York Street.

The design of the structures is reminiscent of H.H. Richardson's Sherman house in Newport and other transitional shingle style houses. Both buildings are clad in square fish scale and sawtooth shingles. The first story of carriage house is brick. All exterior wood and brickwork of both structures are currently painted white. The house has multi-paned windows, ribbons of windows, and double hung windows with glass panes, and a low turreted north entry porch combined with a summer porch on the east. The original city park greenhouses were located just south of the carriage house.

In addition to the two buildings, the site has a gravel drive that extends from the park road to the buildings with a small turnaround. Various walks and plantings are scattered near the buildings.

The Graham / Bible House currently houses the offices of the City Golf department, the City Park Alliance, and City Park Environmental Center.

Although it is used for offices, the building is in poor condition. The current approach, parking, entryway, planting detract from the original layout, and do not function well.

Parks Maintenance Building
Constructed in 1906-1908, and designed by Joel Gray Barri (park superintendent), the current park maintenance building was originally a pumping station for park irrigation and the electric fountain.

The building is a symmetrical neo-classical form with a slightly projecting central bay that is flanked by two wings of equal height. An entry portico extends from the south façade and is supported by brick pillars. The structure is built of red brick with a steel truss roof.

The building has some brickwork decoration, including a dentil-like design below the dropped cornice around the building and a paneled parapet above the cornice.

The building is set in a backdrop of Pine and Spruce.

The Parks Maintenance Facility is in excellent condition.

Greenhouses/Nursery
The greenhouse / nursery building is located just south of 23rd Avenue, and east of the park entry. The current greenhouse buildings date to 1941, although a greenhouse/nursery presence has been in the park since 1895, with the original location south of the Bible/Graham house. A brick octagonal smokestack is part of the greenhouse building.

The greenhouse / nursery continues to function as the city greenhouse. It is in excellent condition.
Construct Water Features

The water features at City park have all been constructed at various significant points in the park's history. Several significant features, including the three pools at the Benedict garden have also been removed. All the water features are constructed, although some appear to be naturally occurring.

Ferril Lake

A large lake in the center of the park was a central feature of Meryweaether's original plan. It was intended as an open mirror of water to provide wide-open vistas as well as a setting for public entertainment. Ferril Lake, originally named Big Lake was built after the initial roads had been built. Its design, including form, topography, scale and location was done by Reinhard Schuetze, city landscape architect, in 1896.

The lake originally had sloping shores along the northern, eastern and southeastern edges. Along the west was a cast stone retaining wall that defined the dock edge and extended to a set of formal stairs that extend to Duck Lake. An island is located in the southern part of the lake and is heavily vegetated with willows, pines and spruce.

In the center of the lake is the Electric "prismatic" Fountain, described in the following text. A promenade walk extends around the Lake.

Ferril Lake is in fair to good condition. The scale of the lake and its form closely resemble the original Schuetze design. Other subtle changes have occurred, including the addition of gabion baskets to stabilize the northern shoreline; the addition of a stone wall during a period when the Works Progress Administration assisted Denver parks, now underwater; and the addition of asphalt paving on the southern shores to provide a dock.

The current asphalt paved promenade walk around the lake follows the original historic alignment, although the original material is thought to have been gravel.
Electric Fountain
One of the most loved features of City Park has long been F.W. Darlington's electric fountain. Designed by Mr. Darlington, an electrical engineer, the fountain was dedicated on Memorial Day in 1908. The fountain is encased in two concrete structures that appear as one structure, just above the water surface. One structure resembles the top of a medieval Italian castle and the other is similar to the foundation of a marble pantheon. The fountain originally used 4400 gallons of water per minute pumped through 2100 jets to create 125 different water formations, and was illuminated at night in nine colors.

The Electric Fountain is in very poor condition. Structural reports indicate that the concrete structures below the water surface are failing and are in need of replacement or extensive repair. The fountain piping is also in poor condition and is in need of extensive replacement.

Duck Lake
The inclusion of areas for natural habitat was an important concept of the original 1882 Meryweather plan, and Duck Lake was intended to provide a "natural" bird refuge. The Lake was built in 1887 with an island in the center to provide a breeding ground for birds. The island was heavily planted with willows and evergreens. The north edge of lake currently is the northern boundary of City Park and is considered a part of the Denver Zoo. Within the Zoo is a wooden trellis with a walk along the lake edge and interpretive signage. On the south edge of Duck Lake is a sympathetic addition, constructed in 1992, that provides concrete walks, steps leading to the lake, a cobbled shoreline edge, lights, benches and trees lining the edge along the park road.

Duck Lake is in very good condition. The newer additions enhance the lake edge and provide a setting for visitors to experience the area's naturalistic qualities.
Sediment Pond (Lilly Lake)
The Sediment Pond was referred to as Lilly Lake early in its history. It was originally intended to function, in Meryweather's plan, to be a component of a series of water bodies located along the line of natural drainage in City Park. The pond is located south of Ferril Lake, and was constructed in 1917, as a work of art reminiscent of Monet's late 19th century composition of still water, weeping willows and lily pads at Giverny. Remnants of the original rustic stone bridge parapet walls are still visible on either side of the culvert that connects to Ferril Lake.

The Sediment Pond is in fair to good condition, and while it no longer exhibits the intended romantic image, it does have several areas of wetlands along the shore and attracts numerous bird species, including cormorants.

City Ditch
The City Ditch pre-dates the development of City Park. It became a part of Smith's Ditch (also known as the Big Ditch) after 1875 when the ditch was acquired by the City of Denver and extended to City Park. The Denver Board of Water Commissioners operates and maintains City Ditch. City Ditch flows into City Park from 17th Avenue, where it joins a storm sewer and the combined flow enters the Park. The Sediment Pond, Ferril Lake and Duck are all fed from the City Ditch. Outflow from Duck Lake enters the Children's Zoo Lake which then overflows in the Park Hills Storm sewer and is conveyed to Sand Creek.

City Ditch is encased underground in a pipe throughout City Park. Originally the Ditch was an open canal. In the early 1900's the portion of the ditch within the Big Meadow was underground to improve the view from the museum's west façade toward the pavilion and beyond to the mountains.

Since City Ditch is no longer an open canal it does not obviously contribute to the Park's overall character. However, City Ditch is an important historical feature in its own right and further study is merits.
Lily Pond / Goldfish Pond
Located to the northeast of the Sediment Pond is the Lily Pond, built in 1925. The Lily Pond is circular in form, and is constructed of rustic sandstone mortared walls that divide the larger overall pool into a series of smaller pools. The Pond was originally designed by S.R. DeBoer, and is thought to be fed from City Ditch.

The rustic stone walls have been repaired recently, to an extent that allows for water to re-circulate in the pond. Denver Parks & Recreation have also recently installed water lilies harvested from Berkeley Lake.

The Lily Pond is in good condition, although more extensive renovation work is needed to completely restore the pond.
Natural Systems

City Park is an intensively managed landscape dominated by mown turf, non-native trees and plant species, and several open bodies of water (all constructed). Due to the lack of native plant communities, the natural system is primarily evident in the Park's wildlife habitat. Although native plant communities are missing, City Park provides an important ecological refuge within the urban city environment. Wildlife currently using the Park is primarily associated with the Park's urban forest and open water. Common wildlife includes Canada geese, mallard duck, cormorants, ravens, magpies, starlings, flickers, and red squirrels.

City Park supports a rather diverse urban forest. The current mix of deciduous and evergreen tree species, sizes, and planting density increase the diversity and vertical structure of the urban forest helping to support a diversity of birds.

The substantial amount of open water within City Park provides habitat to waterfowl, fish and aquatic insects. Associated with open bodies of water are the two most unusual ecological features of the park - a black-capped night heron rookery on Duck Lake and on the Ferril Lake island, and a cormorant heronry on Duck Lake. These rookeries depend on their proximity to open water and the isolating effect of the island and trees in which bird's nest.

Although City Park supports substantial aquatic habitat, the majority of it is open water and lacks development of wetlands or a vegetative fringe other than mown turf. The turf in proximity to the open water makes the site very attractive to Canada geese but not to most other waterfowl. A large body of water should attract great blue herons and kingfishers, although none have been observed.

The natural system is in good condition, but improvements to the urban forest and the aquatic habitat will greatly enhance the system.
BALLFIELDS AREA

Description
The northeast ball fields area is the portion of City Park that has undergone the most change. Originally designed as a large open space edged by tree-lined carriage roads, the northeast area began as a race-track for the Gentleman Driving and Riding Club in 1892 and became the City Park Speedway by 1903. By 1950, the need for athletic fields was met by reconfiguring the lower speedway area into ball field use. Over time the ball-fields have developed into a definable complex with a paved parking area on the north, a large grandstand terraced with the topography on the northwest corner, and five fields with fencing, infields and outfields. While all physical evidence of the race track and grandstands are gone, remnants of the era are evident in the site’s topography and in several stands of pines and green ash that create groves on its northern edges.

Spatial Organization
The area’s bowl-like form, dating from the original site configuration of the 1892 racetracks, creates an interior open space, defined by the sloping terrain. The retention of the form has also preserved the size and scale of open lawn area.

The northeast corner is anchored by bleachers (built after 1960) and framed by the tree groves that emphasize the bowl’s form and topography.

The southwest corner and portions of the western edge of the bowl have been modified by the addition of a parking area access road.

The bowl-like form and the depressed flat area remain from the race track era.

Circulation
The primary circulation influences for the ball-field area include the road south of the bowl (22nd Avenue), two roads to the west, and 23rd Avenue.

Two road alignments are historic - the road south of the ball-fields and one of the road west of the ball-fields. The other two roads were added after 1960.

22nd Avenue, the road south of the ball-fields, and the road that extends northwest into the parking area both follow original park road alignments, dating to the original Meryweather plan of 1882. The road south of the ball-fields accessed the grandstand during the race track era.

Two newer roads, built after 1960 and including 23rd Avenue, define the northern boundary and the western edge of the ball-fields area. The road on the west compromises the ball-fields area by eliminating a portion of the form of the bowl.

Topography
The most character-defining feature of the ball-fields area is the topography. Original topography remains from the race track era, including the lower flat area where the race track was situated, and the side slopes that surrounded the track. Today, the original topography defines ball field area, particularly on northwestern, east, and south edge.

The lower area, which was once used as the race track, now holds level playing fields and is used for baseball, softball, football, and soccer.

The side slopes, particularly on the northwestern, east and south slopes, remain from the original earthworks created for the race track.

The Ballfields Area, circa 2001, is situated in the bowl of the historic race-track. Topography from the racetrack era created the distinctive sloped edges that define the field area.
Vegetation

The ball-fields vegetation consists primarily of evergreen/deciduous tree groves on the north-western and eastern edges. The groves date from the early 1900s and define the edges of the significant ball-field space. The vegetation was most likely planted to accomplish recommendations put forth by the Olmsted Bros. in their plan of 1913. "Put in enclosing border plantations on east, west and north sides of track," Olmsted Bros correspondence, 1913.

The tree grove of Green Ash mixed with evergreens that is located behind the current grandstand and the largest backstop date to early park plans. The grove defines the edge of the ball-fields area and contributes significantly to the integrity of the site.

Border plantings of evergreens mixed with a few deciduous trees along the east near Colorado Boulevard are a combination of historic and newer plantings. While they are not as dramatic as the groves, the tree clusters contribute to City Park's overall character.

The smaller trees along the south (22nd avenue) road, are most likely a fairly new addition and are not significant.

Buildings

The bungalow fire station, originally designed by E.H. Moorman and built in 1912, is situated in the southeast corner of the ball-fields area. The fire station is currently used as a Denver Police Department facility.

Although the structure was constructed after the racetrack era, it provides a glimpse into a stylistic influence that was occurring in Denver during the early 1900s, and the park's composition.

The building is built of dark harvard brick and is characterized by a columned pergola and palladian roof dormer window in the front, and its craftsman style bracketed eaves.
ESPLANADE

The Esplanade, circa 2001, looking from the Thatcher Memorial Fountain south towards Colfax Avenue.

Inappropriate changes - road closures, asphalt paving expansion, traffic light wires, and parking - diminish the quality of the Esplanade.

Description

The City Park Esplanade which links City Park to Colfax Avenue was designed by George Kessler in 1907 in the tradition of the classic French landscape design school, influenced by Le Notre at Vaux-le-Vicomte in the 1650's. The Esplanade is a linear landscape space, with a central open space that is defined by plantings on the east and west, monuments on either end and linked by the views to the north and the south. It provides a ceremonial entry to City Park from the south at Colfax Avenue. This spot is a localized high point along Colfax and affords spectacular views to the west to the dome of the State Capital building and to the Rocky Mountains.

The form, massing and scale of the grand promenade remains basically intact, with the central open green space, loosely defined by tree massing, and terminated by the monuments at either end. However, changes within the central open space primarily to road widths, paving materials and the loss of outer vegetation has compromised the spatial integrity of the space.

The 1914 Olmsted plan recommended narrowing of the existing road to 32 feet, which was not done. However, the existing sidewalks were originally 20 feet wide, and the plan recommendation for narrowing was accomplished as the side roads were narrowed to 10 foot walks.

The drives and walks were originally gravel paved, and were lined with lamp fixtures, trees and hedges on the outside. The current configuration of asphalt curbs and roads that are striped to accommodate a drive lane, a bike lane and angled parking, detracts from the original design intent, and compromises the historic integrity of the Esplanade.

The changes to the primary roads within the Esplanade negate the original design intent of providing a connection to City Park from Colfax Avenue. The interruption of the alignment to accommodate parking greatly detracts from the visual connection between the Sullivan Gateway and the Thatcher Fountain, and interrupts the linear movement once enjoyed by pedestrians and autos.

Although the Esplanade still functions as pedestrian route the striped roads with parking detracts from the importance of the pedestrian.

