

Historic Resources Survey and Determination of Effect

US 24 West, Colorado Springs, Colorado

FINAL



Prepared for:

CH2M Hill
9193 S. Jamaica Street
Englewood, CO 80112

And

Colorado Department of Transportation, Region 2
4201 East Arkansas Avenue
Denver, CO 80222

June 2010

ABSTRACT

In September 2008, personnel from TEC Inc. (TEC) conducted a Class III architectural resources inventory of the Area of Potential Effect (APE) of a Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) proposed roadway project along West US Highway 24 in Colorado Springs, El Paso County, Colorado. The APE includes approximately 432 acres in Sections 3, 10, 11, 12, 13, 14, and 19 of Township 14 South, Range 67. The inventory was conducted to identify, document, and evaluate cultural resources within the project area with regard to their potential eligibility for nomination to the National Register of Historic Places (NRHP), as required by the National Historic Preservation Act (NHPA).

More than 300 separate parcels of land are located within the boundaries of the APE, many of which contain no standing structures. Approximately half (145) of the parcels contain structures constructed in or before 1968, all of which were surveyed in this inventory. Ordinarily properties must be 50 years old or older to be eligible to the NRHP. The date 1968 was chosen because it is CDOT's standard practice to evaluate historic resources that are 45 years or older in order to allow for a period for completion of final design and construction for the proposed project. Eight of the 145 pre-1968 historic resources had been previously surveyed and evaluated. Due to potential changes to the resources, these eight historic resources were resurveyed in this inventory. Inventoried cultural resources consist of 143 architectural resources and 2 linear resources.

One historic resource within the APE is currently listed on the NRHP and 18 historic resources are recommended to be individually eligible for nomination to the NRHP. The remaining 122 architectural resources and 2 linear resources are recommended to be not eligible for nomination to the NRHP. Two resources were not accessible and are currently unevaluated. One potential historic district is located within the project area.

In addition, a determination of effects based on proposed actions is included in Chapter 7.0.

Paleontological and archaeological resources were evaluated by Centennial Archaeology and are presented in a separate report.

This page intentionally left blank.

ACRONYMS

AASHO	American Association of State Highway Officials
AASHTO	American Association of state Highway and Transportation Officials
APE	Area of Potential Effects
CDOT	Colorado Department of Transportation
CS&I	Colorado Springs & Interurban Railway Company
CS&M	Colorado Springs & Manitou Railroad Company
CSRT	Colorado Springs Rapid Transit Railway
D&RG	Denver and Rio Grand Railroad
DT&FW	Denver, Texas, and Fort Worth Railroad
FHWA	Federal Highway Administration
GLO	General Land Office
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
ROW	Right-of-way
SH	State Highway
SHPO	State Historic Preservation Officer
US	United States
USRRC	United States Reduction and Refining Company

This page intentionally left blank.

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 ENVIRONMENT 5

2.1 Geography and Setting 5

2.2 Built Environment..... 6

3.0 CULTURAL HISTORY AND PREVIOUS WORK 8

3.1 Previous Work 8

3.2 Historic Context 11

 3.2.1 Early Explorations and Surveys 14

 3.2.2 Colorado Springs 22

 3.2.2.1 Transportation..... 31

 3.2.2.2 Railroads..... 39

 3.2.2.3 Agriculture..... 46

 3.2.2.4 Industry 51

 3.2.2.5 Tourism and 'Health-Seekers'..... 61

 3.2.2.6 Residential Architecture 69

 3.2.2.7 Non-Residential Buildings..... 78

4.0 METHODS AND PROCEDURES..... 83

4.1 Historic Context Methodology 84

4.2 Architectural Survey 87

 4.2.1 Reevaluation of Previously Recorded Resources 87

 4.2.2 New Survey and Evaluations 91

5.0 RESULTS..... 92

5.1 Resources Currently Listed On The NRHP 92

 600 South 21st Street, 5EP194..... 92

5.2 Individually Recommended NRHP-Eligible Resources 93

5.3 Resources Recommended Not Eligible For The NRHP 111

5.4 ADDITIONAL DATA NEEDED..... 116

5.4 POTENTIAL WESTSIDE HISTORIC DISTRICT 117

6.0	CONCLUSIONS	118
7.0	DETERMINATION OF EFFECTS.....	121
7.1	Introduction	121
7.1.1	Historic Properties within the APE	121
7.1.2	Criteria for Effects to Historic Properties	121
7.1.3	Consultation with the Colorado State Historic Preservation Office and Other Interested Parties	123
7.2	Proposed Action	124
7.3	No Action	127
7.4	Considerations in the Proposed Action to Minimize Effects to Historic Properties.....	127
7.5	Impacts of the No Action Alternative to Historic Properties.....	133
7.6	Impacts of the Proposed Action to Historic Properties.....	133
7.6	Conclusions	171
8.0	BIBLIOGRAPHY	173
APPENDIX C		193
APPENDIX A	Location Maps	
APPENDIX B	Previously Recorded Sites Located within Search Parameters	
APPENDIX C	Resources Built In or Before 1968 within the Project Area, Not Previously Recorded	
APPENDIX D	Inventory Data of Architectural Resources Recommended Not NRHP-Eligible	

LIST OF FIGURES

FIGURE 1. US 24 VICINITY MAP 3

FIGURE 2. COLORADO CITY CIRCA 1860 (PIKES PEAK LIBRARY DISTRICT) 18

FIGURE 3. A DETAIL OF TEH 1863 GENERAL LAND OFFICE MAP DEPICTING THE TOWNSITE OF COLORADO CITY 20

FIGURE 4. "MAP SHOWING THE ROUTES TO AND THE LOCATION OF COLORADO CITY, 1860: 21

FIGURE 5. SCHMICKEL SALOON, COLORADO CITY, CIRCA 1898 (PIKES PEAK LIBRARY DISTRICT). 25

FIGURE 6. INTERSTATE 25 OVER COLORADO AVENUE. THE CONSTRUCTION OF TEH INTERSTATE DIVIDED COLORADO SPRINGS AND HASTENED THE DECLINE OF THE WESTSIDE DURING THE 1950S AND 1960S (MYRON WOOD, 1980. PIKES PEAK LIBRARY DISTRICT) 30

FIGURE 7. COLORADO'S "FIRST" ROAD MAP, PUBLISHED IN THE FIRST EDITION OF THE ROCKY MOUNTAIN NEWS, APRIL 23, 1859 31

FIGURE 8. AN ADVERTISEMENT FOR THE PARRISH ADDITION, THE FIRST ADDITION TO COLORADO SPRINGS IN 1874 35

FIGURE 9. DETAIL OF 1907 SANBORN INSURANCE MAP SHOWING BOUNDARY LINE BETWEEN COLORADO CITY AND COLORADO SPRINGS. THE NORTH-SOUTH BOUNDARY CONFLICTS WITH THE ANGLED GRID; SHELDON AND 20TH STREETS ARE ONE AND THE SAME 36

FIGURE 10. THE COMPLEX OF BUILDINGS AND ADDITIONS AT 212 SOUTH 21ST STREET (AT CUCHARRAS STREET), THE HISTORIC LOCATION OF THE CONTINENTAL OIL COMPANY THAT WAS SERVED BY A DRG RAILWAY SIDING 41

FIGURE 11. THE DENVER AND RIO GRANDE RAILROAD GRADE LOOKING WEST FROM 6TH STREET 41

FIGURE 12. DENVER AND RIO GRANDE RAILWAY COMPANY MAP OF COLORADO CITY, COLORADO, 1886. THE D&RG RR, NORTH OF FOUNTAIN CREEK, ROUGHLY PARALLELED THE COLORADO MIDLAND, THROUGH THE WESTSIDE 42

FIGURE 13. AERIAL VIEW OF THE COLORADO MIDLAND ROUNDHOUSE, CIRCA 1939 (PIKES PEAK LIBRARY DISTRICT) 43

FIGURE 14. 1826 WOODBINE STREET, BUILT IN 1909 48

FIGURE 15. COLORADO CITY IN 1889 (VIEW TO THE NORTHWEST) SHOWING AGRICULTURAL LANDS AND EARLY RESIDENTIAL DWELLINGS (PIKES PEAK LIBRARY DISTRICT) 49

FIGURE 16. DETAIL FROM A SANBORN INSURANCE MAP SHOWING F.H. BORST MEAT PACKING PLANT, 1907. THIS IS THE SITE OF THE PRESENT-DAY G&C PACKING COMPANY 50

FIGURE 17. AN ADVERTISEMENT FOR ROBERTSON AND JEBE (POLK'S COLORADO SPRINGS DIRECTORY 1910). 51

FIGURE 18. THE REMNANTS OF AN EARLY RED SANDSTONE QUARRY ALONG PRESENT-DAY 31ST STREET, SOUTH OF US 24, WEST OF BOTTS ADDITION NO. 3 53

FIGURE 19. AN ADVERTISEMENT ILLUSTRATION OF THE UTE PASS PAINT COMPANY BUILDING .. 55

FIGURE 20. COLORADO CITY GLASS WORKS, 1889 (PIKES PEAK LIBRARY DISTRICT) 56

FIGURE 21. COLORADO CITY, CIRCA 1897. THE COLORADO-PHILADELPHIA MILL IS SEEN IN THE MIDDLE RIGHT OF THE PHOTOGRAPH EAST OF PRESENT-DAY RED ROCK CANYON (PIKES PEAK LIBRARY DISTRICT) 57

FIGURE 22. DETAIL OF WILLIAM GARSTIN MAP OF THE WESTSIDE, 1920. THE GOLDEN CYCLE MILL (LOWER RIGHT; FORMERLY THE TELLURIDE MILL) WAS THE ONLY REMAINING ORE PROCESSING FACILITY ON THE WESTSIDE AFTER WORLD WAR I 59