Road closures at both 17th and Colfax Avenues detract from the Esplanade's historic character. The visual

Circulation

The Esplanade's form is articulated through its circulation system. It has a strong north-south symmetrical axis that is created by its pair of central roads and adjacent walks. The symmetrical layout is centered on a turf terrace, flanked on each side by asphalt roads that provide a perspective point toward the Thatcher Fountain. Adjacent to each road is a tree lawn edged by a sidewalk. The two hidden cross axes contribute to it historic system.
Topography

The Esplanade is relatively flat, with a consistent gradient that slopes slightly downhill toward City Park from a localized high point on Colfax Avenue and at the Sullivan Gateway. The slight gradient adds to the effect of the perspective view toward the Thatcher Fountain, further emphasizing the entry into the Park. The high point at Colfax Avenue creates an added presence to the Sullivan gateway and a spectacular view along Colfax Avenue toward the west.

Vegetation

The Esplanade vegetation is an integral component in its design. The vegetation consists of a central turf terrace, and a double row of Cockspur Hawthorne and American Elms. The edge planting provides an edge or wall separating the exterior spaces from the internal linear focus. The plant design focuses on layering of plant material to articulate the Esplanade's three-dimensional form. The low linear turf terrace creates an open area in the center of the Esplanade that extends the view between the Sullivan Gateway and the Thatcher Fountain. The double row of trees, with an interior line of lower ornamentals, flanked by the exterior line of taller shade trees defines a vertical plane, accentuating the turf terrace. The exterior planting of the hedge originally created a wall on both sides of the space.

The layering of the plant materials is evident today in spite of some missing elements. Several trees in the original double line of Cockspur Hawthorns and American Elms have died or were removed, and have not been replaced. In the original line of American Elms, approximately 60% of the original trees are missing. In some instances, new trees such as lindens have been added, and not all are compatible with the original design intent. Of the double line of hawthorns that were added between 1914 and 1918, in accordance with the Olmsted Bros. recommendations - i.e. note no. 26, approximately 75% of the original trees are existing and/ or have been replaced with the same species. Turf in the turf terrace is eroding in some areas, particularly near the south end adjacent to East High School’s entrance.

Portions of the landscape area adjacent to the interior roads towards the south end of the promenade, has been replaced by asphalt paving with bike racks on the east side.

Oak trees and lindens have recently been planted in front of the Sullivan Gateway, and around the Dolphin Fountain terrace. The plantings replaced the original American Elms, which extended as street trees around the Gateway.

The Esplanade vegetation is in fair to poor condition.

Structure and Constructed Water Features

Sullivan Gateway reflects a renaissance convention used for creating imposing and inviting gateways for palaces and gardens. The entry drive from Colfax Avenue curves inward toward the narrower north south road, creating a half circle with an island in its center. On either side of the north south drive is the Sullivan gateway and in the center of the island is situated the Dolphin Fountain. The gateway was the gift of John clarke Mitchell as a memorial to Dennis Sullivan. The sculptural space is a ceremonial gateway into City park and was designed by Edward H. Bennett, the renowned Chicago Architect who designed Grant park in Chicago. The statues are by sculptor Leo Lentelli.

The Sullivan Gateway and Dolphin Fountain are in good condition. Both features and the plaza area around the fountain have recently undergone restoration work. However, the restoration work was limited specifically to the sculpture and fountain. Other original features such as street lights are missing and were significant features.
DENVER ZOOLOGICAL GARDENS

Description
The Denver Zoological Gardens has occupied the northern area of City Park to varying degrees since 1996. The original zoological facility has expanded greatly, changing from displays that were integrally designed with the City Park's roads and spaces to a closed facility requiring a secured perimeter. The assessment of the Denver Zoo and its contributing landscape and architectural features is not included in this report. However, a brief description of the Denver Zoo and its influence on the significance and integrity of the City Park follows.

Spatial Organization
The relationship of the Denver Zoological Gardens to City Park has changed dramatically since the Zoo's inception in 1896. The original spatial relationships were created by a series of open spaces connected by roads and paths that allowed for open views and unobstructed interaction between the zoo exhibits and the park. Today, the Denver Zoo is completely enclosed by a tall perimeter fence that not only secures the zoo perimeter but also eliminates a connection to City Park, particularly on the Zoo's south and west boundaries.

The early characteristic setting was defined by relatively small exhibits, organized along park roads, and set within large open spaces of grass and trees. The boundary between the zoo and park was invisible.

The size of the Denver Zoo has increased dramatically, and today encompasses the majority of the north central portion of City Park.

The enclosure of the Denver Zoo and its expansion has created a new northern edge to City Park, effectively reducing it in size and scale. In addition, the loss of the open views into and from the Denver Zoo to City Park has compromised the spatial composition of the Denver Zoological Gardens.

The City Park roads within the north central portion of the Park, now encompassed by the Denver Zoo, and road connections to the south into City Park have been removed. This has resulted in a disjointed road pattern along the Denver Zoo perimeter that is not complementary to the remainder of the Park's circulation system.

Buildings and Structures
Significant Denver Zoo components include Bear Mountain, the original City Park Palm House and the buildings at the Zoo Operations Center.

Bear Mountain is a rock promontory constructed from structural steel and concrete in 1918. It was the first (and only) element built of the "Habitat Zoo" master plan prepared by S.R. DeBoer and Victor Boerchardt. Originally planted with native vegetation, Bear Mountain is still used as an exhibit.

The Palm House was built in 1927 as a glass conservatory with a steel frame and was originally located near the Graham Bible house. It was moved to the north shore of Duck Lake, next to the "Singing Pavilion" (demolished in 1973) in 1948. The original steel frame is used with wire for the raptor exhibit.

The Zoo Operations Center, located just south of 23rd Avenue is the original City Park Shops/barnyard. The area has the red brick barn (a structure with three shingled hay loft dormers and a gabled end on gambrel roofs) built in 1898, a red brick stable and a wagon shed built between 1898 and 1904. Another barn thought to pre-date the park, is the City Park Dairy Barn, built in 1880. In 1936 a gray-stone warehouse was built by the Works Progress Administration to complete the maintenance area for the City Park Shops. The area is currently fenced and secluded from the Park and the Zoo, and has been used as Zoo maintenance facility since the 1980s.

Spatial Organization
City Park and Denver Zoo roads were one and the same for sixty years. After 1960, the Denver Zoo became more internally focussed and access between the two entities was reduced to specific points.
CITY PARK GOLF COURSE

Description
City Park Golf Course is the 136.5 acre parcel located directly north and adjacent to City Park Proper across 23rd Avenue. Prior to the 1920s, the Golf Course acreage was a continuation of City Park. When 23rd Avenue was extended as a through road after 1920s, the distinction between the two uses became more evident and today they are considered two distinctly different places.

The relationship between the Golf Course and City park has changed with both spaces perceived as independent of each other.

Spatial Organization
The basic form and configuration of the Golf Course itself has changed little since its creation in 1913. It is a long and linear open space defined on four sides by through streets lined with scattered tree massings. Views and vistas into and from the Golf Course are significant and remain similar to the historic views with one major exception. Unobstructed views occur into the Golf Course its perimeter roads - 23rd Avenue, York Street, 26th Avenue and Colorado Boulevard. Significant views also exist towards the west from various high points on the course, affording views to downtown Denver and beyond to the Rocky Mountains. The view towards the east, once notable for its unending vista of the high plains prairie has disappeared as eastern Denver has matured.

The relationship of the Golf Course to the vast prairie on its eastern and northern boundaries has changed dramatically since its inception. The 1914 Olmsted plan identified the high point in the center of the course as having a particularly important view towards the east, which provided an illusion of vast space as the horizon loomed up.

Circulation
The golf course follows a relatively conventional layout with wide and straight fairways. The original layout of nine holes is indicated on the 1914 Olmsted plan. The course was expanded in 1914 to 18 holes and the current course is very similar in layout. Minor circulation changes have occurred, including a newer route into the course from the south for maintenance vehicles to access the maintenance facility.

Topography
The Golf course was originally designed to follow and accentuate the natural terrain. The terrain drops towards the west from a high point near Colorado Boulevard and has another rise in elevation near the center of the course just east of the maintenance facility.

Located along the topography is a natural swale which also follows the original alignment of the City Ditch as it flows north south across the Golf Course.
Vegetation

The existing vegetation consists of grassed fairways, greens and rough surrounded by scattered massings of evergreens along the exterior boundaries and between the fairways. The massings are an expert mixture of form, color and texture providing contrast and scale. The grassed rough was originally prairie vegetation and since been converted to mown bluegrass. The tree massings are evergreens (ponderosa, white pine, spruce, fir, cedar and junipers) that were primarily planted subsequent to 1935.

Along the natural swale in the center of the course are large Plains Cottonwoods that may be the earliest trees on the course and may be the part of the area referred to in the 1914 Olmsted notes (87) as the "most impressively beautiful natural landscape in City Park".

The vegetation is in good condition.

Buildings and Structures

The structures on the Golf Course consist of the maintenance facility located on the course just north of 23rd Avenue and a starting house and a shelter/restroom building located midway. Until recently, the Clubhouse located on 26th and York Street was the course's most significant structure. The Pueblo Revival Clubhouse built in 1918 (and enlarged in 1923) was recently demolished to make way for a new and expanded clubhouse building. The original clubhouse was a flat roofed stucco building with red tiles and a colonnaded pergola on either side of a central portico. The building was primarily one-story with two stories occurring behind the portico. Other significant structures included the stucco and red tiled roof starting house and the shelter/restroom facility.

The City Park Clubhouse was historically and architecturally significant and contributed to the significance and integrity of the City Park Golf Course. The building was in good condition. However, the City Golf Department determined that the facility was inadequate for their needs.

The starting house and shelter are in good condition.
PRESERVATION PLAN
PRESERVATION PLAN

City Park, owned and maintained by the Denver Parks & Recreation department, has long been the urban gem of the City’s renowned parks and parkway system. Its continuation as a significant landscape with the parks system is reliant on the preservation of the qualities that characterize City Park. This necessitates the use of a broad range of planning tools that offer methods to preserving City Parks' character while continuing to accommodate recreational use.

The Preservation Plan provides a strategy for the preservation, restoration and rehabilitation of City Park that acknowledges its role as an active recreational resource.

The Preservation Plan drawing illustrates the park spaces and the proposed recommendations for their preservation.

PRESERVATION APPROACHES

The following preservation approaches should be used individually and collectively to preserve, protect, and enhance City Park.

NOMINATE CITY PARK AS A DENVER LANDMARK HISTORIC DISTRICT

To insure that the Park and its significant components are preserved, it is crucial that the park’s importance as a historically significant landscape be elevated.

Several significant park features including the Pavilion and its surrounds are listed as individual Denver Landmark structures.

It is recommended that a historic district for the entire park be undertaken as a way to preserve the parks integrity and significance, but to also promote its significance as an important historic component of the City & County of Denver. The district would also recognize the contribution of master landscape architects, such as the Olmsted Bros. and S. R. DeBecr to city park planning and design.

The likely boundaries for a new district are the boundaries of City Park itself, without the Golf Course. The district would also likely not include the Denver Zoo, but could extend to the south to include the Esplanade.

Create strategies for design review, which can be used alone or as a complement to a historic district, including:

Create a Denver Parks citywide design review policy for Historic Parks and Parkways.

Adopt the City Park Land Use and Circulation Plan, and the City Park Preservation Plan by Parks and City Council.

Create Historic Landscape Standards and Guidelines for City Park to assist in its design review.

Review design and park modifications through the City Park Alliance.

Review design and park modifications through the Denver Parks & Recreation Advisory Committee.

PROVIDE IMMEDIATE PROTECTION AND STABILIZATION MEASURES

Immediate measures are necessary to ensure the structures in the greatest disrepair are preserved. The protection and stabilization measures should be undertaken immediately to insure that significant features are appropriately cared for until funding becomes available for rehabilitation.

Graham / Bible House and Barn

Significant vegetation including the Shakespeare Elm
RESTORE AND REHABILITATE SIGNIFICANT PARK FEATURES

City Park's significant park features are those defining characteristics that create its identity. These features are described in detail in the previous section, Condition Assessment. The recommended treatment approaches are primarily restoration and rehabilitation, and with adaptive reuse appropriate for select features.

Restoration
Restoration implies that the appearance of a component or site will be re-established according to how it appeared at one point in time, and is generally determined through analysis of historical documentation such as photographs and drawings.

City Park Proper
- Botanical Garden Components, including the lilac and crabapple collections
- Burns Garden
- Pinetum
- Sopris Gateway
- Children's Fountain
- Electric Fountain
- Lily Pond landscape restoration
- DeBoer Waterway

Esplanade
- Vegetation and Circulation
- Sullivan Gateway / Dolphin Fountain site restoration

Denver Zoological Gardens
- Bear Mountain
- Palm House

Rehabilitation
Rehabilitation implies that a component or site will be returned to a state that also allows for contemporary use while preserving existing materials, features and characteristics.

City Park Proper
- Kessler Plaza / Benedict Garden
- Forests and Meadows
- Sopris Garden
- City Park Pavilion site
- Graham / Bible House and Barn site
- City Park Boat Docks
- Ferril Lake
- Ferril Lake Promenade
- Sediment Pond

Zoo
- Zoo Operations Center

Adaptive Reuse and Rehabilitation
Adaptive reuse is the conversion of a site or building to a new use. In City Park adaptive reuse is combined with rehabilitation as a treatment approach.

City Park Proper
- Graham Bible House and Barn site
PRESERVE AND ENHANCE
HISTORIC VEGETATION

The trees and shrubs within City Park comprise the most easily recognized features of the original park design, and as such require a level of care that respects their historical significance. To preserve City Parks' significant individual species and masses of vegetation, it is recommended that changes to plantings be accomplished according to the Vegetation Management Plan that includes the following.

Enhance the accepted horticultural practices that are currently in place to respect the historic nature of the vegetation. This will assist in preserving original features, locating new plantings in appropriate places, and insuring that replacement plantings respect the Park’s historic integrity.