FIGURE 23. THE PIKE'S-PEAK-OCEAN-TO-OCEAN HIGHWAY FROM COLORADO SPRINGS TO HARTSEL, COLORADO, 1915 64

FIGURE 24. THE MOUNTAIN EDGE APARTMENTS AT 2032 WEST CUCHARRAS STREET, BUILT IN 1955. AN EARLY EXAMPLE OF TOURIST-RELATED FACILITIES CONVERTED TO MULTI-FAMILY, LOW-INCOME RESIDENTIAL DWELLINGS 67

FIGURE 25. "TOURIST PARK, 8TH AND US 24 - 1956." (MYRON WOOD. PIKES PEAK LIBRARY DISTRICT)..... 68

FIGURE 26. THE AMARILLO MOTEL, BUILT IN THE LATE 1940S, SHARED A LOT WITH A NINETEENTH CENTURY HOTEL AT THE CORNER OF 28TH STREET AND WEST COLORADO AVENUE (SANBORN INSURANCE MAP, 1907/1962 REVISED) 69

FIGURE 27. DIVISION AND SUBDIVISION OF THE WESTSIDE. THE BOUNDARIES OF THE ORIGINAL 1859 COLORADO CITY TOWNSITE WERE REDUCED AND REDRAWN FOLLOWING INCORPORATION IN 1871 (FIGURE FROM ABELE, 1983)..... 70

FIGURE 28. A GRAPH OF WESTSIDE RESIDENTIAL CONSTRUCTION DATES. 1889 WAS THE PEAK YEAR FOR RESIDENTIAL CONSTRUCTION ON THE WESTSIDE (FROM ABELE 1981)..... 72

FIGURE 29. 1803 SHELDON AVENUE, CONSTRUCTED IN 1897 IS AN EXAMPLE OF A SIMPLE QUEEN ANNE STYLE HOUSE..... 75

FIGURE 30. 3601 WEST COLORADO AVENUE IS THE ONLY EXAMPLE OF A PUEBLO REVIVAL STYLE BUILDING IN THE APE..... 76

FIGURE 31. 2301 WEST VERMIJO AVENUE DISPLAYS CHARACTER DEFINING FEATURES OF THE COTTAGE STYLE 77

FIGURE 32. 3441 WEST COLORADO AVENUE, CONSTRUCTED IN 1900, IS TYPICAL OF THE CRAFTSMAN ERA RESIDENTIAL DWELLINGS WITHIN THE WESTSIDE 78

FIGURE 33. ADVERTISEMENT FOR BOTT & VANATTA. (POLK'S COLORADO SPRINGS CITY DIRECTORY) 80

FIGURE 34. 600 SOUTH 21ST STREET, 5EP194..... 92

FIGURE 35. 2026 WEST COLORADO AVENUE, 5EP235.31 (ALSO DESIGNATED AS 15 SOUTH 21ST STREET) 93

FIGURE 36. 3709 WEST COLORADO AVENUE, 5EP5216..... 94

FIGURE 37. 3627 WEST COLORADO AVENUE, 5EP5218 95

FIGURE 38. 3441 WEST COLORADO AVENUE, 5EP5223 96

FIGURE 39. 5EP5263, 2032 WEST CUCHARRAS STREET, MOUNTAIN RIDGE APARTMENTS 97

FIGURE 40. 5EP5278, 1904 SHELDON AVENUE 98

FIGURE 41. 1815 SHELDON AVENUE, 5EP5285 99

FIGURE 42. 1803 SHELDON AVENUE, 5EP5288 100

FIGURE 43. 319 SOUTH 18TH STREET, 5EP5290 101

FIGURE 44. 1508 WEST CUCHARRAS STREET, 5EP5302..... 102

FIGURE 45. 1504 WEST CUCHARRAS STREET, 5EP5303..... 103

FIGURE 46. 1501 WEST COLORADO AVENUE, 5EP5306..... 104

FIGURE 47. 5EP5310, 1419 WEST COLORADO AVENUE..... 105

FIGURE 48. 1423 WEST CUCHARRAS STREET, 5EP5319..... 106

FIGURE 49. 1429 WEST CUCHARRAS STREET, 5EP5320..... 107

FIGURE 50. 1422 WEST VERMIJO AVENUE, 5EP5322..... 108

FIGURE 51. 219 SOUTH 15TH STREET, 5EP5323 109

FIGURE 52. 5EP5336, 310 SOUTH 10TH STREET 110

FIGURE 53. 119 SOUTH 15TH STREET, 5EP5315 112

FIGURE 54. 3703 WEST COLORADO AVENUE, 5EP5217 113

FIGURE 55. MARTIN DRAKE POWER PLANT, 5EP5360 114

FIGURE 56. SOUTH 26TH STREET BRIDGE, 5EP5234.1 115

FIGURE 57. 2027 WEST CUCHARRAS STREET, 5EP5264..... 116

FIGURE 58. 1913 SHELDON AVENUE, 5EP5276 116

FIGURE 59. PROPOSED ACTION 126

FIGURE 60 – CONSTRAINTS NEAR 8TH STREET 131

FIGURE 62. 5EP5336, CHIEF PETROLEUM, VIEW TO THE SOUTH FROM VERMIJO AVENUE..... 141

FIGURE 63. 5EP5336, CHIEF PETROLEUM, VIEW TO THE WEST/SOUTHWEST FROM VERMIJO AVENUE
..... 141

FIGURE 64. DIRECT EFFECTS TO 5EP5336, CHIEF PETROLEUM..... 142

FIGURE 65. PROPERTIES ALONG/NEAR 15TH STREET BETWEEN US 24 AND COLORADO AVENUE:
5EP5306, 5EP5302, 5EP5303, 5EP5310, 5EP5319, 5EP5320, 5EP5322, AND 5EP5323 145

FIGURE 66. LOCATIONS OF PROPERTIES ALONG/NEAR 15TH STREET BETWEEN US 24 AND
COLORADO AVENUE..... 146

FIGURE 67. MIDLAND TERMINAL RAILROAD ROUNDHOUSE, 5EP194..... 148

FIGURE 68. EXISTING VIEW (TOP) AND VISUALIZATION (BOTTOM) OF THE PROPOSED US 24 BRIDGE
OVER 21ST STREET IN THE VICINITY OF THE MIDLAND TERMINAL RAILROAD ROUNDHOUSE,
5EP194..... 149

FIGURE 69. 5EP5285, 1815 SHELDON AVENUE 150

FIGURE 70. DIRECT AND INDIRECT EFFECTS OF THE PROPOSED ACTION ON 5EP5285 151

FIGURE 71. EXISTING VIEW AND VISUALIZATION OF PROPOSED NOISE WALL BEHIND 5EP5285.... 154

FIGURE 72. 5EP5288, 1803 SHELDON AVENUE 155

FIGURE 73. IMPACTS TO 5EP5288, 1803 SHELDON AVENUE..... 156

FIGURE 74. 5EP5290, 319 SOUTH 18TH STREET 157

FIGURE 75. BOUNDARY OF 5EP5290 IN RELATION TO SURROUNDING INDUSTRIAL PROPERTIES
(YELLOW LINE INDICATES HISTORIC BOUNDARY, AND THICK, BLACK LINE INDICATES
CURRENT PARCEL BOUNDARIES.)..... 159

FIGURE 76. EXISTING VIEW AND VISUALIZATION OF PROPOSED NOISE WALL TO THE SOUTHWEST
OF 5EP5290, 319 SOUTH 18TH STREET..... 160

FIGURE 77. 5EP5278, 1904 SHELDON AVENUE 161

FIGURE 78. 5EP5263, 2032 WEST CUCHARRAS STREET (FROM 21ST STREET FACING EAST)..... 163

FIGURE 79. 5EP235.31, 2026 WEST COLORADO AVENUE 164

FIGURE 80. LOCATIONS OF PROPERTIES TREATED AS ELIGIBLE FOR EFFECT DETERMINATION –
5EP5276 AND 5EP5264..... 166

FIGURE 82. RELATIONSHIP BETWEEN PROPOSED US 24 OVERPASS OF RIDGE ROAD TO HISTORIC
PROPERTIES ALONG COLORADO AVENUE..... 168

FIGURE 83. 5EP5218, TIMBER LODGE, 3627 WEST COLORADO AVENUE..... 169

LIST OF TABLES

TABLE 1. PREVIOUSLY CONDUCTED CULTURAL RESOURCE SURVEYS WITHIN PROJECT AREA 8

TABLE 2. WESTSIDE IDENTITY THROUGH BUSINESS NAMES* 13

TABLE 3. RESOURCES REEVALUATED WITHIN THE APE 87

TABLE 4. TOTAL PRE-1968 RESOURCES IN THE APE AND NRHP RECOMMENDATIONS..... 118

TABLE 5. INVENTORY DATA OF ARCHITECTURAL RESOURCES LISTED OR RECOMMENDED NRHP-
ELIGIBLE 118

TABLE 6. EFFECTS OF THE PROPOSED ACTION ON HISTORIC PROPERTIES 133

1.0 INTRODUCTION

The Colorado Department of Transportation (CDOT) proposes to improve US Highway 24 in Colorado Springs, El Paso County, Colorado. As part of an Environmental Assessment, and in compliance with Section 106 of the National Historic Preservation Act (NHPA), TEC performed a Class III architectural resources survey of the proposed project Area of Potential Effect (APE). The purpose of the survey was to identify cultural resources within the proposed project area that might be eligible for the National Register of Historic Places (NRHP) and then provide recommendations regarding eligibility. Fieldwork was conducted by Sarah M. Quinn, Architectural Historian; Carrie K. Schomig, Architectural Historian; and Jennifer E. Bryant, Historian. Historical research was conducted by Jonathan Held, Historian, Jennifer Bryant, and Sarah Quinn.