Follow the Conceptual Planting Plan to insure that tree planting is compatible with the rehabilitation plan for the entire park.

Provide training opportunities for Park’s maintenance staff and others on using accepted horticultural practices that also respect the historic integrity of the vegetation. The Olmsted Center for Landscape Preservation, located in Brookline, Massachusetts offers hands-on training for foresters, arborists and others responsible for the management of historic vegetation.

Update the existing vegetation inventory map to include an evaluation of the historical significance of existing vegetation, including individual trees, tree groupings, and shrub groupings.

Conceptual Planting Plan illustrates tree plantings and meadows.
SITE NEW PARK ELEMENTS INTEGRALLY WITH HISTORIC FEATURES

The existing historic integrity of City Park relies on its maintaining its spatial organization and preserving extant historic resources. The integrity of these features, spaces and their relationships to each other should be considered if or when new facilities are desired. The following site design approaches should be considered when new uses are proposed.

Locate new facilities in respect to the established relationships of the historic features.

New facilities or elements should not interfere with views into or from the site, and they should not destroy original features.

Special attention should be paid to the view ordinance adopted by the City of Denver, which protects the views from the terrace on the west side of the Museum of Nature and Science.

New structures or large-scale landscape elements should be carefully evaluated prior to installation. The impact on the site's spatial organization as well as compatibility with the existing style should be considered.

PURSUE PUBLIC AND PRIVATE FUNDING

Even though City Park is a public park, public funds will not adequately cover all the costs associated with improving the park and restoring it to its former grandeur. It is recommended that a funding approach be developed that solicits funding from a variety of sources to augment the maintenance and capital improvement funds that the Denver Parks and Recreation department provides.

Colorado Historical Society's (CHS) State Historical Fund CHS administers a grant program to support efforts to preserve and protect Colorado's significant pre-historic and historic resources.

The program, which requires a cash match, provides grants for planning, resource inventory and survey, and restoration and rehabilitation construction projects.

Great Outdoors Colorado Funding
Great Outdoors Colorado (GOCO) provides grant funds to municipalities, counties and special districts to enhance open space, trails, parks and outdoor recreation, and wildlife needs.

City Park Alliance
The City Park Alliance is a non-profit organization that provides oversight for changes to City Park. The Alliance is lead by a board of interested citizens, who review proposed projects by the Museum of Nature & Science and the Denver Zoological Foundation, and generate grant funding for park related projects.

City Park Alliance and Denver Parks should work closely to develop funding strategies to pursue private and public funding sources.

CONDUCT FURTHER INVESTIGATIONS

Create a research/evaluation standard for future improvements that strives to gain a greater understanding of the historic landscape. Ensure that this strategy is followed prior to the construction of any new improvements, or to removal of historic material.

Consider implementing additional historical archeological investigations for those areas where little existing information is available, e.g., the City Ditch area and the site south of the Graham/Bible House (original location of the City Greenhouse).

Create a standard for baseline of information to be completed prior to construction.
PRESERVATION RECOMMENDATIONS

The Preservation Recommendations outlines a strategy for the preservation, restoration and rehabilitation of each of the City Park spaces that were analyzed under the Existing Condition Assessment. The preservation recommendations are organized by significant park spaces, including City Park Proper, Ballfields Area, Esplanade, Denver Zoological Gardens, and City Park Golf Course.

The Preservation Plan drawing illustrates the park spaces and the proposed recommendations for their preservation.

CITY PARK PROPER

Spatial Organization

Although, the original park composition seemed to have little emphasis on spatial organization and focusing more on sinuous roads lined by trees, several significant spatial relationships were created and reinforced by later modifications to the park.

These include the unending variety of views and vistas attained by the placement of multiple sinuous and curving roads, a characteristic that still provides the overall bucolic character of City Park.

Preserve and enhance the park’s overall spatial organization by preserving road patterns (sinuous roads lined by trees), and the variety of views and vistas created by these patterns.

Preserve the most important park spaces such as the Big Meadow, Ferril Lake and the smaller meadows by defining distinct open spaces by preserving of historic road and path alignments, by preserving and adding plantings along road edges, and by managing existing tree planting to enhance the historic spatial patterns.

Strengthen the sense of the park as a refuge from outside uses by defining the park edge with additional plantings, similar to the Olmsted 1914 recommendations to create a “border plantation”.

Link important park spaces together by opening up view sheds between these spaces.

Preserve Meryweather’s vista point on the west-side of the Museum of Nature and Science as the most important view from the park. Preserving this as a scenic overlook will preserve the scenic relationship between the park and the mountains, and between the vista point and the pavilion across Ferril Lake.

Preserve the openness between City Park proper and the City Park Golf Course to the north. The immense sense of scale that is a distinctive City Park characteristic is created by the visual linkage between these two open spaces. For example, do not create a berm edge on the south-side of City Park Golf Course.
Circulation

City Park's circuitous routes, which are comprised of a simple hierarchy of roads and paths, continue to carefully orchestrate the visitor's experience.

Preserve the alignments of the park's roads and paths. Many of the Park's sinuous, looping routes follow historic alignments, and although widths and materials have changed the roads in particular create a distinctive park framework.

Modify historic automobile routes within the southern portion of the park to be used by pedestrians and bicyclists only, and closed to cars.

Create a 'pedestrian promenade' of a width (20' +/-).
Consider alternative paving materials to distinguish between pedestrian and bicycle area, and for compatibility with the park's historic character. Materials may include asphalt pavers, acid-washed concrete paving or stabilized crushed gravel.

Reduce automobile road widths and repave with historically compatible materials such as an asphalt material with a chip seal. Provide room for parallel parking spaces where appropriate, and designate certain areas as "no parking" to preserve views into the park areas. Add a vertical curb at the edge between the road and the planting, using compatible materials such as an acid-washed concrete or granite.

Re-route automobile access to use historic road alignments, and minimize the number of road closures. Design a new gate that is compatible with the park's historic character.

Add a walkway within the tree lawns along 17th Avenue, York Street, and Colorado Boulevard, using compatible materials and pavement widths.
Topography

A review of historic design plans indicates that City Park's topography today is very similar to the topography of the early 1900s.

Preserve City Park's subtle topography changes and its various prospect points to afford significant views.

Preserve Meryweather's vista point, located today on west side of the museum, allowing for unsurpassed panoramic views towards the west and the Rocky Mountains.

Vegetation

General

City Park is characterized by deciduous trees lining park roads, grassy meadows, and dense evergreen tree plantings along park edges. While the earliest plantings were primarily cottonwood trees and bluegrass, over the years the Park has accumulated an extensive number of tree species, including American Elm, Green Ash, Sycamore, Linden, and various pines. The following recommendations are illustrated on the Conceptual Planting Plan.

Forest

Remnant trees from many of the original tree groves still exist throughout City Park, and have matured and been combined with newer plantings. Historically significant forest plantings include the Cottonwood grove in the northwest corner, the trees along park drives, and the plantings at the park edges referred to as the historic woods.

Preserve the historically significant Cottonwood tree grove, located in the northwest corner of the Park. This area includes a few Silver Maples interspersed with the Cottonwoods, but many of the original trees planted between 1886 and 1890 still exist. The trees should be preserved as significant species, managed to preserve their longevity and interplant with similar species to perpetuate the Cottonwood grove.

Preserve open meadows by preserving the trees and shrubs that frame their edges, particularly those with panoramic views to the west and Rocky Mountains.

Preserve the informal plantings of Cottonwood, American Elm, Kentucky Coffeetree, Blue Spruce, upright Junipers, and Hackberry that exist along the Park's west edge paralleling York Street. Preserve the trees as significant species by managing them to preserve their longevity, and by interspersing with similar tree species. For example, intersperse evergreen trees with other evergreen plant groups, and interplant historic shade trees with deciduous shade trees of a the same or similar species, and with a similar form and habit of growth.

The distinct linear street tree planting of deciduous trees that lines the pedestrian path along York Street is composed of a mixture of historically significant trees and newer, randomly selected species. Consider removing incompatible tree species and replacing them with deciduous shade trees of a similar form and habit of growth.

Preserve the significant trees and managed to preserve their longevity.

Preserve the remaining the historic woods planting along 17th Avenue. It remains a strong character-defining feature, and provides a diverse urban forest, including groves of mixed species, of Bur Oak, Cottonwood, Blue Spruce, Douglas Fir, Silver Maple, Honeylocust, Catalpa, American Elm, Green Ash. Preserve the original, significant trees, including Blue Spruce, Oak, Birch, Alder, Silver Maple, Green Ash, Catalpa, and Kentucky Coffeetree and managed to preserve their longevity.

Preserve significant trees that line the historic roads throughout City Park, including Silver Maples, Cottonwood, Green Ash, and American Elm. Manage the original deciduous canopy trees to preserve their longevity, and interplant with similar tree species. For example, intersperse new Green Ash tree plantings with original Green Ash trees, following similar spacing and alignment.
Gardens

**Kessler Plaza / Benedict Garden and Fountain**

One of the most important gardens of any of the City Park’s eras is the Kessler Plaza / Benedict Garden. For many years the plaza/garden enthralled visitors and residents with its breathtaking views, grand space, and wonderful fountains and gardens.

 Restore the Kessler Plaza and Benedict Garden and Fountain to its earlier grandeur by restoring its significant spaces, features and plantings.

 Re-establish Meryweather’s vista point as the spot for breathtaking views of the Rocky Mountains, and of downtown Denver.

 Re-establish the Kessler Plaza as a viewing plaza and community gathering area at the top of the vista point, adjacent to the Museum of Nature and Science.

 Preserve the existing sloped embankments on the south edge and re-create the north embankment (when the parking garage is installed) to enclose the garden space. Preserve the sloped hillside that separates the entire space from the museum.

 Preserve the existing evergreen and deciduous trees on the north and south hillsides, and add evergreen plantings to the north to further define the space on its north edge.

 Follow the design intent of the original garden arrangement by re-establishing a long axis oriented parallel to the Museum façade with the garden area centered on the museum building.

 Re-establish the grand staircase (which was originally an eighty foot wide flight of steps) to descend to a re-established formal terrace. Remove the zigzag crushed gravel walk, the small stairs and the handrails that lead from the vista point to the new Gates Fountain.

 Preserve the formal space that slopes gently to the west, where a sloped hillside drops down into the Big Meadow. Rehabilitate the path on the north side, and add a new path on the south side to follow the recommendations of the 1914 Olmsted plan (was never installed).

 Provide a more enticing setting for the bronze “Grizzly’s Last Stand” statue, which is located in the northwest corner of the plaza. It was originally installed in the center of the plaza in 1930.
Re-interpret the garden area in a manner that respects and complements the original garden that was designed by J.B. Benedict, and located west of the Kessler Plaza.

Re-establish the grand staircase (which was originally an eighty foot wide flight of steps) to descend to a re-established formal terrace. Remove the zigzag crushed gravel walk, the small stairs and the handrails that lead from the vista point to the new Gates Fountain.

Re-establish the sense of symmetry that defined the original formal terrace, which was a symmetrical garden ellipse with a central octagonal pool (116' across) flanked by two smaller (34') diameter round pools.

Re-establish the area where the two pools originally existed as focal areas. Consider the re-establishment of the two round fountains or another treatment that re-interprets role of the fountains within the design.

The new Gates Fountain provides a compatible center piece in scale and form, even though the garden originally had a central reflecting pool.

Re-establish a formal, paved terrace at the same elevation as the fountain, and re-establish the large formal gardens on either side. While this area currently has rose plantings the garden could be more substantial.

Consider an alternative management solution to the signs warning of the danger of interacting with the fountain that is less prominent than the fountain.

Relocate the fountain equipment and its fenced enclosure to a below ground location or the another location that is less intrusive.
**Burns Garden**
The Burns Garden is a small formal flower garden encircled by evergreen and deciduous trees, flanked by three cannons (toward the west, north and southeast), with a bronze statue in the center.

Rehabilitate the Burns Garden as an interpretation of the original planting, designed by Reinhard Schuetze, which was in the French broderie manner, and was primarily flowerbeds.

Restore the three cannons, and the bronze statue of Robert Burns.

Remove the existing asphalt paving and install new paths of a material compatible with Gardens' historic character, such as crushed gravel walks with definitive edges.

Remove the overgrown Juniper shrubs that obscure the Garden from the Pavilion, and replace with evergreen shrubs that will provide separation between the spaces without obscuring the view.

Rehabilitate the sundial, including the short marble column with the flat top, and replace the bronze sundial that is now missing.

Preserve and enhance the semi-circular row of Japanese Tree Lilacs, planted in the 1980s by the Colorado Chapter of the American Society of Landscape Architects (CCASLA), to enclose the garden on its west-side.

**Sopris Garden**
The Sopris Garden consists of the Elizabeth Ellen Sopris Memorial, formal flower beds, the Colonial Dames sundial (1906), a Civil War Memorial short column, and the Sons of Colorado Flaggpole (1906) are located to the west of the garden.

Re-establish the formal axial arrangement the garden, including its centerline located on the west façade of the City Park Pavilion.

Preserve Sopris Garden's significant existing components, including the two levels that step toward the west from the Pavilion, the formal lawn flanked by flower plantings on the upper terrace, and the lower terrace that provides a sheltered space for the Memorial.

Restore the Sopris Memorial, including the bronze statue of a child, the granite block it sits on, the low benches on either side, and the small pool at the base. Remove the asphalt in the pool, repair or replace the plumbing and re-circulate water within the memorial. Consider replacing the bronze drinking fountains that were once situated on either end of the memorial, as indicated in historic photographs, and are now missing.

*Restoration and rehabilitation approaches are both necessary at the Burns Garden and the Sopris Garden.*
**Botanical Garden**

During the early 1950s the City of Denver began implementing a botanical garden in City Park on the east and south-east side of the park. S.R. DeBoer created the early planning documents, including conceptual planting and site design. Several of the plantings were implemented, including the Pinetum, the Box Canyon, the Lilac Hedge, the Rose Garden, the Rainbow Iris Garden, and miscellaneous plantings including cherry and crabapple trees and tulips. With the exception of the Iris Garden and the tulip plantings most of the Botanical Garden materials still exist.