The APE extends along the US 24 corridor from Interstate 25 on the east to Red Canon Road on the west and includes approximately 432 acres in Sections 3, 10, 11, 12, 13, 14, and 19 of Township 14 South, Range 67 West, in El Paso County, Colorado (Figure 1) (see Appendix A for a detailed map of the APE). The APE, which was defined by CDOT in consultation with the Colorado State Historic Preservation Office (SHPO), generally follows the existing highway alignment and includes properties adjacent to the highway and at intersections with local streets. The APE is located on the Colorado Springs and Manitou Springs, Colorado, USGS 7.5' topographic quadrangles. The majority of the APE includes privately owned lands within the city of Colorado Springs, Colorado, with only few properties found on city lands.

More than 300 separate parcels of land are located within the boundaries of the APE, many of which contain no standing structures. Standing structures built on or before 1968 exist on 145 parcels, and all of these structures were surveyed in this inventory. Eight of the resources were previously evaluated; two of these previously evaluated properties are listed on or eligible for listing on the NRHP. The total 145 cultural resources surveyed consist of 143 architectural resources and 2 linear resources. One potential historic district is located within the project area.

Most of the 143 architectural resources surveyed are residential and commercial buildings constructed between 1880 and 1968, with the majority of these buildings built during the 1890s and 1950s. The linear resources include a narrow bridge over Fountain Creek and the Colorado Midland Railroad.

This page intentionally left blank.

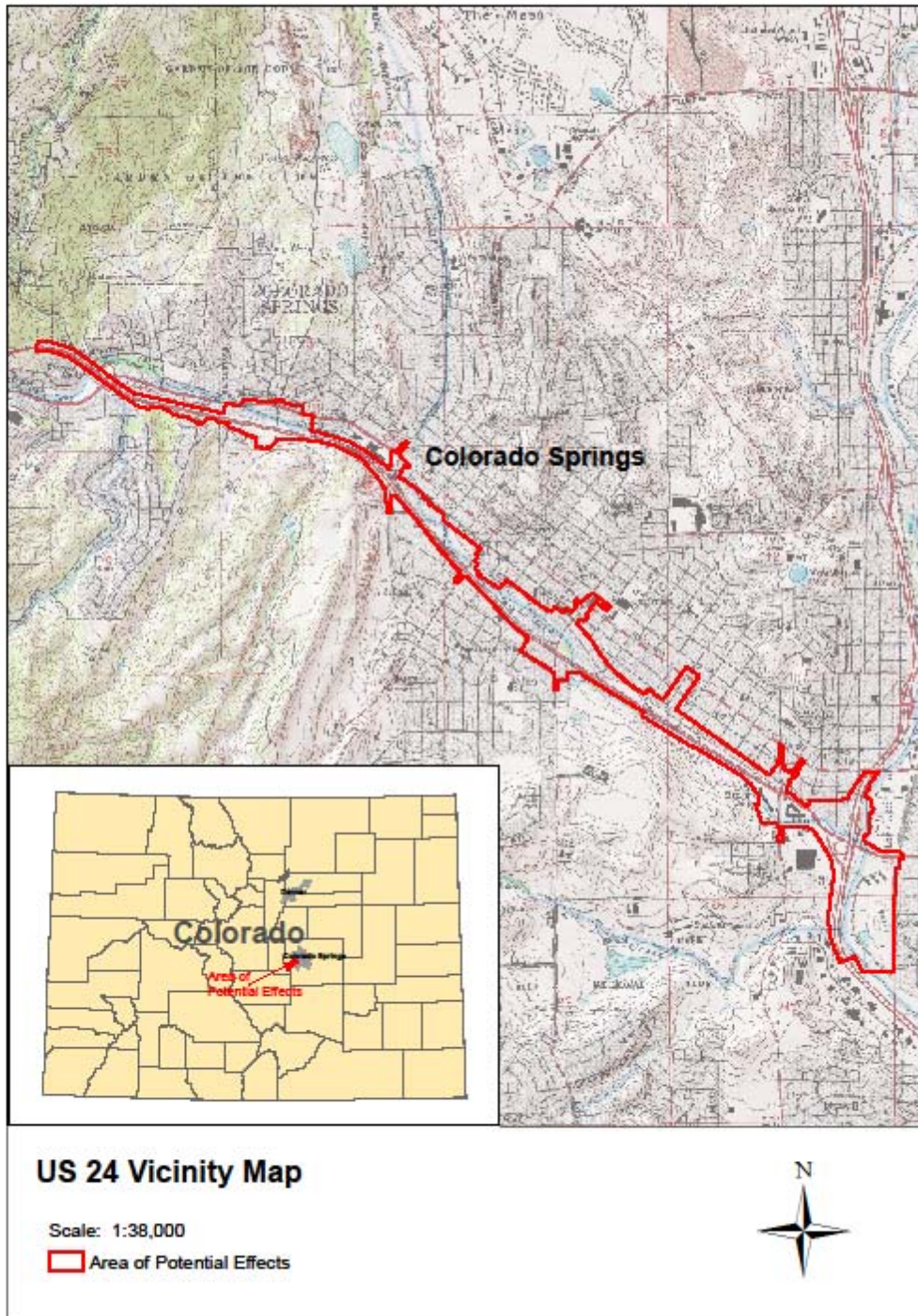


Figure 1. US 24 Vicinity Map

This page intentionally left blank.

2.0 ENVIRONMENT

2.1 GEOGRAPHY AND SETTING

The APE is located in the western portion of El Paso County, Colorado roughly between Manitou Springs and Colorado Springs along Fountain Creek. The area's geography can be characterized as gently rolling hills located in a transition zone between the high plains to the east and the Rocky Mountains to the west. Colorado's High Plains extend to the base of the mountains at an altitude of about 5,000 to 6,000 feet while the nearby summit of Pike's Peak rises to over 14,000 feet. Within the 10 miles from Colorado Springs to Pikes Peak, five specific geographic environments exist. They include the High Plains and foothills, as well as the montane, subalpine, and alpine regions. Vegetation in this area includes High Plain short grasses to the Douglas fir and aspen found in the montane areas, to the low growing vegetation and lichens found near the summit of Pikes Peak. Wildlife in the vicinity is diverse and includes prairie dogs, elk, black bear, big horn sheep, and marmot. Bison were once common as well (Zier 1987:12). In addition to a wide variety of flora and fauna available, mineral resources including coal, gold, and silver are or were abundant.

The two principal rivers of the Eastern Slope are the South Platte and the Arkansas. With headwaters in the high mountains, each have eroded broad valleys several hundred feet below the level of the High Plains, carving out the piedmont along the South Platte and Arkansas rivers. Fountain Creek, which is present for the entire length of the APE, drains into the Arkansas River at Pueblo. The climate of Colorado Springs is semi-arid receiving approximately 17 inches of precipitation annually. Temperatures are relatively mild with July being the warmest month. Respective mean high and low temperatures during July are 88 degrees and 59 degrees Fahrenheit. The coldest month is January with mean temperatures of 44 degrees and 15 degrees Fahrenheit (Zier 1987: 13).

Fountain Creek's lowlands contained the first trails, then the main roads. The ecological diversity and climate encouraged settlement and commerce. The area within and immediately surrounding the APE was uniquely positioned to exploit the abundant resources of the region. The advent of the mining industry presented many opportunities for entrepreneurs hoping to supply it, since by its very nature mining required the supply of food and basic necessities, trade, transportation, lumbering, construction and manufacturing (Fraser 1997:4-5).

2.2 BUILT ENVIRONMENT

US 24 runs east-west through the APE and all crossroads run north-south. Within the APE, US 24 intersects South 30th Street, South 21st Street, and South 8th Street at signalized intersections. It is a four-lane thoroughfare with a central divider. South 30th Street and South 8th Street are four-lane thoroughfares with periodic central dividers, and South 21st Street is a two-lane thoroughfare without any dividers. It is at these cross street locations that the APE extends further northward to include properties nearer to, or on the north side of West Colorado Avenue. This is also the case at 15th street within the APE that does not have direct access to US 24.

The eastern portion of the APE contains light industrial development and the Martin Drake Power Plant. This light industrial development can be found roughly between Interstate 25 and South Limit Street north of US 24. The structures in this area are generally utilitarian and lacking style. From approximately South Limit Street to South 31st Street, single-family and light commercial developments fill out the blocks. In this area, the businesses tend to line the US 24 corridor, providing visibility to potential customers. These buildings, while rather utilitarian in nature, are more likely to have a definable style than those in the industrial area to the east. Fountain Creek wanders between the businesses; fenced areas enclosing motor pools and junk yards are common. The residential structures in this area are generally small, single-family homes for the area's lower middle-class residents. They are built on the hills above Fountain Creek on small lots laid out on the gridded streets. Public parks can be found at South 24th Street and South 26th Street. At both South 15th Street and South 21st Street, the APE extends northward to West Colorado Avenue where early twentieth-century commercial buildings can be found. Also, within the APE at 21st Street is a large church determined eligible for the NRHP. The western extension of the project area is comprised of properties fronting West Colorado Avenue between South 31st and Ridge Road. These properties include early twentieth-century motel complexes, multiple-family residences adapted from motels, and single family residences.

Only a small portion of the APE exists south of US 24 as it generally mirrors the current CDOT right-of-way. The Martin Drake Power Plant is the sole property east of Interstate 25 within the APE. The central part of the southern APE contains commercial structures of various ages and styles. At the intersection of US 24 and 21st Street is the NRHP-listed Midland Railroad round house. At the time of the survey, Van Briggie Pottery occupied the round house, it has since been purchased and renovated by Carmichael Training Systems. The westernmost portion of the APE in the south contains a few residential properties in the vicinity of Red Canon Road.

The site map included in Appendix A provides a detailed aerial image of the project area. The site map illustrates parcel boundaries and highlights the surveyed properties within the APE recommended for eligibility in the NRHP.