*Restore and rehabilitate the Botanical Garden as one of City Parks primary garden spaces.*

*Establish an arboretum in the Botanical Garden area in conjunction with other Park’s entities, such as forestry and the City Park maintenance staff.*

*Follow the historic patterns of the Botanical Garden in determining locations for new elements, including trees, shrubs or other plantings.*

*Create an overall plan that defines important spaces and connections between garden components.*

*Preserve existing open space areas.*

**Pinetum**

S.R. DeBoer's Pinetum, located just south of museum, is a mature mix of juniper and pine trees, set in a grove on sloping terrain. The Pinetum's tree planting and grading were designed as part of the Botanical Garden, laid out as a hilly labyrinth, designed in 1953, and built in 1957. The planting design is by Robert E. More and the grading is by Ed Wallace.

*Rehabilitate the Pinetum and preserve its original features, including trees and topography. Manage the significant evergreen trees to preserve their longevity, and intersperse with new plantings of compatible species.*

*Physically and visually link the Pinetum to the new Botanical Garden or Arboretum.*
Box Canyon and Waterway
S.R. DeBoer's Box Canyon and Waterway have undergone recent rehabilitation, particularly in the canyon area. Recent improvements have reinstated the watercourse, and include stabilization of the stream bed within the Canyon.

Rehabilitate the shrub and tree plantings that line the edges of the canyon, using similar species to the original plantings. Provide adequate ground cover material.

Re-organize paths to preserve the upper portion of the canyon, and to provide access to the Waterway.

Restore the individual stone drop structures by removing excessive and inappropriate mortar. Restore missing stones.

Preserve the form, grade and aesthetic of the water basins between each drop structure. Consider planting wetland grasses, sedges and rushes in these areas. Modify maintenance practices to mow around the drops.

Lilac Hedge
The lilac hedge defines the northern edge of the Big Meadow. It was originally planted in 1953 and is laid out as a series of rows that parallel the Big Meadow. A walk was originally intended to provide pedestrian movement through the hedge, and was located along center of the hedge.

Preserve the original features of the lilac hedge, including shrubs and topography. Manage the lilac shrubs to preserve their longevity, and intersperse with new plantings of compatible species as older plants deteriorate.

Create a compatible understory of groundcover or mulch that enhances the lilac shrubs and does not detract.

Consider adding a walk along the historic location, using compatible materials such as gravel paving and a width compatible with the scale of the hedge composition.

Ornamental Plantings
Several tree groupings have been identified as being remnants of the Botanical Garden plantings.

Preserve the remaining original features of the Botanical Garden plantings, including trees, shrubs and topography. Manage the plantings to preserve their longevity, and intersperse with new plantings of compatible species as older plants deteriorate.

Provide additional field work and research to determine the extent of the Botanical Gardens and the remaining plantings.

Create a detailed plan of individual plantings with notations on existing conditions, including species and variety, size and form.
Structures
City Park's commemorative works of art that are placed strategically throughout the park provide the park with a unique characteristic. Many of the monuments have undergone rehabilitation, and in some cases have been completely restored in the last few years. It is important to preserve these monuments within their historic context, which is of course City Park.

Thatcher Memorial Fountain
The Thatcher Fountain has recently undergone a series of renovations and is itself in excellent physical condition. However, the setting is somewhat obscured from the southern end of the Esplanade and visual and physical barriers obstruct its sense of grandeur.

Re-open the Esplanade entry into City Park to improve the setting for the Thatcher Fountain. Replace the bollards and chains with a design that is more compatible with the park's historic character.

Replace the missing Juniper trees in the forest back ground, with similar species and according to the historic spacing of the trees. Preserve the tree backdrop to insure longevity. For example, infill plantings of crabapples match the historic species, insuring that the bloom of color in the spring is a consistent arc.

McLellan Gateway
The McLellan Gateway, originally installed in 1903 at East 19th and York as an entrance into City Park, was moved in 1957 to make way for changed traffic patterns. Selectively thin the trees behind the gateway openings to open up views into City Park. Re-establish a formal planting of trees to lead from the gateway into the Park along the road edge.

Reduce the width of the asphalt pavement to allow for two-way traffic, but to minimize the expansiveness of paving. Add a vertical curb of compatible material, such as acid-washed concrete.

Encourage pedestrian access into and through the gateway. Eliminate the narrow path that extends from York Street into the Bible House site.
Monti Gateway
Re-establish the setting for the Monti Gateway. Selectively thin the trees on the west side of the Gateway, and remove excessively overgrown trees. Consider a new planting program to re-establish the new plantings.

Encourage pedestrian travel through the pedestrian open ings and on the adjacent paths.

Sopris Gateway
Re-establish the setting for the Sopris Gateway, including its use as a transit stop, and re-establish its relationship with City Park. The Gateway itself was recently rehabili-
tated.

Selectively thin the mass planting of Austrian Pines, Ponderosa Pines, Junipers, Catalpas and Crabapples behind the Gateway to open up historic views into the park.

Re-establish the connection to the Park with new planting that frame the view of the small meadow. Remove or move newer tree plantings that currently obstruct views into the park.

Remove the red pigmented concrete paving on the Gateway’s terrace and replace with a more compatible material, such as acid-washed concrete with minimal pigmentation.

Boat Docks
Rehabilitate the Ferril Lake boat docks in keeping with the original boat dock locations and configurations.

Rehabilitate the boat dock area by exposing the original wall, adding a small terrace adjacent to the lake sur-
rounded by an iron guardrail that matches the one at the bandstand, and moving the floating boat dock.

Remove the existing asphalt parking lot south of the Pavilion, and reconfigure the pedestrian path.

Children’s Fountain
Restore the Children’s Fountain, and protect from vandal-
ism. Although a restoration was undertaken in the early 1990s, the Children’s Fountain in poor condition due to continued vandalism.

To protect the sculpture from vandalism, it has been sug-
gested that the fountain be moved to an interior loca-
tion.

The Children’s Fountain should remain in City Park in its current location, and a greater attempt be made to pro-
tect it.

Selectively thin the overgrown vegetation around the Fountain and provide a higher level of nighttime light ing to improve vandal protection.

Consider a new planting scheme for the Children’s Fountain that provides a seemingly private space with out obscuring the area from safety or police patrols or from other users.
Buildings

City Park Pavilion
The City Park Pavilion, which is actually the second pavilion building to sit on the west side of Ferril Lake, is in good condition. The site however, lacks the level of care that has restored building. The area to the east of the building, with the grassy amphitheater and the large expanse of asphalt paving, should be rehabilitated with new paving and site amenities to improve the setting for the Pavilion.

Remove the vegetation that obscures the visual connection between the Pavilion and the Sopris Garden. Realign paths for better access.

Museum and Boiler Building
The Denver Museum of Nature and Science continues to undergo significant changes to accommodate new programs and uses. New proposals for building renovation must respect the character of Meryweather’s vista point, with a commanding presence and an unsurpassed view of the Rocky Mountains, and be in keeping with the site’s distinctive history.

New additions should respect the Kessler Plaza / Benedict Garden area.

The entry was from the east, and a grand staircase descended from its west façade to the Kessler Plaza and the lower autocourt. Periodic additions to the building mass have more than doubled and obscured the original building, dramatically changed the building entry sequence, and overwhelmed the park setting.

The present building configuration and its massing, scale and form is dramatically disproportionate to the park setting. The main entry has been moved to the north and is generally obscured by parking lots and the boiler building.

A direct relationship between the museum and the Park should be made to the viewing plaza, terraces and the open lawn west of the museum building.
**Parks Maintenance Building**

The current park maintenance building was originally a pumping station for park irrigation and the electric fountain. While the building remains in good condition and is used for park purposes, the site has not faired as well.

Re-establish the site as a park area, once the maintenance stall has moved into new quarters.

Preserve the building's backdrop of pine and spruce trees. Greenhouses/Nursery

The greenhouse/nursery building is located just south of 23rd Avenue, and east of the park entry. The current greenhouse buildings date to 1941, although a greenhouse/nursery presence has been in the park since 1895, with the original location south of the south of the Bible/Graham house.

The greenhouse/nursery continues to function as the city greenhouse. It is in excellent condition.

**Bungalow Fire Station**

The bungalow fire station, currently used as a Denver Police Department facility, can be improved to fit more compatibly with its prominent location on Colorado Boulevard and the park setting.

Reduce the parking area around the building, especially on the north and west side.

Provide a clearer entry into the front and improve the immediate site area. Remove the inappropriate addition.

Rehabilitate the building exterior.

**Graham/Bible House and Carriage House**

The Graham/Bible house, carriage house and site have changed considerably since the time Alexander J. Graham lived there. While the two story cross-gable house, and its matching gable end carriage house are in need of a full exterior restoration, the site is in need of a full rehabilitation.

Develop a site plan for the Graham/Bible Carriage House site that respects the historic patterns, including the era with the greenhouse, while accommodating contemporary needs for accessibility and service access.

Consider a site plan for the original city park greenhouse area, located just south of the carriage house that re-interprets its use.

Remove the random plantings are scattered near the buildings. Develop a landscape plan that respects the historic patterns.
Constructed Water Features

Ferril Lake
Ferril Lake is the central feature of Meryweather’s original plan and was intended as an open mirror of water to provide expansive vistas. Ferril Lake originally had sloping shores along the northern, eastern and southeastern edges, and a cast stone (concrete) retaining wall that defined the docks on the western shore.

Preserve the massing and scale of the lake, as its current form closely resembles the original Schuetze design.

Rehabilitate the lakeshore by removing the rock material on the northern shoreline; uncovering and rehabilitating the cast stone (concrete) wall on the western shore (see recommendations for boat docks).

Restore a naturalistic character to the shoreline, adding wetland and riparian plantings.

Develop a promenade around the lake of a more appropriate width and compatible material.

Preserve the island, in the southern part of the lake, and its vegetation.

Duck Lake
Duck Lake is a highly significant body of water, and continues to provide the “natural” bird refuge as originally intended. The Lake was built in 1887 with an island in the center to provide a breeding ground for birds. The island was heavily planted with willows, cottonwoods, and evergreens. The north edge of lake is currently the northern boundary of City Park and is considered a part of the Denver Zoo.

Continue the rehabilitation of Duck Lake through the addition of new plantings and habitat improvements.

Preserve the open view between the Denver Zoo and Duck Lake.

Electric Fountain
The Electric Fountain, including the structure and the interior piping systems, is in very poor condition. Several studies have been undertaken for its rehabilitation, ranging from restoring the exterior and providing an entire new piping system, to demolishing the existing fountain and re-creating it with new systems.

Preserve the existing structure and renovate the interior systems.

City Ditch
Since City Ditch is no longer an open canal it does not obviously contribute to the Park’s overall character. However, City Ditch is an important historical feature in its own right and further study is merited.

Preserve City Ditch’s historic flow of water into City Park as a source of water to the lakes.
Sediment Pond (Lily Lake)
The Sediment Pond was referred to as Lily Lake early in its history. It was originally intended to function, in Meryweather's plan, to be a component of a series of water bodies located along the line of natural drainage in City Park. The pond is located south of Ferril Lake, and was constructed in 1917 supposedly as a work of art reminiscent of Monet's late 19th century composition of still water, weeping willows and lily pads at Giverny.

Preserve and enhance the naturalistic qualities of the Sediment Pond, including its shoreline vegetation and role in water quality and stormwater management.
Re-establish ornamental and indigenous wetland and riparian vegetation to re-interpret the pond's visual aesthetic.

Rehabilitate the remnants of the original rustic stone bridge parapet walls on either side of the culvert that connects to Ferril Lake. Match stone, mortar and craftsmanship.

Consider constructing a shade structure or seating area as a re-interpretation of the original pergola structure that once graced the pond's eastern edge.

Rename the pond to articulate its artistic past (and potential future).

Lily Pond / Goldfish Pond
Located to the northeast of the Sediment Pond is the Lily Pond, built in 1925. The Lily Pond is circular in form, and is constructed of rustic sandstone mortared walls that divide the larger overall pool into a series of smaller pools. The Pond was originally designed by S.R. DeBoer, and is thought to have been fed from City Ditch.

Consider a full restoration of the rustic stone walls that have been repaired recently. Additional work would include masonry and mortar restoration, and cap restoration.

Restore the parapet wall overlooking the pond.
Continue the lily plantings that began in 2000, with water lilies transplanted from Berkeley Lake.
BALLFIELDS AREA

The remnant topography of the early Gentleman Driving and Riding Club's, and later the City Park Speedway, race-track remains a strong form in the ballfield area.

Although the area was modified to accommodate fields, the area retains a great degree of integrity, providing an important open space.

Preserve the bowl-like form with its large interior open space, defined by the sloping terrain. Consider restoring the form of the bowl to its original form by moving its western edge to the west.

Rehabilitate the bleachers in the northwest corner (if the area is to continue as a ballfield) while sensitively preserving the adjacent tree groves that emphasize the bowl's form and topography.

Preserve and protect the Green Ash and pine tree groves on the northwest corner, and to a certain extent on the northeast corner. Horticulturally manage the significant trees to preserve their longevity. Consider an interspersed planting of ash and pine that reflects the original patterns to provide new plantings.

Preserve the alignments of 22nd Avenue, the road south of the ball-fields, and the road that extends northwest into the parking area as they both follow original park road alignments. Integrate these alignments into new parking configurations.

ESPLANADE

The City Park Esplanade, is one of City Park's most significant spaces, and is the only space designed in the classic French landscape design school. As such its restoration as a community space is highly recommended.

The form, massing and scale of the grand promenade remains basically intact, however, changes within the central open space, primarily changes to road widths, paving changes and the loss of outer vegetation has compromised the spatial integrity of the space.
Restore the turf terrace to a similar width as it was originally (45 feet). Narrow the drive lane on each of its pair of central roads.

Rehabilitate the tree lawn to its original width of 15 feet, and rehabilitate the adjacent sidewalk to its original width of 10 feet.

Rehabilitate the outside planting area with shrubs and hedges that originally defined the Esplanade's edge.

Re-emphasize the two hidden cross axes, at 16th Avenue, which aligns with symmetrically with the entry into East High School and another at 17th Avenue.

Restore the lamp fixtures that originally lined the walk in their original locations. Use fixtures and poles that are in keeping with the Esplanade's historic character.

Remove inappropriate materials, such as the asphalt curbs, and the extensive striping to accommodate a drive lane, a bike lane and angled parking, detracts from the original design intent, and compromises the historic integrity of the Esplanade. Consider the use of gravel paving on roads and paths.

Replace the missing trees, including several in the original double line of Cockspur Hawthorns and American Elms.

Replace with similar species and according to the historic spacing of the trees. For example, the infill plantings of crabapples at the Thatcher Fountain match the historic species, insuring that the bloom of color in the spring is a consistent arc.

The sculptures and fountain at the Sullivan Gateway has undergone several restorations in recent years. Restore the historic site features such as streetlights, and plantings.
DENVER ZOOLOGICAL GARDENS

Significant Denver Zoo components include Bear Mountain, the original City Park Palm House, and the buildings at the Zoo Operations center.

Preserve Bear Mountain as a rock promontory and restore plantings with native vegetation. Continue use as a zoo exhibit.

Rehabilitate the Palm House and continue use as the Denver zoo’s raptor exhibit.

Conduct additional study on the Zoo Operations Center, including the red brick barn, red brick stable, wagon shed, and the gray-stone warehouse. Conduct additional research on the City Park Dairy Barn.

CITY PARK GOLF COURSE

Preserve the basic form and configuration of the Golf Course, as it has changed little since its creation in 1913.

Preserve the views and vistas into and from the Golf Course are significant and remain similar to the historic views with one major exception. Continue to provide unobstructed views into all sides of the course from its perimeter roads - 23rd Avenue, York Street, 26th Avenue and Colorado Boulevard. Preserve the significant views within the golf course, especially the views west from various high points on the course, and the view from the center of the course towards downtown Denver and beyond to the Rocky Mountains.

Preserve the Golf Course layout, with wide and straight fairways, and which closely resembles the original 1914 Olmsted plan.

Preserve the mature vegetation, especially the scattered massings of evergreens along the exterior boundaries and between the fairways.

Preserve the large Plains Cottonwoods located in the natural swale in the center of the course. They appear to be the earliest trees on the course and may be part of the area referred to in the 1914 Olmsted notes (87) as “the most impressively beautiful natural landscape in City Park”.

Consider native vegetation for the rough, as the original grassed rough was prairie grasses.

Rehabilitate the City Park Clubhouse, a historically and architecturally significant building that contributes to the significance and integrity of City Park.
LAND USE AND CIRCULATION PLAN
Land Use and Circulation Plan

INTRODUCTION

City Park has long been the gem of Denver's park and parkway system. Its 320 acres+ acres is the location of active and passive recreation and green space areas, the Denver Zoological gardens (zoo), the Denver Museum of Nature & Science (museum), as well as City Park Golf Course. City Park serves not only as a regional facility but also has a community role, and is vital to the sustainability of eight adjacent neighborhoods providing recreation and respite for over 40,000 people within walking distance.

The Denver Parks and Recreation department has worked with the community for several years to address long-standing concerns regarding City Park, including the lack of access into the park, confusing and inconvenient circulation along park roads, and inadequate parking in the northeast area.

The Land Use and Circulation Plan provides a framework for the improvement of recreational uses, and for the development of a circulation system hierarchy that provides access for all users, including vehicles, bicyclists and pedestrians.

PLANNING GOALS AND PRINCIPLES

Goals

Ensure the safety of users;
Maintain the park's historic character and beauty while meeting today's needs;
Improve parking, access and circulation;
Manage the park more cohesively, as a whole;
Improve pedestrian circulation for safer access into and within the park.

Principles

Balance the needs of all users;
Keep some areas auto-free and quiet;
Provide access and small-scale parking close to amenities;
Eliminate asphalt and existing roads to the extent possible;
Accommodate pedestrian and bicyclists;
Provide equal access and impact to surrounding neighborhoods.
Balance event needs with daily use
ISSUES

Circulation Issues

Vehicular Circulation
Although City Park has several park roads that wind through the park's shady tree groves to access interior uses, many have been closed for a number of years. The closures have become somewhat permanent with roads barricaded and one-way routes installed. While the closures were originally intended to minimize user conflicts by keeping vehicular access to a minimum, this approach has resulted in making the park inaccessible to many users and the access routes confusing and unclear.

Access at Harrison and 17th Avenue is unsafe;
The 22nd Street and York exit (currently a one-way outbound) is unsafe and unclear;
Access into the park can be difficult from 23rd and York, since left-turns are prohibited;
Park users do not understand how to get from one area of the park to another;
The steel gates and wood bollards used for the road closures are unsightly, particularly at the Esplanade entry;
Event closures force park users to park outside the park and in the neighborhoods;
Highly active park areas, such as the Dustin Redd play area, and areas with unclear circulation routes create automobile/pedestrian conflicts. These degrade the park experience and are unsafe;
Automobiles are in conflict in the pedestrian zone at Duck Lake;
Automobiles clog the west-side of the park.

Pedestrian and automobiles conflict during peak zoo/museum traffic;
Through traffic conflicts with parking and park use;
The posted speed limit on 23rd Avenue is 35 mph, although Denver park roads are posted at 15 mph.

Pedestrian Circulation
City Park is bounded on three sides major streets, making the pedestrian crossing from adjacent neighborhoods difficult and in many cases unsafe. This is accentuated since there is no allowance for parking along the street edges.

There is no parking along York Street, 17th Avenue, and Colorado Boulevard;
Parking along and crossing 23rd Street can be difficult during peak times;
Crossing Colorado Boulevard is difficult, with limited places to cross with a crosswalk;
17th Avenue has too few safe crossings, and does not have a center median or pedestrian refuge area;
Several intersections with crosswalks do not meet ADA criteria.

Within the park, the road closures have also impacted the pedestrian routes and connections between various park amenities are missing.

There is no pedestrian link between the ballfields and the main portion of the park;
The pedestrian access between the zoo and the museum is unclear and missing;

Many areas of the park do not have pedestrian paths and many others are in poor condition.

There are no sidewalks along the west side of Colorado Boulevard or along 23rd Avenue;
The golf course does not have any sidewalks along its edges;
The park does not have a soft surface running trail.
Bicycle Circulation
The current park circulation system does not accommodate bicycles. The lack of a clear interior circulation system make travel by bicycle unclear.

Although there is a defined regional route through the park, it is difficult to find and connects to the neighborhood are unclear;
Interior bike routes are unclear and conflicts with vehicles occur at highly active areas.

Park Parking
Historically the interior park roads have functioned circulation routes and parking areas. The changes in road management have negatively impacted parking by making many parts of the park inaccessible to cars. In addition, competing uses in the northeast area of the park, including the ballfields, zoo and museum have created a shortfall of parking in this concentrated area.

Parking for peak use in the ballfield area is inadequate for park users;
The interior parking is poorly configured and parking is not always available at highly active areas.

Highly Underused Park Spaces
Many of park areas are less used, particularly the park edges, small areas on the west side of the park, and a large portion of the southeast corner.

The area near the Bible/Graham House is largely underused.

Park Spaces
Although, City Park has a rich array of park areas, they are not perceived to a whole. It is unclear how spaces relate to one another and how to get from one park space to another.

The ballfields area seems to be its own discreet space; it is not visually connected to the other park areas.
Views between park spaces have been filled in with vegetation and other facilities.
Driving, biking and walking routes into the park to access desired park areas is unclear and almost impossible when roads are closed.

Land Use Issues

Heavily Used Park Spaces
City Park is the home of the zoo and museum which often times creates conflicts in the use of various spaces within the northeast park area. Small distinct areas of the west side of the park are also heavily used.

Parking covers that majority of the land in the northeast park area. Projected demand for parking may create additional impacts.
The heaviest use times are during summer months, and on weekends through the spring and fall.
Other times are less heavily used.
Dustin Redd play area and the roads surrounding it are used heavily, particularly when the zoo is busy.
Sports activities at the tennis courts and in the meadows have periods of heavy use.
RECOMMENDATIONS

General

Create a Clear Interior Circulation System.
A clear system developed as a hierarchy of trails, roads and walks is essential in creating clarity in circulation. The system must respect the circulation patterns of the historic park plans.

Simplify the circulation system by making physical changes and implement management solutions to ensure the success of physical changes.

Improve key intersections for safe pedestrian, vehicular and bike access - 23rd/York, 21st/York, 17th/Colo., 23rd/Colo., and Colo/Montview;

Create a Safe Environment for all Park Users.
Create a safe pedestrian / bicycle route on the park perimeter.

Create a Cohesive Park System of Circulation and Spaces.
Integrate future active park uses in current active zones;
Physically and visually connect park spaces;
Reconfigure 23rd Avenue as a park road while accommodating commuters
Provide auto access and appropriate parking for key park destinations;
Improve condition of walks, paths, and road.
Clearly identify City Park and Cultural facility entry ways and the routes to destinations

Strengthen the Park Character and Historic Integrity.

Recommendations by Park Area

The Land Use and Circulation Plan (see graphic illustration), illustrates the key recommendations for each park area. The recommendations are linked to the Preservation Plan as outlined in the Historic Site Assessment.

Park Entry

Monumentation
Continue the tradition of accentuating significant Park entrances by adding a monumental entry at 23rd Avenue and Colorado Boulevard, and at 23rd Avenue and York Street.

Improvements to Perimeter Roads

Colorado Boulevard
Improve Colorado boulevard intersections at 23rd Avenue, Montview Boulevard, and 17th Avenue with crosswalks;
Create primary pedestrian bicycle access at Montview Boulevard;
Create a continuous sidewalk along Colorado Boulevard.

17th Avenue
Provide two lanes of travel for each direction with a center left turn lane and median. Improve Steele Street as City Park's primary southern pedestrian/bicyclist entrance;
Improve the Esplanade as the Park's primary southern auto entrance with improved pedestrian and bicycle access;
Move the eastern automobile access into the Park from Harrison Street to Garfield Street.

York Street
Create a primary park entry at 23rd Avenue and York Street with traditional monuments, signage and plantings. Provide a full movement intersection with left and right turns;
Improve 21st Avenue and York Street as the west park entrance. Add a southbound left turn lane and a northbound right turn lane into the Park, and a westbound right turn lane onto York;
No left turn lane into the neighborhood.
Looking east from 23rd and York Street into City Park with new monuments, signage and planting at the park entry.

23rd Avenue

Improve 23rd Avenue to a more park-like character;
Provide one (14' wide) lane for each travel direction and add a median with left turn lanes to access the two cultural facilities,
Create a primary park entrance at 23rd and Colorado Boulevard with traditional monumentation, signage, plantings and a full movement intersection.
Provide five travel lanes, including a left turn with signalization, on through lane in each direction, a right turn lane onto Colorado Boulevard and a right turn lane onto 23rd Avenue from Colorado Boulevard.
Provide a distinctive entry into each cultural facility from 23rd Avenue, including signage and plantings.
Provide a sidewalk along the south side of 23rd Avenue. No walk on the northside along the golf course.

Preserve Historic Patterns and Integrate Structured Parking

Provide a minor reconfiguration of the existing parking area to improve circulation and access.
Add two underground parking structures, one near the entry to each of the cultural facilities.
Direct visitors arriving by automobiles to the cultural facility they are visiting by two primary vehicle entrances from 23rd Avenue.
Create a central circulation route along an existing park boulevard to connect the parking areas serving the two facilities, and to improve efficiency and safety.
Provide a sidewalk paralleling the trees for pedestrian circulation from the parking to the cultural facilities, and between the zoo and museum.
Reclaim the area above the museum structure as parkland or green space to re-instate an important link between the ballfields and the park's center.

Northeast Parking Area

General

Expand the existing parking capacity to enhance the visitor experience by providing parking near each facility;
Accommodate the projected peak-use demand; and to Enhance the park-like character of the northeast area.
Preserve mature trees and historic road alignments, and re-claim green space.

Interior Park Spaces

General

Improve the condition of walks, paths and roads.
Provide two-way automobile access at primary park entries and two-way automobile circulation.
Clarify the pedestrian/bicycle auto zones and routes to increase safety.
Develop park-wide sign system to improve wayfinding.
Pavilion and Ferril Lake

- Improve and re-configure the northern pavilion parking lot to increase capacity and improve circulation.
- Remove the south pavilion parking lot. Reduce the width of the road north of Ferril Lake.
- Create a pedestrian crossing between Ferril Lake and Duck Lake.
- Restore the boat dock for access and increased use.
- Reduce the width of the existing roads south of Ferril Lake for use as pedestrian/bicycle routes.

West Park

- Reduce the width of the 'middle' road for use as pedestrian/bicycle route through the open meadow. Do not allow automobile access.
- Improve the roadway circulation to 'push' auto traffic towards the park edges.
- Create a new roundabout at the 21st Avenue entry to slow and orient automobiles.
- Concentrate new active uses near tennis/regional play area.
- Improve picnic facilities by adding amenities such as pavilions, shade and trash receptacles.