3.0 CULTURAL HISTORY AND PREVIOUS WORK

3.1 PREVIOUS WORK

TEC conducted a search of the Colorado State Office of Archaeology and Historic Preservation (OAHP) database on August 18, 2008, for the legal land sections that include the project area. The search addressed all of Sections 3, 10, 11, 12, 13, 14, and 19 of Township 14 South, Ranges 66 West and 67 West. The file search identified 15 previously conducted surveys (see Table 1) and a total of 259 previously recorded cultural resources within the search parameters (Appendix B).

Table 1. Previously Conducted Cultural Resource Surveys within Project Area

Survey ID	Location	Authors	Title	Date Completed
EP.CH.NR15	El Paso County	Sally Pearce	Cultural Resources Survey of Project IR 25-2 (212), Bijou Street – North, El Paso County, Colorado	1987, 2003
EP.CH.NR21	El Paso County	Sally Pearce, Addendum by Debra Angulski	Cultural Resources Survey of S. Academy Boulevard to N. Academy Boulevard. Project IR 025-2 (229) and Addendum: 11 Interchange Alternatives Associated with Highway Project IR 25-2 (229), El Paso County, Colorado	1990, 2003
EP.CH.NR55	El Paso County	O.D. Hand	An Intensive Archaeological Resource Inventory of a Segment of the Creekwalk Multi-Modal Trail in Manitou Springs, El Paso County, Colorado	2005

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Survey ID	Location	Authors	Title	Date Completed
EP.CH.NR62	El Paso County	Barbara Choccol and Steven M. Wallace	Archaeological Survey of Project MR 2090 (1), El Paso County, Colorado	1984, 2008
EP. CH.R2	El Paso County	Debra Angulski	Archaeological Survey of I-25 from South Academy Boulevard to North Academy Boulevard, El Paso County, Colorado	1988, 2003
EP.CH.R40	El Paso County	Centennial Archaeology	Cultural Resource Survey and Test Excavation for the I-25 Corridor Improvements Projects, Monument to Security-Widefield, El Paso County, Colorado	2003
EP.CH.R48	El Paso County	Barbara Norgren, Dawn Bunyak, Dianna Litvak	Interstate 25 Environmental Assessment Project Number 151077.13, Historic Resources Survey Report History and Survey Results.	2003, 2005
EP.LG.NR2	El Paso County	Judith A. Halasi	Cultural Resources Inventory of the Davis Property Acquisition in Colorado Springs, El Paso County, Colorado	2003
EP.LG.NR8	El Paso County	Greystone Environmental Services, Inc	Colorado Springs Utilities Bear Creek Pump Station and Pipeline Intensive Cultural Resource Inventory, El Paso County, Colorado (1364-01)	2002
EP.LG.R10	El Paso County	David R. Carey, William R. Arbogast	1993 Garden of the Gods Archaeological Survey (Original) and Archaeological Monitoring,	1993, 2003

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Survey ID	Location	Authors	Title	Date Completed
			Garden of the Gods Visitor Center Project (Addendum), El Paso County, Colorado	
EP.LG.R23	El Paso County	Deborah Edge Abele	The Westside: An Introduction to its History and Architecture, El Paso County, Colorado	1981, 2003
EP.LG.R53	El Paso County	Preservation Services, Elaine Freed	Manitou Springs Survey of Historic Resources – 1980, El Paso County, Colorado	1980, 2003
EP.LG.R8	El Paso County	Andrews & Anderson (Deborah Andrews and Nanon Adir Anderson)	1991 Survey, Inventory and Action Plan for the Historic Commercial District of Manitou Springs, El Paso County, Colorado	1991, 2003
MC.CH.NR1	Colorado, Statewide	Steven M. Wallace	Highway Department CR Neg Reports January to December 1984	1984
MC.CH.R96	Colorado, Statewide	Centennial Archaeology	A Cultural Resource Survey of Interstates 25, 70, 225, and 270, U.S. Highways 34 and 160, and State Highways 13 and 470, for the Proposed Adesta Communications Fiber Optic System, Colorado (C SW00-102)	1999, 2008

Of the 259 previously recorded sites within the boundary of the site file search, eight are located within the APE and were resurveyed for this project. These eight sites are 5EP194 (600 South 21st Street), 5EP235.15 (1508 West Colorado Avenue), 5EP235.31 (2026 West Colorado Avenue), 5EP384.2 (Colorado Midland Railroad), 5EP1116 (215 South 15th Street), 5EP4302 (220 South Chestnut Street), and 5EP4303 (221 South Chestnut Street). One of these sites, 5EP194 is listed on the NRHP. This property is known as the Midland Terminal Railroad Roundhouse and is currently owned and operated by

Carmichael Training Systems. One other site, 5EP235.31, the Church of the Sacred Heart, located along West Colorado Avenue and South 21st Street is considered eligible for listing on the NRHP. The remaining five previously surveyed properties have all been determined officially not eligible for listing to the NRHP, and this survey reaffirmed those determinations. The files search also listed one previously surveyed property, 5EP235.32 (2102 West Colorado Avenue) which was demolished between 2005 and September 2008 and was thus not included in this report.

3.2 HISTORIC CONTEXT

The project area's historic context includes the themes of agriculture, industry, transportation, and tourism in El Paso County. The project area is located within the Westside neighborhood of Colorado Springs, Colorado, which is located near the center of the state, along the eastern edge of the Front Range of the Rocky Mountains. The neighborhood is geographically defined by the terrain and natural landforms surrounding it. Generally, the Westside is situated within the valley of Fountain Creek to the west of its confluence with Monument Creek (or present-day Interstate-25), south of Garden of the Gods Road, north of Cheyenne Mountain and east of Manitou Springs.

The Westside is a large, older neighborhood and includes the earliest settled area in the Pike's Peak region. The neighborhood is also home to one of the largest collections of late nineteenth and early twentieth century residences in the Pike's Peak region. The area was developed and built up over many decades by a variety of interests and is the result of the consolidation of 80 different additions, subdivisions and towns since the first settlement, Colorado City, was established in 1859 (Abele 1981:3, 32).

The Westside has experienced several periods of physical and economic growth and decline since 1859. The region is endowed with a magnificent natural setting and spectacular scenery, which has lured tourists and residents since the nineteenth century. For decades, mining and tourism alternated as the primary industries within the Westside. The region's dry, sunny climate also attracted health-seekers, especially those suffering from tuberculosis and other respiratory diseases, during the late nineteenth and early twentieth centuries.

By 1900, several railroads connected the region to the rest of the country, and the discovery of gold at Cripple Creek 18 miles to the southwest in 1891 stimulated unprecedented growth in the local economy and community. However, by World War I, and the coming of the automobile, tourism began to supplant

heavy industry in importance. Suffering from the decline in mining activity as well as from temperance-era restrictions on its primary commercial activity, saloons, Colorado City was annexed by Colorado Springs in the spring of 1917.

World War II brought major changes to the region when Camp (now Fort) Carson and Peterson Field (now Peterson Air Force Base) were established after 1942. In June 1943, Ent Air Force Base was commissioned and began leasing space at the former Methodist Sanitarium in Colorado Springs. During the Cold War-era, the military's presence increased and played an important role in the development of the region. In 1951, Ent Air Force Base was relocated to downtown Colorado Springs as part of the newly-formed North American Aerospace Defense Command which provided aerospace warning for the United States and Canada. In 1954 a site north of the Colorado Springs was selected as the home of the United States Air Force Academy. In 1959, a site under Cheyenne Mountain was selected as the center for the North American Air Defense Command (NORAD) (Flaxman 1961:16; Simmons and Simmons 2004:1).

Conversely, in the 1940s the Westside neighborhood experienced another period of decline and neglect as the focus of growth opportunities turned toward the plains east of Colorado Springs. Spurred by Department of Defense spending and private sector employers attracted by the city's location and quality of life, the Colorado Springs metropolitan area experienced great population growth in the 1950s and early 1960s. The city expanded its boundary eastward, and large subdivisions were platted to accommodate the surge in population (Abele 1981:3; Simmons and Simmons:1).

Old Colorado City Identity

If the evolution of business names is any indication, it was in the years following annexation that residents on either side of Fountain Creek began to identify the "Westside" as a distinct quarter within Colorado Springs (Table 2). A review of City Directories between 1900 and 1943 revealed that the earliest business with Westside in its title is the "West Side Grocery," listed in 1903 at 631 W. Huerfano (present-day Colorado Avenue). The 1910 Directory lists the "West Side Pharmacy" at 731 Huerfano and the "West Side Livery" at 509 Huerfano. Within Colorado City proper, the earliest such business to be listed, in 1914, is the "West Side Transfer Company" at 1503 West Colorado Avenue. Following annexation, between 1919 and 1943, no fewer than eleven enterprises were identified by the "West Side" or "West End" moniker, including: "West Side Tire Shop" at 2327 West Colorado Avenue, "West End Tin Shop" at 2816 West Colorado Avenue, "West End Creamery" at 2513 West Colorado Avenue, and the "West Side Commercial Club" at 110 South 25th Street. Other similarly identified businesses included

a bowling alley, a hardware store, a furniture store, an automobile service station and a popcorn stand. Of these businesses, only the "Westside Wall Paper Company" condensed West and Side into a single word.

Table 2. Westside Identity through Business Names*

Business Name	Address	First Listing
West Side Grocery	631 W. Huerfano	1903
West Side Pharmacy	731 Huerfano	1910
West Side Livery	509 Huerfano	1910
West Side Transfer Company	1503 West Colorado Ave.	1914
West Side Fuel and Feed	2532 West Colorado Ave.	1919
West End Furniture Co	2436 West Colorado Ave.	1920
West End Hardware	2419 West Colorado Ave.	1920
West Side Tire Shop	2327 West Colorado Ave.	1920
West End Tin Shop	2816 West Colorado Ave	1920
West End Creamery	2513 West Colorado Ave.	1921
Westside Wall Paper Co	2327 West Colorado Ave.	1921
West Side Commercial Club	110 South 25 th St.	1935
West Side Bowling Alleys	2528 1/2 West Colorado Ave.	1941
West Side Popcorn Stand	2425 1/2 West Colorado Ave.	1941
West Side Phillips 66	2601 West Colorado Ave.	1943

*Source: Polk's Colorado Springs, Manitou and Colorado City Directories, 1900-1943.