Southeast Area

- Re-route the existing park road to the east, along its historic alignment, to open up the meadow for useable space. Reclaim the old road as green space.
- Re-configure the bus drop-off south of the museum to allow for better movement and parking.
- Allow bus parking on the park road.
- Narrow and reconfigure current closed roads for use as pedestrian/bicycle routes of a twenty (20) foot typical width.
- Maintain the area around Ferril Lake as an auto-free zone.
- Add a small parking area and improved auto access to the play area.
- Improve the condition of the pedestrian routes for better linkages between activity areas.
# City Park Chronology

"The People’s Park"

<table>
<thead>
<tr>
<th>Date</th>
<th>Description / Event</th>
<th>Designer</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1858</td>
<td>Denver established</td>
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<tr>
<td>1865</td>
<td>City Ditch Construction</td>
<td></td>
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<tr>
<td></td>
<td>- Through Wash Park, Denver Country Club &amp; Capital Hill</td>
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<tr>
<td></td>
<td>- Purchased by city in 1869</td>
<td></td>
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<tr>
<td>1868</td>
<td>Curtis Park (13th &amp; Curtis) - Denver’s first city owned park</td>
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<tr>
<td>1870</td>
<td>National Movement based Need for parks –</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Lead by influentials, (like Central Park)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1878</td>
<td>Legislative bill</td>
<td></td>
<td>1878 Sopris Lee Parks &amp; Parkway Plan</td>
</tr>
<tr>
<td></td>
<td>- Denver to buy state owned land for parks</td>
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<tr>
<td></td>
<td>- Divided into two of 640 acres each – Sloan Lake &amp; City Park</td>
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<tr>
<td></td>
<td>- Only 320 acres on east side of Denver was purchased</td>
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<tr>
<td></td>
<td>- Ratified in 1882.</td>
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<tr>
<td>1878</td>
<td>Richard Sopris elected as mayor of Denver.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>- Considered father of City Park</td>
<td></td>
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<tr>
<td></td>
<td>Curtis Park becomes the 1st Denver Park</td>
<td></td>
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</tr>
<tr>
<td>1880s</td>
<td>City Park Dairy Farm on-site</td>
<td></td>
<td>NRHP</td>
</tr>
<tr>
<td>1881-</td>
<td>R. Sopris – as Denver park commissioner –</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1891</td>
<td>- Initiated development of City Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1882</td>
<td>320 acres of land acquisition for City Park finalized</td>
<td></td>
<td>Centennial History – pg8</td>
</tr>
<tr>
<td>1882</td>
<td><strong>Henry Meryweather’s first plan for City Park</strong></td>
<td>Meryweather</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Completed first survey of park,</td>
<td></td>
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<tr>
<td></td>
<td>- Presented first roadway layout &amp; landscape design.</td>
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<tr>
<td></td>
<td>- Plan was pastoral, picturesque, naturalistic, &amp; democratic.</td>
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<tr>
<td></td>
<td>- Allowed for future gardens, statues etc.</td>
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<tr>
<td></td>
<td>- “...unending variety of vistas.”</td>
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<tr>
<td></td>
<td>- The basic concept is a dominant form in the park’s composition.</td>
<td></td>
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</tr>
<tr>
<td>1885-</td>
<td>’sinuous tangle of winding carriageways, walks and promenades’ put in place in park.</td>
<td></td>
<td>Centennial History – pg8-9</td>
</tr>
<tr>
<td>1890</td>
<td>240 acres of park lower than city ditch was laid out and planted, Arbor day annual event: school children plant trees.</td>
<td></td>
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<tr>
<td>1887-</td>
<td>Duck Lake and Breeding Island (maybe earlier (?) fed through a slough), 1890 was excavated &amp; improved</td>
<td></td>
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<tr>
<td>Year</td>
<td>Event Description</td>
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<tr>
<td>1888</td>
<td>Denver Tramway cable cars from Colfax to York</td>
<td></td>
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<tr>
<td>1889</td>
<td>Original park entrance at 23rd and York Street</td>
<td></td>
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<tr>
<td>1889</td>
<td>Rival - Denver City Cable Railway had tracks at 17th &amp; York</td>
<td></td>
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</tr>
<tr>
<td>1890</td>
<td>Free band concerts – hosted by cable companies</td>
<td></td>
<td></td>
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<tr>
<td>Early 1890’s</td>
<td>Lower west ½ landscaped w/drinking fountains, outdoor frame toilets, &amp; white flat-board fence enclosed park, 10,000 trees planted</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1893 | Denver’s First Flag day celebration  
- 8 miles of drives, 6 miles of walks, 3 miles of promenade,  
- 40 acres of seeded lawn in SW area,  
- Iron benches & swings  |
| 1893 | Romantic shingled pavilion on north shore of Duck Lake  
- First building in park (non extant)  |
| 1893 | Harness Racing Track built |
| 1893 | Superintendent’s House and Barn(Carriage house) built  
- Graham / Bible  
- Housing for Park superintendent. |
| 1894 -1910 | Reinhold Schuetze  
- Architect for City of Denver  
- Developed Washington and Congress Parks, &  
- Further development of City Park |
| 1894 | Sculpture of Cowboy and Indian donated by School District No. 1  
Alexander Phimister Proctor (sculptor)  
Photo at Western History DPL x-18213 and H-250 |
| 1894 –1940’s | Hothouses / Greenhouse on west built |
| 1895 | John C. Gallup appointed  
- President of Denver Board of Park Commissioners (1895-1899)  
- Founder of Denver Zoo (1896) |
| 1895 | Greenhouse (non extant) south of superindent’s house  
NRHP nomination |
| 1896 | Big Lake designed / engineered  
Scheutze  
CD-Rom -Dmp-0141 -Dpr-0109 |
| 1896-1898 | Floating bandstand built  
- Boat Docks & Concession Stand |
| 1896 | Original Pavilion built  
Fisher &  
Dpr-0193 |
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Location/Description</th>
<th>Responsible</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1896</td>
<td>Denver Zoo established; ‘Billy Bryan ‘ bear arrival tied in with opening of zoo</td>
<td>Front Range, Pike’s Peak &amp; Long’s Peak</td>
<td>Huntington</td>
<td>Dpr-0194 Dpr-0195</td>
</tr>
<tr>
<td>1896</td>
<td>Planting Plan for Burns Fountain (floral beds)</td>
<td></td>
<td>R. Schutze</td>
<td>Zoo Centennial History-pg2 Pg 18-22</td>
</tr>
<tr>
<td>1897</td>
<td>Civil War artillery pieces dedicated</td>
<td>Army of the Republic, aimed to Duck Lake, West lawn of pavilion &amp; to picnic grounds</td>
<td></td>
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<tr>
<td>1898 - 1950</td>
<td>Gentlemen’s Riding Club replaced harness track</td>
<td></td>
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<td></td>
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<tr>
<td>1898 to 1904</td>
<td>“Old Barn” Barn Complex</td>
<td></td>
<td>W.E. Fisher</td>
<td>Centennial History – pg36</td>
</tr>
<tr>
<td></td>
<td>first barn originally designed for zoo animals, used for general use by park department</td>
<td></td>
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<tr>
<td></td>
<td>red brick building in neocolonial style with gambrel roof</td>
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<td></td>
<td>1901 – wagon shed built in two sections (brick)</td>
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<td></td>
<td>1904 another barn and tool shop (brick)</td>
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<tr>
<td>1899</td>
<td>Row for Carnivores</td>
<td></td>
<td></td>
<td>Centennial History – pg36</td>
</tr>
<tr>
<td></td>
<td>80’x15’ divided into 4 compartments, steel bars</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1900</td>
<td>Park surrounded by tree lined streets and residences. Mature tree cover in Park</td>
<td></td>
<td></td>
<td>Centennial History – pg8</td>
</tr>
<tr>
<td>1900</td>
<td>2 horticultural exhibits</td>
<td></td>
<td></td>
<td>Centennial History – pg25</td>
</tr>
<tr>
<td></td>
<td>Lowe Arboretum</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Alyria Collection</td>
<td></td>
<td></td>
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<tr>
<td>1900</td>
<td>Tennis courts added</td>
<td></td>
<td></td>
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<tr>
<td>1901</td>
<td>Museum of Natural History contract</td>
<td></td>
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<tr>
<td>1901</td>
<td>Design and layout work at Zoo by R. Schuetze</td>
<td></td>
<td>Schuetze</td>
<td>Centennial History – pg36 Plan at DPW</td>
</tr>
<tr>
<td></td>
<td>8 pens for hoofed animals with lattice cribs and wooden troughs</td>
<td></td>
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<tr>
<td>1902</td>
<td>Juvenile train circles duck lake – removed in a few months, deemed a nuisance – Pony rides</td>
<td></td>
<td></td>
<td>Centennial History – pg27</td>
</tr>
<tr>
<td>1903</td>
<td>City Park Speedway</td>
<td></td>
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<tr>
<td></td>
<td>On the Harness track</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1904</td>
<td>Robert W. Speer</td>
<td></td>
<td></td>
<td>Centennial History – pg15</td>
</tr>
<tr>
<td></td>
<td>Elected Mayor (first two terms 1904-1912)</td>
<td></td>
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<tr>
<td></td>
<td>Denver full participant in City Beautiful Movement</td>
<td></td>
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<tr>
<td>1904</td>
<td>Bronze statue of Robert Burns</td>
<td></td>
<td>Grant W. Stevens: sculptor</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Event</td>
<td>Details</td>
<td>Author/Reference</td>
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<tr>
<td>1904</td>
<td>McLellan Gateway</td>
<td>- Center of formal garden</td>
<td>E. H. Moorman</td>
<td></td>
</tr>
<tr>
<td>1904</td>
<td>Pheasantry at Zoo</td>
<td>- Built to commemorate William W. McLellan</td>
<td></td>
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<tr>
<td>1904</td>
<td>Pheasantry at Zoo</td>
<td>- W.F. Kendrik, commercial game breeder given permission to exhibit his exotic pheasants at zoo</td>
<td>Centennial History – pg29</td>
<td></td>
</tr>
<tr>
<td>1905-6</td>
<td>Esplanade</td>
<td>- Esplanade designed in 1905-6, First planted in 1907, Fully embellished by 1918</td>
<td>Kessler</td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Eagle Cage: balloon frame with wire mesh</td>
<td></td>
<td>Centennial History – p36</td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Charles Mulford Robinson: hired by Speer to develop plan for improvement of city</td>
<td>- Report is foundation for Denver’s park and parkway system</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Charles Mulford Robinson: hired by Speer to develop plan for improvement of city</td>
<td>- City Park called ‘people’s park’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Charles Mulford Robinson: hired by Speer to develop plan for improvement of city</td>
<td>- Recommended zoo to be removed from city park</td>
<td>Centennial History – pg43</td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Colonial Dames Sundial</td>
<td></td>
<td>NHRP nomination</td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Sons of Colorado Flagpole</td>
<td></td>
<td>NHRP nomination</td>
<td></td>
</tr>
<tr>
<td>1906-1908</td>
<td>Pump House</td>
<td>- Pumping station for park irrigation and electric fountain</td>
<td>Joel Gray Barri, park super.</td>
<td></td>
</tr>
<tr>
<td>1908</td>
<td>Museum of Natural History Open</td>
<td></td>
<td>Centennial History – pg6</td>
<td></td>
</tr>
<tr>
<td>1908</td>
<td>Zoo acquires ‘derelict camel’</td>
<td></td>
<td>Centennial History – pg5</td>
<td></td>
</tr>
<tr>
<td>1908</td>
<td>Electric Fountain designed, built and dedicated on memorial day</td>
<td>- ‘prismatic’ fountain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1908</td>
<td>Electric Fountain designed, built and dedicated on memorial day</td>
<td>- encased in two concrete structures</td>
<td>Fred Darlington</td>
<td></td>
</tr>
<tr>
<td>1909</td>
<td>George Kessler’s parks &amp; parkways plans,</td>
<td>- Includes City Park Esplanade</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1909</td>
<td>George Kessler’s parks &amp; parkways plans,</td>
<td>- Esplanade designed in 1905-6, First planted in 1907, Fully embellished by 1918</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1909</td>
<td>George Kessler’s plan for viewing plaza</td>
<td></td>
<td>Kessler</td>
<td></td>
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<tr>
<td>1910</td>
<td>Icehouse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1911</td>
<td>Benedict’s plan at site west of Museum below plaza</td>
<td></td>
<td>J. B. Benedict</td>
<td></td>
</tr>
<tr>
<td>1911</td>
<td>Benedict’s plan at site west of Museum below plaza</td>
<td></td>
<td>NRHP nomination</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Event</td>
<td>Author/Source</td>
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<tr>
<td>1911</td>
<td>Monkey Cage: balloon frame with wire mesh</td>
<td>Centennial History – p36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1911-12</td>
<td><strong>Sopris Gateway built</strong></td>
<td>F. E. Edbrooke</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>- To commemorate Richard E. Sopris</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>- Pedestrian &amp; trolley entrance – Simpson Sopris donor</td>
<td></td>
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<tr>
<td></td>
<td>- &quot;pathway to center of park&quot;</td>
<td></td>
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<tr>
<td>1912</td>
<td><strong>Children’s Fountain built</strong></td>
<td>Max Blondet</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>- copy of orig. by Henry C. Charpeot in Dusseldorf</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1912</td>
<td>Zoo acquires great long-horned yak</td>
<td>Centennial History – pg5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1912</td>
<td><strong>‘Bungalow Fire Station’</strong></td>
<td>E.H. Moorman</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1913</td>
<td><strong>Denver Municipal Golf Course (9 Holes) formally dedicated</strong></td>
<td>Olmsted Bros.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1913</td>
<td>Sketch Improvement Plan</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>- part of Olmsted contract with City of Denver for work on City Park, Civic Center Park, and parkways</td>
<td></td>
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<tr>
<td></td>
<td>- created setting for MNH building with fountain and view to Pavilion</td>
<td></td>
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<tr>
<td>1912-13</td>
<td>Olmstead Brothers hired by John Macbeth (park board president)</td>
<td>Centennial History – pg52</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- planning for Denver’s Civic Center</td>
<td>NPS Olmsted Archives</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>- The Denver Mountain Parks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- City park and other Denver parks and parkways</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>- Denver Zoo</td>
<td></td>
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<tr>
<td></td>
<td>- Recommendations in a report keyed to a detailed map of City park.</td>
<td></td>
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<tr>
<td>Pre-1914</td>
<td><strong>Lily pond (Sediment pond) south of Big Lake, w/a rustic stone bridge over water conduit btwn two bodies of water</strong></td>
<td>Centennial History – pg36 Plan at DPW</td>
<td></td>
<td></td>
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<tr>
<td>1914-15</td>
<td>Charles Pierpont Punchard, Jr.</td>
<td></td>
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<tr>
<td></td>
<td>- Elegant and formal plan for the Denver zoo, consistent with Olmsted recommendations and tenets of City beautiful Movement</td>
<td></td>
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<tr>
<td>1914</td>
<td>Automobile campground established</td>
<td></td>
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<tr>
<td></td>
<td>- 5 acres in the south corner of hoofed animal enclosure.</td>
<td></td>
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<tr>
<td>1914</td>
<td>Golf Course expanded to 18 Holes</td>
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<td>1916-18</td>
<td>Speer as mayor third term</td>
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<td>Year</td>
<td>Event Description</td>
<td>Location/Contributor</td>
<td>Notes</td>
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<td>-------------------------------</td>
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<tr>
<td>1916</td>
<td>DeBoer and Borcherdt plan for the zoo: Habitat Zoo</td>
<td></td>
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</tbody>
</table>
| 1916-17 | **Joshua Monti Gateway built**  
• east entryway to city park  
• commemorates the local miner & his wife Victoria,  
• built of Pink Platte Canyon granite | Richard Phillips             |                                 |
| 1916 | “Give While You Live” campaign  
• Speer’s campaign to raise funds – Four majestic gateways  
• Money for Bear Mountain - first unit of Borcherdt’s and BeBoer’s habitat zoo plan |                               |                                 |
| 1917 | **Sullivan Gateway built @ Esplanade**  
• Honors Dennis Sullivan  
• Two pylons with agriculture & mining, (two miners and two pioneer women)  
• Donor was John Clarke Mitchell  
• Provides grand entry to esplanade  
• Dolphin fountain in island at colfax Ave. | Ed Herbert Bennett: Architect  
Sculptor                     |                                 |
| 1917 | City Ditch terminated at Sediment Pond                                            |                               |                                 |
| 1917 | Planting plan at Burns Garden (not verified)                                      | S. R. DeBoer                 | NHRP nomination                 |
|      | Children’s Fountain moved to present location                                     |                               | Dpr-0064                        |
|      | Zoo acquires sea lions                                                            |                               |                                 |
| 1918 | **Thatcher Memorial Fountain**  
• Joseph Addison Thatcher Memorial,  
• donor – Joseph Addison Thatcher  
• backed by semicircle of crabs and Junipers | Lorado Taft/sculptor         |                                 |
| 1918 | **‘Pueblo Revival “ Golf House**  
• Northwest corner of golf course |                               | NHRP nomination                 |
| 1919 | **Bear Mountain built**  
• first unit of a proposed habitat zoo  
• monkey house part of bear mountain ‘Aztec Ruin’  
• influenced by Carl Hagenbeck’s Zoo at Stellingen, Germany | Zoo Super.  
Victor Hugo Borcherdt  
and Soaco Reink DeBoer | Denver’s City Park          |
| 1919 | South shore of duck lake  
• duck house and water fowl cage | DeBoer 1916 plan             | Centennial History pg56         |
| 1923 | ‘Pueblo Revival “ golf house enlarged’  
Starters House Municipal Golf Course |                               | NRHP nomination                  |
<p>| 1924 | City Park Golf Shelter                                                          |                               | Dpr-0075                        |
| 1924 | City Park selected as a site for new Municipal Baseball Stadium                  |                               | DHM notes                       |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1924</td>
<td>Bandstand on Stone Piers</td>
<td></td>
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</tbody>
</table>
| 1925 | **Sopris Memorial**  
- Elizabeth Ellen Sopris memorial  
- S.T Sopris – donor | NRHP nomination Dpr-0110 |
| 1925 | **Gold Fish Pond / Lily Pond** | S. R. DeBoer |
| 1925 | Sundial, Flagpole, New Lily Pond constructed |  |
| 1926 | “Singing Pavilion”  
- pavilion on north shore of duck lake remodeled for zoo offices and aviary | Zoo Centennial History-pg10 |
| 1927 | **Conservatory (Palm House) near superindent’s house** |  |
| 1928 | De Boer’s comprehensive plan for zoo  
- Hired by Mayor Stapleton  
- Not implemented | Centennial History – p76 Plan at WHD |
| 1929 | **Pavilion at Big Lake**  
- Simple, rural Italian renaissance villa composition  
- Central front gabled cube, flanked by two narrow square towers  
- Low one-story wings to either side with loggias | William E. Fisher and John J. Humphreys |
| 1930 | “Grizzly’s last stand” installed in center of Kessler Plaza west of museum  
- Since moved to northwest corner of plaza  
- Gift of John McGuire | Louis Paul Jonas: Sculptor |
| 1936 | **Gray Stone Warehouse/Garage** opposite the old barn to complete the barn complex | WPA Cen. History – p37, 82 Dpr-0092 |
| 1936 | (1908) Barn in complex given to Denver Zoo, converted to Monkey House | Cen. History – pg37, 82 |
| 1930's | Monkey Island | Centennial History – p82 |
| 1933-34 | Rocky Mt. Hillside in hoofed animal enclosure  
- Civil Works Admin. Use huge rocks | DeBoer 1916 / 1928 plan Centennial History – p80 |
| 1935 onwards | Islands of evergreens surrounding the greens and tees on golf course planted | NRHP nomination |
| 1940 | Auditorium added to Denver Museum of Nature and Science |  |
| 1941 | Greenhouse and park nurseries, northwest corner of park | NRHP nomination |
| 1948 | **Old City Park Palm House** (originally built near Superindentent’s house) glass conservatory moved to shady grove near Singing pavilion  
- Later glass removed and steel frame covered with wire used for raptor exhibit | Centennial History – pg82-83 |
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Author</th>
<th>Notes</th>
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<tbody>
<tr>
<td>1948</td>
<td>City Park Zoo Changes – parking area; Children’s Zoo</td>
<td>S.R. DeBoer</td>
<td>Dpr-0006 Dpr-0213 Dpr-0214</td>
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<tr>
<td>1948</td>
<td>Miniature railway</td>
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<td>Cen. History – p118</td>
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<td>1949</td>
<td>Road Layout Changes</td>
<td>S.R. DeBoer</td>
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<td>1949</td>
<td><strong>Master plan for Denver parks</strong></td>
<td>S. R. DeBoer</td>
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<td>1950</td>
<td><strong>Athletic fields replace city park speedway</strong></td>
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<td>1950</td>
<td>Pre-1950 City Ditch Underground</td>
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<tr>
<td>1950</td>
<td>1950s-1961 Zoo gets ‘Velox’ polar bear</td>
<td></td>
<td>Centennial History – pg5</td>
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<tr>
<td>1950</td>
<td>‘Cookie’ zoo’s first elephant housed in pump house</td>
<td></td>
<td>Cen. History – p107</td>
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<tr>
<td>1951</td>
<td>Children’s zoo western theme; playground rehabilitated</td>
<td></td>
<td>Cen. History – pg116</td>
</tr>
<tr>
<td>1952</td>
<td>Horseshoe courts added</td>
<td></td>
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<tr>
<td>1952</td>
<td><strong>DeBoer planning for Botanical Garden (never fully implemented)</strong></td>
<td>SR DeBoer</td>
<td>CD-Rom</td>
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<tr>
<td></td>
<td>Relocated to Denver Botanical Gardens site in 1960</td>
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<td>-Dpr-0098</td>
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<tr>
<td></td>
<td>- Rainbow Iris Garden – American Iris Society</td>
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<td>-Dpr-0099</td>
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<tr>
<td></td>
<td>- Lilac hedge</td>
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<td>-Dpr-0100</td>
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<td></td>
<td>- Box Canyon</td>
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<td>-Dpr-0101</td>
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<td></td>
<td>- Pinetum</td>
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<td>-Dpr-0102</td>
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<tr>
<td></td>
<td>- Roses on Benedict Garden</td>
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<td>-Dpr-0103</td>
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<td>- Cherry Trees</td>
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<td></td>
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<td></td>
<td>-Dpr-0156</td>
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<tr>
<td>1953</td>
<td><strong>Roses added on terrace west of Museum</strong></td>
<td>Robert Moore</td>
<td>NRHP nomination</td>
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<tr>
<td></td>
<td>- Denver Rose Society</td>
<td>/ Ed Wallace</td>
<td></td>
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<tr>
<td>1953</td>
<td><strong>Pineum</strong></td>
<td>SR DeBoer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Juniper botanical garden laid out as a hilly labyrinth</td>
<td></td>
<td></td>
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<tr>
<td>1957</td>
<td><strong>Box Canyon &amp; DeBoer Waterway</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Event</td>
<td></td>
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</tr>
</tbody>
</table>
| 1957 | Perimeter fence added at Zoo  
• Area within but separate from park  
  (fence encloses about 80 acres today). |
| 1958 | Master Plan for Denver Zoo  
• guided development for 3 decades |
| 1959 | Pump Plant converted to Power House |
| 1959 | All auto traffic eliminated in zoo |
| 1970 | Pump house / Power House becomes  
Parks Maintenance Facility |
| 1973 | ‘Singing pavilion demolished for new Bird World complex |
| 1976 | **Martin Luther King Memorial** – commissioned by Denver’s  
MLK Foundation  
• statue of Martin Luther King, Jr. and Emmett Till |
| 1980s | Barn Complex rehabilitated to serve as Zoo operations center |
| 1982 | Walls of new Museum edifice |
| 1983 | Museum Boiler Building and Tunnel built |
| 1983 | Electric Fountain reworked |
| 1984 | Bandstand rebuilt on Big Lake (Ferril Lake)  
• ten fluted columns supporting hipped roof with triagonal  
  ends |
| 1993 | Rehabilitation of Duck Lake  
• lights, benches, new landscaping, nature trail, viewing  
  platforms |
| 1995 | Rehabilitation of City Park Pavilion |
| 1999 | Gates Fountain built on site of Benedict Garden |

**Centennial History** – p76

McFadzean-Everly Assoc.  
Cen. History – p 112

Cen. History – p76

Centennial History-pg10

**Ed Rose**

Thomas McKenzie  
Centennial History – p37

Cen. History – p207

1983 report

NHRP nomination

Denver Parks and Recreation  
Centennial History – pg194

MUNDUS BISHOP DESIGN, INC.  
June 2001
City Park
Assessment Matrix

<table>
<thead>
<tr>
<th>Component</th>
<th>Contrib</th>
<th>Degree of Integrity</th>
<th>Existing Condition</th>
<th>Issues / Needs</th>
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<tbody>
<tr>
<td><strong>CITY PARK PROPER</strong></td>
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<tr>
<td>Vegetation</td>
<td></td>
<td></td>
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<tr>
<td>Forest</td>
<td>X</td>
<td>High</td>
<td>Fair to Good</td>
<td>Habitat / Maint. Forest &amp; Specimens</td>
</tr>
<tr>
<td>Meadow</td>
<td>X</td>
<td>Medium</td>
<td>Fair</td>
<td>Define meadows</td>
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<tr>
<td>Circulation</td>
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<tr>
<td>Roads</td>
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<td>Fair</td>
<td></td>
</tr>
<tr>
<td>Pedestrian</td>
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<td>Medium</td>
<td>Fair</td>
<td></td>
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<tr>
<td><strong>Gardens</strong></td>
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<tr>
<td>Kessler Plaza</td>
<td>X</td>
<td>Low</td>
<td>Fair</td>
<td>Hist. Fabric loss</td>
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<tr>
<td>Burns Garden</td>
<td>X</td>
<td>Low</td>
<td>Poor</td>
<td>Rehab needed</td>
</tr>
<tr>
<td>Sopris Garden</td>
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<td>Finish site rehab</td>
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<td>Lilac Collection</td>
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<td>Maint. specimens</td>
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<tr>
<td>Iris Garden</td>
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<td>Re-creation (?)</td>
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<tr>
<td>Pinetum</td>
<td>X</td>
<td>High</td>
<td>Fair</td>
<td>Rehab needed</td>
</tr>
<tr>
<td><strong>Buildings</strong></td>
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<td></td>
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<tr>
<td>Museum of Nature and Science</td>
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<td>Future Develop. Plans</td>
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<td>Pavilion and site</td>
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<td>Maint. concerns / KM use</td>
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<tr>
<td>Bandstand</td>
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<td>Non-historic</td>
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<tr>
<td>East District / Parks Bldg.</td>
<td>X</td>
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<td>Good</td>
<td>Protect site</td>
</tr>
<tr>
<td>Greenhouse</td>
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<td>Good</td>
<td>Protect historic exterior</td>
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<tr>
<td>Graham / Bible House</td>
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<tr>
<td><strong>Structures</strong></td>
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<tr>
<td>Thatcher Memorial Fountain</td>
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<td>MLK Statue</td>
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<td>McLellan Gateway</td>
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<tr>
<td>Monti Gateway</td>
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<td>Rehab site/lights</td>
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<tr>
<td>Sopris Gateway</td>
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<td>Restore grounds</td>
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<tr>
<td>Childrens Fountain</td>
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<td>Vandal prone</td>
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<tr>
<td>Boat Docks</td>
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MUNDUS BISHOP DESIGN, INC.
June 2001
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<th>Feature</th>
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<th>Condition</th>
<th>Note</th>
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<tr>
<td>Ferril Lake Promenade / Staircase and site</td>
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<tr>
<td>Tennis Courts</td>
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**Constructed Water Features**

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<tbody>
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<td>Ferril Lake</td>
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<td>Duck Lake</td>
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<tr>
<td>Sediment Pond</td>
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<tr>
<td>Lily Pond</td>
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<tr>
<td>Box Canyon / Waterway</td>
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<td>Good to Fair</td>
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<tr>
<td>City Ditch</td>
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**BALLFIELDS AREA**