Early Inhabitants

Colorado's semiarid deserts and high mountains were skirted by traders headed for Santa Fe, by Mormons moving to Utah, and by gold seekers rushing to California. However, before the Gold Rush of 1849, the region experienced two earlier great migrations – of Native American peoples over thousands of years, and Spanish and French explorers from the sixteenth to the nineteenth centuries (Abbott 1994:17).

The principal Native American groups in the vicinity of the Pike's Peak Region prior to Anglo settlement were the Utes, Comanches, Kiowas, Cheyenne, Arapaho, and Sioux. The Utes were primarily mountain dwellers while the other indigenous peoples lived on the plains. Ute Pass served as a natural gateway between the western edge of the Great Plains and the high country of the west. Historically, the Ute Pass,

or Ute Trail, was located between the present-day towns of Manitou Springs and Florissant, west of Colorado Springs. The Ute Trail skirts the north side of Pikes Peak and climbs 3,000 feet in elevation to the summit at the town of Divide, which is 9,165 feet above sea level. Present-day US 24 follows portions of the historic trail. The trail may have begun as a bison trail connecting the prairie with the mountain meadows of present-day South Park, and Ute Indians used the trail for hundreds of years before it was recorded historically. Members of the Major Steven Long expedition, which visited the area in 1820, recorded that it was well-worn (Simmons and Simmons 2004:13). The Utes were the most permanent residents of the Colorado region. They were in possession of the mountain passes at the time of the earliest Spanish penetration (Ubbelohde 2006: 12).

3.2.1 Early Explorations and Surveys

The current project area is part of the Mississippi River drainage, which was claimed by Spain on the basis of Hernando de Soto's rather accidental discovery of that river in 1541. The earliest recorded European explorers in Colorado were the Spanish, whose expeditions reached the Great Plains in the 1540s. Motivated by the example of Cortez, as well as tales of "Cibola," the legendary seven cities of gold, the Spanish organized numerous expeditions to explore the uncharted regions of the West. In 1540, Francisco Vasquez de Coronado led an expedition that traveled northward from Mexico into the Great Plains. Although Coronado never found cities of gold, his expedition became the basis for Spain's claim to the entire Great Plains, including most of Colorado.

Spain and France were at war in 1682 when French explorer Sieur de La Salle sailed and rowed down the Mississippi River from French Canada and laid claim to the Mississippi drainage, which he named Louisiana after King Louis XIV. As French traders advanced up the Red and Arkansas Rivers from Louisiana, their trade with the plains Indians in arms and horses flourished. By 1706, the eastern plains of modern Colorado were claimed by Spain and named the Province of San Luis. In 1720, on orders from the Spanish viceroyalty in Mexico City, New Mexico Governor Don Antonio Valverde sent an expedition led by Don Pedro de Villasur northeast to seek out and attempt to stem French activities in the region. Somewhere near the forks of the Platte the Spanish were ambushed by Pawnees, who were allies and trading partners with the French. Thirty-two of the forty-two soldiers, including Villasur, were killed (Ubbelohde 2006:13-14).

The furthest documented penetrations of Spanish power extended to the Upper Arkansas River Valley near Leadville, Colorado. The upper Arkansas through South Park to the Front Range was frequently patrolled by the Spanish Army after 1800 to bar foreign traders and explorers. Yet, despite its efforts over the course of two-and-a-half centuries, Spain failed to push its settlements north of Santa Fe (Mehls *Mountains* 1984:1).

By the mid 1700s, an alliance between Spain and France against Great Britain warmed relations between these two European powers, but Spain and France remained rivals in America. However, in 1762, France ceded to Spain all of Louisiana west of the Mississippi River. France regained possession of most of this territory 40 years later and then sold the territory to the young United States of America in 1801. At the close of the eighteenth century, European domination of North America neared an end as the eastern portions of the former Spanish frontier became the territory of the United States (Ubbelohde 2006:19).

The Louisiana Purchase, which included most of eastern Colorado, nearly doubled the size of the United States, but the boundaries of the territory were unknown to either Napoleon or President Thomas Jefferson, and the acquisition forced negotiations over a more exact boundary. The Adams-Onis Treaty of 1819 established the southern border of the Louisiana Territory at the Arkansas River (Abbott 1994:33). The south-central portion of Colorado drained by the Rio Grande River and all of Colorado west of the Continental Divide remained in legal control of Spain and later Mexico until the United States annexed these lands in 1853 following the Mexican War.

The Lewis and Clark “Corps of Discovery” expedition of 1804, though it did not cross through Colorado, was the beginning of the great explorations and surveys of the nineteenth century American West. Among the most prominent of these early expeditions was Zebulon M. Pike's exploration of the Central Rockies and Southwest in 1806. Pike attempted a winter ascent, in waist-deep snow, of the massive peak he had earlier described as a “small blue cloud.” Pike and his men failed to reach the summit, but he was the first Anglo-American to describe the mountain, and those who came after him called it “Pike’s Peak” (Ubbelohde 2006:21).

Pike's party was eventually captured and taken to Santa Fe by Spanish troops patrolling the borderlands, who believed Pike was conducting espionage as well as exploring. Following his release, Pike published his account of the expedition in 1810. The report, which greatly advanced knowledge about the American Southwest, would shape perceptions about the Great Plains and would affect settlement patterns in the West for many years.

Diplomatic tensions between Spain and the United States prevented further exploration until the Adams-Onís Treaty was signed in 1819. The next official government survey into Colorado was led by Major Stephen Long in 1820, during which he attempted to locate the headwaters of the South Platte River, “discovered” the peak that today bears his name (Long's Peak), and successfully climbed Pike’s Peak. Accompanied by a team of scientists, Long’s expedition report famously described the American West as an uninhabitable area, as the "Great American Desert."

Trade and Migration

The War of 1812 and diplomatic wrangling between Spain and the United States dampened US government-sponsored expeditions in the early decades of the nineteenth century, but the acquisition of the Louisiana Territory stimulated exploration of the newly purchased land by private parties. Trappers and traders followed waterways across the plains toward the mountains in search of beaver and other fur-bearing animals. The two main routes into the region followed the Platte and Arkansas Rivers.

The discovery of gold in California in 1848 increased the number of people who traveled through the Rockies and also stimulated interest in searching for gold in the streams and rivers of Colorado. Consequently, prospectors replaced fur trappers as the principal explorers, fanning out across the West in an intensive search for the metal. In July 1858, William Green Russell and members of his prospecting party found “good diggings” at the mouth of Little Dry Creek, a few miles up the South Platte River from its confluence with Cherry Creek near present-day Denver.

In 1859, three large lode claims were made in what would later become Gilpin, Clear Creek, and Boulder counties. People from across the United States were lured to the region by the promise of gold, and the settlement of the Pike’s Peak region became inevitable. Most gold-seekers headed toward Denver and mining camps along the Colorado Front Range, while others traveled west through the mountains to South Park. By the winter of 1859, the Pike’s Peak area was a far different place from what it had been twelve months before (Ubbelohde 2006:57, 67; Abbot 1994:51; Abele 1981:13).

Town Development at the Foot of Pike’s Peak

The places where major streams and tributaries descend from the mountains onto the Piedmont were ideal locations for settlement, and Colorado’s first cities grew up along routes to the interior diggings. The mining industry presented opportunities for entrepreneurs hoping to supply it, since by its very nature,

mining required the supply of food and basic necessities, trade, transportation, lumbering, construction and manufacturing (Fraser 1997:4-5).

Colorado City

Colorado City began its life as a supply camp organized by a group of Auraria/Denver men. In 1858, two attempts were made to establish a town near the confluence of Fountain and Monument Creeks at the base of Pike's Peak: El Paso, which was laid out but abandoned upon news of the strike at Gregory Gulch near Central City; and El Dorado City, which also was promptly deserted. In 1859, acting upon news of gold strikes in South Park, a group of businessmen from the settlements that would later become Denver organized Colorado City. The town site was recorded in the records of the El Paso Claim Club on August 13, 1859. Engineer H.M. Fosdick platted the town as a “linear community along the road leading to Ute Pass.” His group recognized the economic potential represented by the throngs of travelers headed to the new mining areas in South Park (Anderson 1936:45-6; Reys 1979: 475, 589; Abele 1981:13).

The *Rocky Mountain News*, ever watchful for an opportunity to publicize the region's riches and to historicize events which had only recently occurred, offered a promising image of Colorado on March 7, 1860, under the headline “Early Days in Jefferson.” A week later, the *News* offered a similar expose on the “embryonic” town, providing detail on building types, including the sawmills and frame houses; the “peculiarly beautiful red-rock quarries, brown sandstone and limestone quarries adjacent, together with the red-rock clay, which, mixed with water, and a very little lime, constitutes the finest and most durable mortar” for construction; and the names of men associated with individual commercial buildings. The article ends with a description that would become a familiar refrain in the many decades to come:

Nature here has been lavish in outlays of the conveniences and the adornments. These fairy mountains and their charming streams, have a wealth within them which for human health may be more valuable even than the golden rocks of the mountain ridges....whether at the heights of Brooklyn, or whether on the sunny side of the Hudson, or in the sheltering ravines of the Snowy Range, I have never beheld a greater ‘blending of all beauties,’ in certain points of view, as are to be experienced and observed near Colorado suburbs and about the great northern base of Pike’s Peak (*Rocky Mountain News* 14 March 1860).