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<tbody>
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</tr>
<tr>
<td>Topography</td>
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<tr>
<td>Circulation</td>
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**ESPLANADE**

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<td>Sullivan Gateway / Dolphin Fountain</td>
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**ZOO**

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<tr>
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<tr>
<td>Palm House (raptor exhibit)</td>
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<td>Zoo Operations Center</td>
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**CITY PARK GOLF COURSE**

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<td>Contrib</td>
<td>Degree of Integrity</td>
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<td><strong>Gardens</strong></td>
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<tr>
<td>Kessler Plaza</td>
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<td>Low</td>
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</tr>
<tr>
<td>Burns Garden</td>
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<td>Poor</td>
</tr>
<tr>
<td>Sopris Garden</td>
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<td>Good</td>
</tr>
<tr>
<td>Lilac Collection</td>
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<tr>
<td>Iris Garden</td>
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<tr>
<td>Pinetum</td>
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</tr>
<tr>
<td><strong>Buildings</strong></td>
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</tr>
<tr>
<td>Museum of Nature and Science</td>
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<td>None</td>
<td>Good</td>
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<tr>
<td>Pavilion and site</td>
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</tr>
<tr>
<td>Bandstand</td>
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<tr>
<td>East District / Parks Bldg.</td>
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<td>High</td>
<td>Good</td>
</tr>
<tr>
<td>Greenhouse</td>
<td>X</td>
<td>High</td>
<td>Good</td>
</tr>
<tr>
<td>Graham / Bible House</td>
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<td>High</td>
<td>Fair to Poor</td>
</tr>
<tr>
<td>Component</td>
<td>Contrib</td>
<td>Degree of Integrity</td>
<td>Existing Condition</td>
</tr>
<tr>
<td>----------------------------</td>
<td>---------</td>
<td>---------------------</td>
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</tr>
<tr>
<td>CITY PARK PROPER (cont)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Structures</td>
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<tr>
<td>Thatcher Memorial Fountain</td>
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<tr>
<td>MLK Statue</td>
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<td>N/A</td>
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</tr>
<tr>
<td>McLellan Gateway</td>
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<td>High</td>
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</tr>
<tr>
<td>Monti Gateway</td>
<td>X</td>
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<tr>
<td>Childrens Fountain</td>
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<td>Fair</td>
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<tr>
<td>Boat Docks</td>
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<td>Fair to Poor</td>
<td></td>
</tr>
<tr>
<td>Ferril Lake Promenade / Staircase and site</td>
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<tr>
<td>Tennis Courts</td>
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<td>Constructed Water Features</td>
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<tr>
<td>Ferril Lake</td>
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<td>Electric Fountain</td>
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<td>High</td>
<td>Poor</td>
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<td>Duck Lake</td>
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<td>Sediment Pond</td>
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<td>Good to Fair</td>
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<td>Lily Pond</td>
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<td>High</td>
<td>Fair</td>
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<tr>
<td>Box Canyon / Waterway</td>
<td>X</td>
<td>High</td>
<td>Good to Fair</td>
</tr>
<tr>
<td>City Ditch</td>
<td>X</td>
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## City Park Historic Site Assessment

### June 2001

<table>
<thead>
<tr>
<th>Component</th>
<th>Contrib</th>
<th>Degree of Integrity</th>
<th>Existing Condition</th>
<th>Protect / Stabil.</th>
<th>Restore / Rehab.</th>
<th>Recent Restore / Rehab</th>
<th>Issues / Needs</th>
<th>Funding</th>
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<tr>
<td><strong>BALLFIELDS AREA</strong></td>
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<tr>
<td>Vegetation</td>
<td>X</td>
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<td>Rehab / Preserve Pine/Ash Grove</td>
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<td>Topography</td>
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<td></td>
<td></td>
<td>Drainage</td>
<td>Restroom: $65K 2003 CIP</td>
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<td><strong>ESPLANADE</strong></td>
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<tr>
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<td>X</td>
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<td>Poor</td>
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<td>Hist. Fabric lost</td>
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<td>Circulation</td>
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<td>Medium</td>
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<td>X</td>
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<td>Neg. East High pkg impact</td>
<td>Intersection: $250K / '98 bond 2001 construction</td>
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<tr>
<td><strong>ZOO</strong></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bear Mountain</td>
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<td>Low</td>
<td></td>
<td></td>
<td></td>
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<td>Determine condition</td>
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<tr>
<td>Palm House (raptor exhibit)</td>
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<td>Zoo Operations Center</td>
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<td></td>
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<td>Determine condition</td>
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<tr>
<td><strong>CITY PARK GOLF COURSE</strong></td>
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<tr>
<td>Pueblo Revival Clubhouse</td>
<td>X</td>
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<td>X</td>
<td></td>
<td>Slated for demo.</td>
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<td>Vegetation / Topography</td>
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<td></td>
<td>Master Plan</td>
<td>$1 mil. Bond for irrig. / 2000</td>
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</table>
EXECUTIVE SUMMARY

Study Purpose
It has long been recognized that there is insufficient and unsafe parking near the Denver Zoological Gardens (zoo) and Denver Museum of Natural History (museum) for visitors, staff, and others on busy days. The existing surface parking lots are confusing, inefficient, congested, and potentially dangerous. The arrival and parking experience of the visitor is not, and should be, of a high quality. Current overflow parking negatively impacts 23rd Avenue, interior park roads and surrounding neighborhoods. This study concluded that an additional 813 spaces are necessary to satisfy the projected parking demand.

The Northeast Parking Study was prepared in conjunction with Denver Parks & Recreation’s 1999/2000 Land Use and Circulation Study, and presents a recommended alternative to resolve the parking issues after 5 alternative solutions. The planning process included developing design criteria; identifying the parking supply and determining the parking demand; developing a range of solutions and evaluating their pros and cons; estimating construction, operations and maintenance costs; and selecting a preferred alternative. The process was accomplished by working collaboratively with the Denver Zoological Gardens (zoo) and the Denver Museum of Natural History (museum) staff, and with neighborhood and community representatives (Citizen Advisory Committee of the City Park Alliance).

The primary goals of the Northeast Parking Study are:

- Accommodating current and future parking needs (an additional 813 spaces)
- Improving parking access and circulation
- Improving pedestrian circulation
- Ensuring the safety of users
- Maintaining the park’s character by preserving existing trees and green space

Parking Supply and Future Demand

The current parking supply for the two cultural facilities and the ballfields is 1595 spaces (1395 are located in the zoo/museum parking lots, ball field lot and ball field road. And, 200 spaces are provided within the park, at the west zoo parking lot, and on the road south of the museum). The projected demand for parking was determined with the assistance of the zoo and the museum, by analyzing attendance figures and trends, future development plans, visitor surveys, and by observing use patterns. The parking demands were based on the expected attendance increase at the zoo from 1,500,000 to 1,800,000 visitors per year over the next 20 years. Attendance at the
Statement of Annual Expenses (10 YR Bond)

Debt Service on $13 million (6% Interest over 10 yrs.) $ 1,766,283
First Year O&M Expenses (Both Garages and Surface Lot) $ 513,604

TOTAL ANNUAL EXPENSES $ 2,279,887

If an increase of $1.00 in admission fees is adopted by both the museum and the zoo a substantial amount of revenue could be generated each year. Assuming that the number of annual visitors to the two cultural facilities amounts to 3.3 million (1.8 million museum visitors and 1.5 million zoo visitors) and that 75% of the visitors pay an admission fee, approximately $2.4 million could be generated.

Zoo and Museum Visitation
Number of Annual Visitors to Zoo and Museum 3,300,000
Estimate of Number of Paid Admissions (75% of total) 2,475,000

Statement of Estimated Annual Revenue

Estimated First Year Parking Income N/A
Estimated First Year Increased Cost of Admission $ 2,475,000

NET ESTIMATED ANNUAL INCOME $ 2,475,000

The minimum increase in admissions to repay the annual expenses for a 20-year bond, based on the estimated visitation, would amount to ($1,647,003 / 2,475,000) $ .66 per paid admission. The minimum increase to repay the annual expenses for a 10-year bond amounts to ($2,279,887 / 2,475,000) $.92 per paid admission.

The City & County of Denver has suggested an increase of $1 in admission fees from both the zoo and museum, which is estimated to amount to $ 2,475,000 per year. This amount will provide sufficient income to fund on-going operations and maintenance expenses (which are estimated to increase by approximately 4% per year), and to retire the debt (principle and interest) on the $13 million in ten (10) years.
museum is expected to remain constant at 1,500,000 visitors per year over the same timeframe. The projected demand will total 2408 parking spaces over the next 20 years. Therefore, an additional 813 spaces will be needed in the parking expansion project.

Alternatives
The 5 alternatives developed in this study ranged from expanding the surface lots to adding below and above grade parking structures, with a range of estimated construction costs from $13.8 to $28 million. The expansion of the surface lot alone would not adequately accommodate the projected demand on-site, resulting in a need to select an alternative that combined surface and structured parking.

Recommendations
The recommended alternative, Two Below Grade Garages, proposes a minor reconfiguration of the existing parking area to improve circulation and access, and adds two garages, one near the entry to each of the cultural facilities. Surface improvements clarify and simplify the automobile, bicycle and pedestrian circulation system. Visitors arriving by automobile will be directed to the cultural facility they are visiting by two primary vehicle entrances to the parking area from 23rd Avenue. A central circulation route along an existing park boulevard within the parking area will connect the lots serving the two cultural facilities, creating an efficient and safe parking layout. A sidewalk paralleling the trees will provide pedestrian circulation from the parking lots to the cultural facilities, and between the zoo and museum.

The first garage located immediately northwest of the zoo accommodates 764 cars in a two level below grade structure with surface parking. The second, below grade, 549-car garage is located near the museum. The area above the structure is reclaimed as park land or greenspace, reinstating an important link between the ballfields and the park's center. The remaining 895 spaces would be provided in the reconfigured surface parking area. The estimated construction cost for the recommended alternative is $26 million, which includes design and engineering costs and a 10% contingency.

Funding
Current available funds amount to approximately $13 million, and include $3 million from the City & County of Denver 1998 neighborhood bond funds (funds approved by voters for parking lot reconfiguration); $7.5 million from the City & County of Denver 1999 Zoo Improvement bond funds, (of which $2.5 is pledged to be raised by the zoo); and $2.5 million pledged to be raised by
5.2 Funding

Funds Available

The current funds available for the recommended alternative amount to approximately $13 million dollars. The funding includes $3 million from the City & County of Denver 1998 neighborhood bond funds (funds approved by voters for parking lot reconfiguration); $7.5 million from the City & County of Denver 1999 Zoo Improvement bond funds, (of which $2.5 is pledged to be raised by the zoo); and $2.5 million pledged to be raised by the museum. To complete the entire parking solution an additional $13 million is necessary.

In addition to the funds that are necessary for capital improvements, an allocation for the annual operating and maintenance costs of the parking improvements must be considered. Assuming that the parking garage will not be fee-based, or will use a self-serve system, the annual costs are estimated at approximately $513,604.

Revenue and Expenses

The recommended alternative is estimated at a capital improvement cost of $26 million, which results in a shortfall of approximately $13 million.

<table>
<thead>
<tr>
<th>Estimated Capital Improvement Cost</th>
<th>$26,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Funds Allocated</td>
<td>$13,000,000</td>
</tr>
<tr>
<td>Estimated Amount Needed to Complete Project</td>
<td>$13,000,000</td>
</tr>
</tbody>
</table>

The City of Denver has indicated that they will approve the use of the current funding to begin construction if the zoo and the museum provide the remaining funds. One method of covering the additional cost for the City of Denver to issue a city revenue bond that would be repaid by the zoo and museum through increased admission fees. It has been agreed, by the city, zoo and museum, that charging a fee for parking is not a desirable alternative. In addition to repaying a city revenue bond including principle and interest, the zoo and museum will also need to generate revenue to pay for annual operating costs for the two structures and the improved surface lot.

<table>
<thead>
<tr>
<th>Statement of Annual Expenses (20 YR Bond)</th>
<th></th>
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<tbody>
<tr>
<td>Debt Service on $13 million (6% Interest over 20 yrs.)</td>
<td>$1,133,399</td>
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<tr>
<td>First Year O&amp;M Expenses (Both Garages and Surface Lot)</td>
<td>$513,604</td>
</tr>
<tr>
<td>TOTAL ANNUAL EXPENSES</td>
<td>$1,647,003</td>
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</table>
the museum. With a total project cost of $26 million, this leaves a shortfall of $13 million. In addition to capital improvement costs, additional revenue is necessary to fund annual operating and maintenance costs for the two structures and the improved surface lot. One method of covering the shortfall is for the City & County to issue a city revenue bond, to be repaid by the zoo and museum through increased admission fees. An increase of $1.00 in admission fees by both facilities is estimated to generate approximately $2.4 million a year, based on 3.3 million annual visitors of which approximately 75% pay an admission fee. This annual revenue will provide sufficient income to fund the annual expenses and to retire the debt (principle and interest) for a ten-year bond.
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City Park Golf Course Master Plan Department of Parks and Recreation, City and County of Denver. Prepared By: Pahl-Pahl-Pahl PC, Denver Colorado.


Collections

National Park Service Archives at Frederick Law Olmsted Historic Site, Fairstede in Brookline, Massachusetts. Plans and lists of plans from the Olmsted Brothers landscape architectural firm.

Western History Department, Denver Public Library. Plans, Photographs and written records, including S.R. DeBoer Papers and Denver Parks Collection.

Denver, Co: Department of Parks and Recreation, City and County of Denver. Plans, Photographs and written records on CD-Rom from 1890s through 1948.

Mapping

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Aerial Photograph of City Park, Department of Parks and Recreation, 1950s.

Blue Print of City Park and Surroundings, Department of Parks and Recreation, 1971.

Aerial Photograph of City Park, Surrounding neighborhoods and City Park Golf Course, 1995.