Reporter and Civil War veteran, Albert Richardson, visited Colorado City near the end of October 1859 and wrote that, upon riding in from the south, reported finding “a little sign-board labeled in bold capitals ‘COLORADO AVENUE.’ I had not seen a human being since morning, and the idea of a city in these

solitudes savored of the ludicrous; but there it stood, unmistakable evidence of civilization and speculation" (Reps 1979:475-77).



Figure 2. Colorado City circa 1860 (Pikes Peak Library District)

The growth and economic prosperity during Colorado City's first years was short-lived. The onset of the Civil War in 1861 diminished the flow of people moving west. Sporadic skirmishes with Native Americans along the Arkansas River diverted much of the remaining traffic north to the Platte River Valley. Despite efforts during the winter of 1859 and 1860 to improve the road through Ute Pass to South Park, access through Denver proved more convenient. Colorado City did not prosper greatly during its early years due to the lack of “mineral activity” along the Ute Pass Trail (Abele 1981:14). Rather than becoming a major supply and transportation center like Denver, Colorado City remained a local trading center, primarily for homesteaders and ranchers.

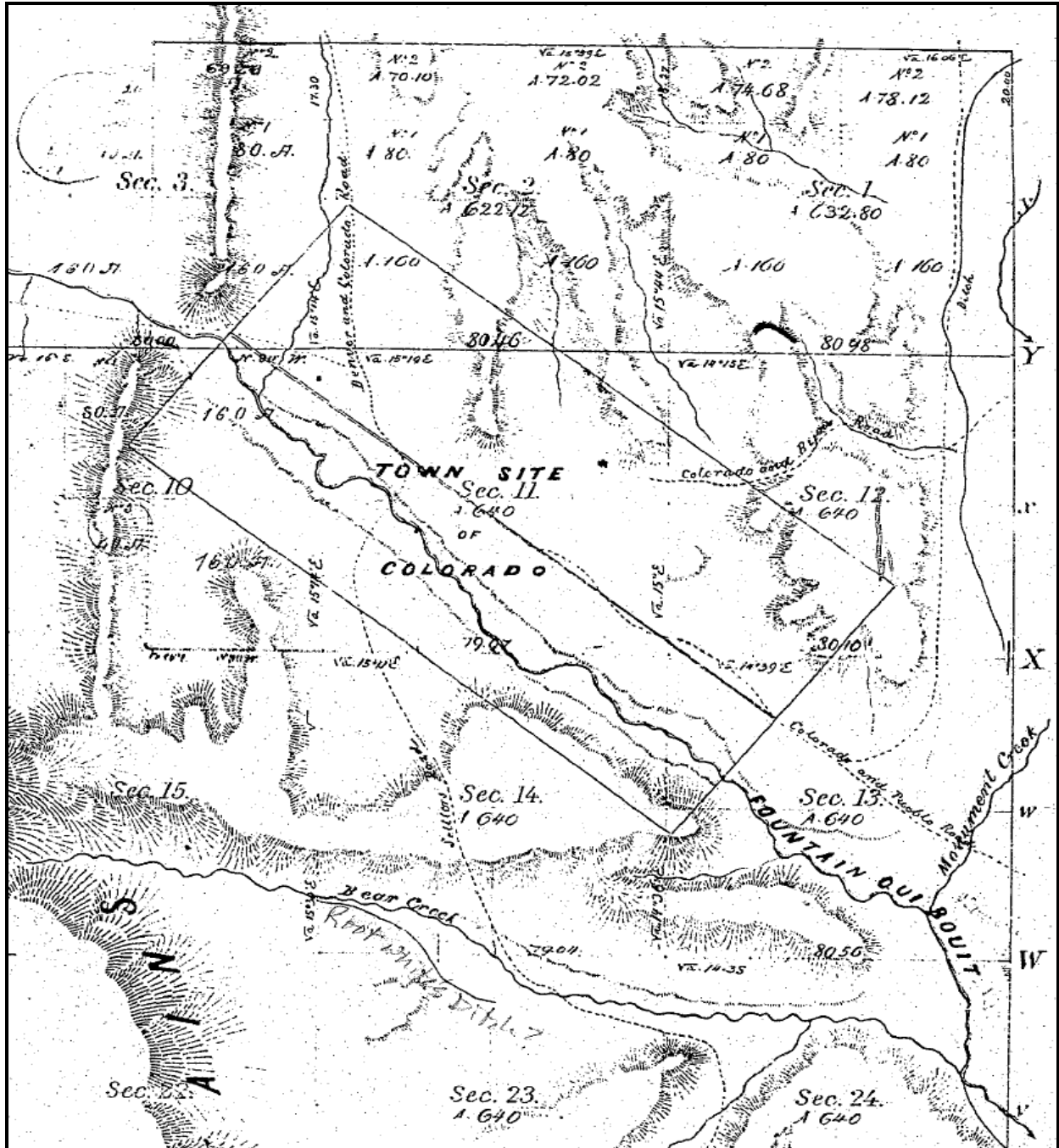


Figure 3. A detail of the 1863 General Land Office Map depicting the townsite of Colorado City

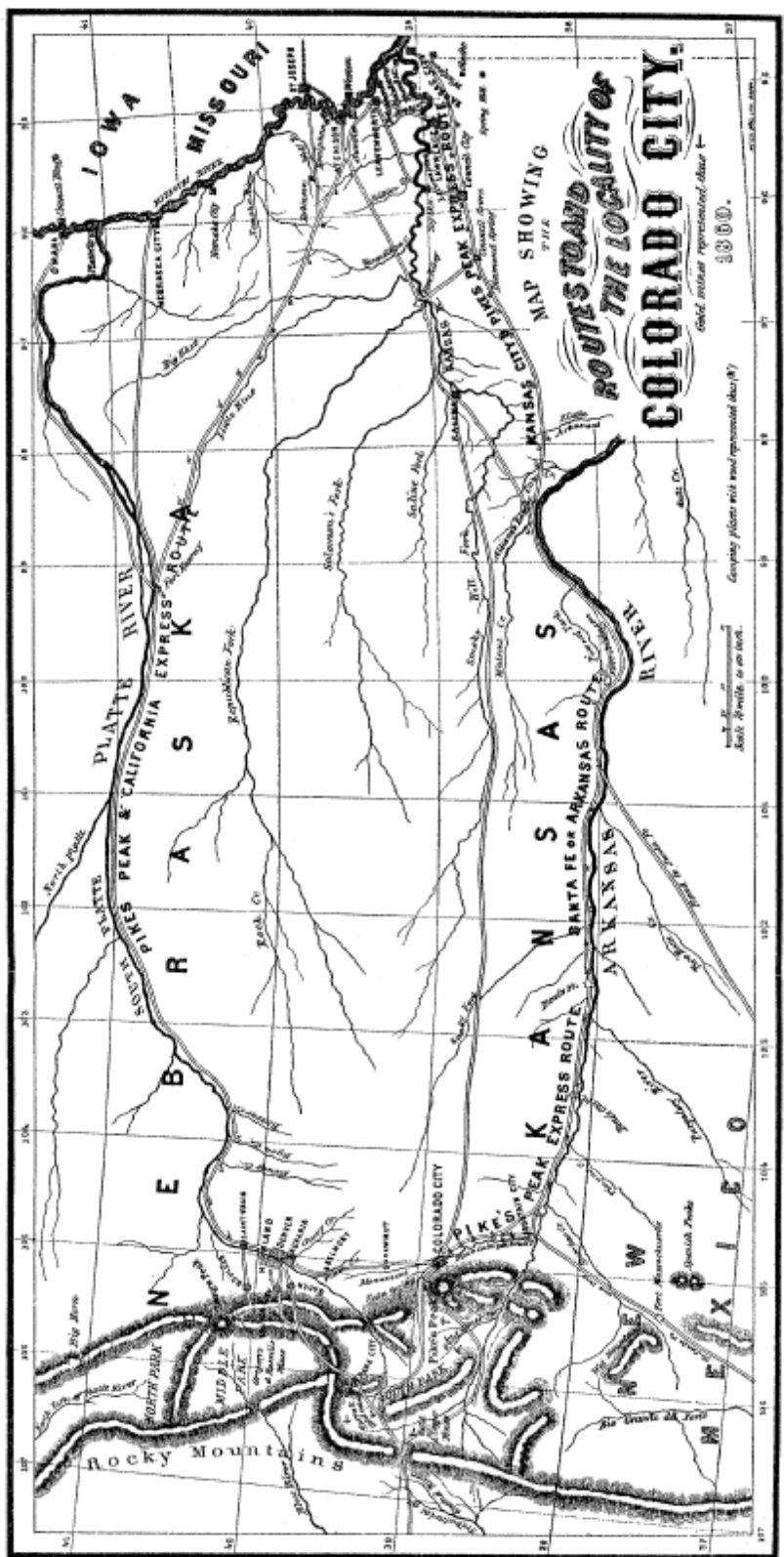


Figure 4. "Map Showing the Routes To and the Location of Colorado City, 1860"

Colorado City also had short-lived opportunities for growth based on political positioning. On September 9, 1861, Colorado City was designated the capital of the new Colorado Territory, and on November 1, 1861 the town became the county seat of the new El Paso County. By December, the “city fathers” donated fourteen acres in town as the site for the territory’s new capitol building. The capitol building was never constructed, and only one session of the Territorial Legislature was ever held in Colorado City. Shortly after convening on July 7, 1862, the legislators adjourned to meet temporarily in Denver, unsatisfied with poor lodging and working conditions they found in Colorado City.” The *Rocky Mountain News* pithily noted the change in venue: “Most of the members of the Legislature are in town. Their honorable presence gives a cheering cast to business, on the street and elsewhere. They adjourned from Colorado [City] to meet here next Wednesday” (Noel et al 1994:26; Abele 1981:14; *News* 14 July 1862).

Overall, the 1860s were difficult times for the town. Colorado City only occasionally came to life when miners or farmers came to town from their respective endeavors. The *Rocky Mountain News* offered encouragement, writing that though the town was down economically, the “great enterprise, however, which will certainly give Colorado City commercial importance” would be the construction of the road between Colorado City and the mines of Park and Lake Counties, which would open up new markets for local businesses and agricultural products (Abele 1981:15; *News* 29 May 1868).

3.2.2 Colorado Springs

Colorado Springs was founded in 1871 by William J. Palmer, who, following a distinguished career as an officer during the Civil War, worked for the Kansas Pacific Railroad from 1865 to 1870, where he was responsible for building much of the Kansas Pacific line to Denver. When the line to Denver was complete, and upon his departure from the Kansas Pacific, Palmer incorporated the Denver and Rio Grande Railroad (D&RG) in order to carry out his personal vision of a southern railroad route from Denver to Mexico, a proposal that had previously been rejected by his superiors at the Kansas Pacific. As early as 1869, former Territorial Governor A. Cameron Hunt quietly began purchasing railroad rights-of-way near present-day Colorado Springs for Palmer’s new railroad, as well as tracts in and around the “mineral springs” west of Colorado City. Between 1870 and 1883 Palmer and his partners built the D&RG into the primary transportation system in southern Colorado. In addition to founding Colorado Springs, he established the predecessor of the Colorado Fuel and Iron Company in Pueblo and helped to organize Colorado College in 1873 (Abbott 1994:377).

Palmer's Denver and Rio Grande specialized in building its own towns and destroying or undermining those that already existed. Further, these new towns tended to be dreary and unimaginative. The lone exception to the D&RG's reputation for designing unimaginative towns, Colorado Springs, became something more than a commercial success due to Palmer's deep and personal attachment to Colorado Springs. His successful efforts to establish there a city of beauty and grace contrast with his lack of care in the planning of his later towns. Colorado Springs was a creature of the rail transport systems, not of wagon road. It was conceived all at once, as a "high amenity, sophisticated, cosmopolitan home" for Palmer and others of his class. The economy of the town was to be 'clean,' with primarily education, tourism and health-related services for the upper classes of the United States and England (Reps 1979:583, 591; Hill 1984:304).

Palmer's vision required some imagination among passengers on the first train from Denver, who arrived in October to find a community barely three months old and with only a few log cabins. Growth was rapid, though, and by the end of 1871, 159 structures had been completed, foundations were laid for the Colorado Springs Hotel, cottonwood trees were planted along the streets, and irrigation ditches were dug to bring water into the townsite. By 1880, the community had grown to more than 4,200 residents (Reps 1979:589).

Manitou Springs

Mineral springs had been favorite camping places among Native Americans. In the 1880s and 1890s, entrepreneurs were inspired by European models to develop resorts and spas around these natural attractions. In the Pike's Peak region, Major Long's surgeon, Dr. Edwin James, wrote of the health benefits of the mineral waters. Daniel Boone's grandson, Colonel A.G. Boone, visited the springs in the winter of 1833 as an early cure-seeker. General Land Office surveyors working at the foot of Pike's Peak often mentioned the "soda springs" in their field notes. One, in the summer of 1863, remarked that "Two miles and a half above the town [Colorado City] on the Fontaine qui Bouil (sic), are several mineral springs which are much visited." These springs were included among the nearly 10,000 acres of land acquired by A.C. Hunt for Palmer's Colorado Springs Company (manitousprings.org; Sheldon, GLO, 1863).

Manitou Springs was platted in 1871 by William Bell, Palmer's "able English lieutenant" and co-founder of the Denver and Rio Grande Railroad. Bell had traveled to the area as the photographer for the Kansas Pacific Railroad, and he had noticed the great potential for profit in the valley of the "Fontaine-qui-

bouille.” Bell envisioned a health resort built on the fame of these mineral springs. The first hotel, the Manitou House, was opened by August of 1872. The city was laid out like a European spa town, with public facilities, hotels, and parks occupying the central core, and villa lots spreading out along the hillsides. The financial panic of 1873 hit Manitou especially hard, and images of beautiful villas evaporated into small wooden shops and cottages. Even if the reality of Manitou Springs did not live up to the dreams of Bell and Palmer, it was nonetheless a popular and successful health resort. By the end of the 1890s, the town could boast a magnificent Queen Anne style bath house, a large bottling plant for the ever popular Manitou Table Water and Ginger Champagne, seven elegant hotels (the Barker House and the Cliff House still exist), two railroad connections and numerous spring pavilions (manitousprings.org).

“New Town” and “Old Town”

The establishment of Colorado Springs in 1871 and the development of Manitou Springs had a profound effect on Colorado City. Palmer deliberately avoided the former territorial capital located north of the confluence of Fountain and Monument Creeks and instead sited the railhead east of Monument Creek. As Colorado Springs, or the “New Town,” grew in size and importance, it overtook Colorado City, or “Old Town” as a main settlement of the Pike’s Peak region. Like Denver on the Territorial level, Colorado Springs also usurped the political power of Colorado City when, in 1873, the El Paso County seat was transferred from Colorado City to the new community (Reps 1981:121; Reps 1979:582-83; Abele 1981:16).

The residents of Colorado City had little control over the course of events once Colorado Springs, on the east bank of Monument Creek, began to grow, especially regarding the provision of water. Despite objections from those on the west side of Monument Creek, Fountain Creek was dammed in 1871 and the Fountain (as distinguished from the Fountaine) Ditch, later known as the El Paso Canal, was constructed. Colorado City residents strongly objected to the building of the ditch, fearing that their water supply would run short and that the ditch would prove dangerous to children of the area. Perhaps in response to the latter concern, the canal’s eventual eleven-and-one-half mile course was constructed underground through Colorado City, then as an open ditch along the Mesa to northern Colorado Springs where it provided water for the new community’s trees, lawns and gardens (Ormes 1933:72).

Symbolically, Colorado City lost its association with the grandeur of the region; no longer was the town the “picturesque spot at the base of Pike’s Peak.” Almost overnight, this appellation was assigned to Colorado Springs or Manitou Springs as a result of Palmer’s extensive promotional efforts via the Denver and Rio Grande Railroad and the Colorado Springs Company.

Socially, Colorado City benefited from Palmer's means of insuring that his town had a proper image and attracted a genteel, moral citizenry. The public sale of liquor was prohibited in Colorado Springs, to the benefit of Colorado City's saloons that flourished because they had no competition. As the region grew, so did Colorado City's reputation as its 'watering hole' (Abele 1981:17). Palmer's restrictive deeds and public ban on liquor never really worked, however, since most residents, including the town's founder, had no moral objections to drinking. Instead, citizens were concerned with the propensity for rowdies and lower property values associated with saloons (Sprague 1980:324).

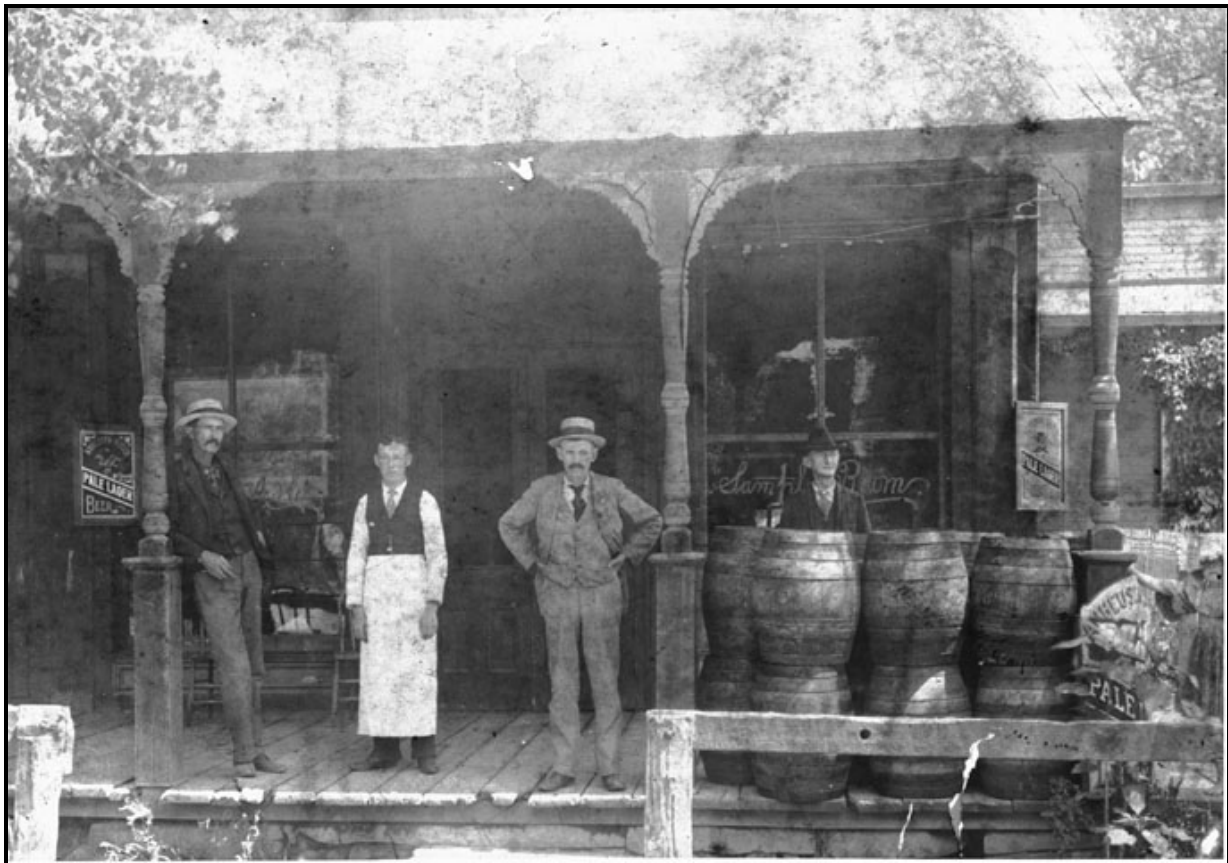


Figure 5. Schmickel Saloon, Colorado City, circa 1898 (Pikes Peak Library District)

A "Dancing Pavilion" and Beer Garden were located at present-day 25th and Vermijo streets, identified as such on Sanborn maps as late as 1902. The pavilion, with its octagonal roof, remains extant, rehabilitated into a house sometime in the early 1920s (Sanborn-Perris 1890, 1902, 1907).

Colorado City did experience increased activity in certain segments of its economic life. People were drawn to the area by the Colorado Springs Company's efforts at promoting the healthful climate and other benefits of living in the Pike's Peak area. The company's advertisements brought a large number of settlers to the region in the late nineteenth century. Significantly, Palmer recruited for his new city those "of his class." Among these were wealthy capitalists who, wishing to establish businesses close to their new homes, but excluded from doing so within the city limits of Colorado Springs, created and directed industrial development in and around Colorado City. In turn, as the population of Colorado Springs increased, so did the demand for building materials, which would eventually be met by the abundant sources of sandstone, granite, lime, gypsum, sand, and varieties of gravel adjacent to Colorado City. A plaster mill and several other businesses were formed within the town to supply the necessary materials for new construction (Abele 1981:17).

The Cripple Creek Gold Boom

Between 1886 and 1901, at least 50 subdivisions and additions were made to the municipalities of Colorado City and Colorado Springs; by 1914, more than 80 subdivisions existed. During the 1890s, the population of the Pike's Peak region, as defined by the three major towns, tripled. Much of this growth coincided with the arrival of the Colorado Midland Railway Company in 1886 and the discovery of gold at Cripple Creek in 1891.

The Colorado Midland line was conceived to service the Leadville and Aspen mines via Ute Pass. The company was organized in 1883, but construction did not begin until J.J. Hagerman became president of the company in 1885. Originally from Michigan where he made his fortune in iron mining, Hagerman came to Colorado Springs in 1884 for treatment of tuberculosis. Acquiring mining properties near Aspen and Leadville, he became convinced of the need for a railroad between these areas and Colorado Springs. The line took more than two years to complete and much of it was financed by Hagerman. Once completed, its 216-mile run included the Colorado Midland complex south of Fountain Creek, near present-day 21st street in Colorado City. It was the first standard gauge railroad to cross the Continental Divide in Colorado (Fraser 1997:36, 42-43; Abele 1981:17-19).

In addition to constructing its own complex of support and headquarter buildings, including a fourteen-stall roundhouse, the Colorado Midland stimulated development and construction in other areas in and around Colorado City. Building supply firms that marketed, processed, or excavated natural material from the region burgeoned due to the improved access to new markets to the west. Promotional materials in 1890 proclaimed the position of the city gives it unsurpassed advantages as a manufacturing center.

It has ample railway connections, central location, abundant water supply, plenty of cheap land for factories and homes. The county taxes are very low, and the high license system provides for all expenses of the City government (Abele 1981:18-19).

The Colorado City population, estimated to be about 100 in 1886, increased to 400 by 1887 and topped at 1,500 in 1889, near the eve of the Cripple Creek gold strike. “Crazy Bob” Womack, “a poor and only occasionally sober cowboy” discovered gold while herding cattle at the base of Pikes Peak. Initial skepticism about the discovery evolved into glee as the district produced more than \$500,000 in gold its first year. In time, Cripple Creek would become Colorado’s biggest bonanza ever, producing \$16 million in gold in 1899, \$18 million in 1900, and \$10 million as late as 1910 (Fraser 1997:66).

In fact, while the rest of the country, including parts of Colorado, suffered through the Panic of 1893, caused largely by the steep decline in the price of silver, the Pike’s Peak region was insulated from the crisis by the uninterrupted production of gold at Cripple Creek. The region experienced no business or bank failures during a time that saw development grind to a halt in most of the rest of the state (Simmons and Simmons 2004: 34).

Between 1894 and 1901 three new railroads began service to Cripple Creek from the Colorado Springs area. Each provided passenger service, but the primary business was hauling gold ore from the mines. The first of these was the Florence and Cripple Creek Railroad, known also as The Gold Belt Line. It utilized portions of the Denver and Rio Grande line to connect to Colorado Springs. Three days after The Gold Belt began operating, a second railroad, the Midland Terminal Railroad arrived in Cripple Creek on July 4, 1894. This line used portions of the Colorado Midland route through Ute Pass. The third, the Colorado Springs and Cripple Creek District Railway, popularly known as the Short Line, began service in 1901 (Fraser 1997:66-68; Abele 1981:20-21).

Subsequently, five ore processing mills were constructed in Colorado City adjacent to the rail lines that provided the ore, coal and other chemicals needed in the reduction process, and near Fountain Creek and its tributaries that provided water for their operation. Area residents initially opposed the construction of the mills, worrying that a smelter might detract from the region’s healthful image. However opposition dissipated by 1901 with the increased employment and prosperity the mills brought to the area (Abele 1981:21).

The peak year for the Cripple Creek district’s ore production turned out to be 1899-1900, which coincided with the largest building boom in the Pike’s Peak region. Industrial and residential development boomed

especially in Colorado City. One of the gold strike's immediate effects was local real estate speculation. Local lumber companies, metal suppliers and manufacturers, and even local or nationally known liquor-related industries were established, and tradesmen such as masons, bricklayers and carpenters increased in numbers. Between 1898 and 1900, approximately 1000 houses were built in Colorado City and adjoining communities (Abele 1981:20).

Colorado City survived the Panic of 1893 and flourished for the next fifteen years thanks to gold, but, as happened during prior mining booms, this prosperity proved short-lived. Declining gold production after 1900 and the enactment of liquor and gambling laws during Prohibition seriously affected commercial and residential development west of Colorado Springs.

Other Townsites within the Westside

Within the Westside during the late nineteenth and early twentieth centuries a number of other towns, large and small, were established, most in close proximity to Colorado City. The reasons behind these short-lived towns is difficult to discern, but given Colorado City's erratic history and periods of decline, perhaps the organizers of the other towns thought their communities might supersede Colorado City as Colorado Springs had done. Another motive may have been to escape the laws or taxes of the established municipalities (as was the case for Ramona, established in 1913 to avoid temperance restrictions and voted itself "wet" until statewide prohibition in 1916 closed all of its saloons). In any event, with the exception of Ramona, few of the other towns were incorporated or developed land uses typically associated with towns; they remained instead residential developments. Some, such as Brookvale and Montclair, were platted but never built upon before being absorbed by another development. Others, such as La Vergne, West Colorado Springs and East Colorado City, managed to maintain separate identities until the late 1940s even though they had been annexed by Colorado Springs (Abele 1981:26).

Decline in the Early Twentieth Century

After the peak year of production at the turn of the century, both the quality and quantity of gold ore from the Cripple Creek mines diminished. Strikes and other labor-related difficulties also impaired the profitability of local mining and mill operations. By 1913, only one local ore operation, the Golden Cycle Mill, was still solvent; the others, unable to process the lower grade ores profitably, were forced out of business. With reduced tonnage to haul from the mining district, the various railroad lines that serviced Cripple Creek also suffered financially (Simmons and Simmons 2004:52). The Colorado Midland was liquidated by a bankruptcy court in 1918. The relative impact of mining declined by the outbreak of World War I, and tourism grew in economic importance (Simmons and Simmons 2004:1).

Colorado Springs began annexing portions of the Westside in 1890 and continued until 1917. The annexation of the Westside to Colorado Springs was for the most part a gradual process. Much of the near Westside became part of the city as additions were made during the period 1887-1902. The annexation of the Town of West Colorado Springs in March 1890, followed by the 1902 annexation of the Town of La Vergne, brought most of the Westside east of 19th street within the Colorado Springs City limits. With the decline of the railroads and the ore processing industry plus the prohibition of liquor, the economic base of Colorado City was destroyed. Unable to sustain itself as a separate municipality, a majority of Colorado City residents approved annexation of their town and its associated additions by Colorado Springs in June 1917 (Abele 1981:21, 32; *Gazette* 12 June 1927:7; County of El Paso 1987:9).

Following World War I most commercial activity in the region revolved around tourism, as residents and businesses again hoped to cash in on travelers heading west into the mountains. Yet the local economy languished and the Great Depression sent it into a tailspin in the 1930s. The Manitou Branch Line of the D&RG, between 28th Street and Manitou Springs, was abandoned and the rails removed in 1939. The Westside declined mainly due to limited housing demands or available lots on which to build. Despite an upturn in the economy in the 1940s with the introduction of several military posts in the area, the Westside area stagnated as home builders and homebuyers looked to the new and up-to-date subdivisions being created east of Colorado Springs. The Golden Cycle Corporation announced it was moving its mill operations to Cripple Creek, and the Midland Terminal Railway line between Colorado Springs and Cripple Creek was abandoned in 1949. Lacking economic or political influence in the larger community, Westside residents had limited means to halt what appeared to be the inevitable decline of the area. The future of the Westside showed little promise by the mid-twentieth century (Abele 1981:3).

The introduction of the interstate highway system in the 1950s and 1960s and the eventual construction of Interstate 25 that divided Colorado Springs in two hastened the decline of the Westside. Though the 1950s brought a brief economic boom to the area, US 24 bypassed family-run businesses along Colorado Avenue by the end of the 1960's. Many of these businesses suffered or failed due to the decreased automobile traffic. In the 1970s, Westside citizens engaged in revitalization measures through local organizations such as the Colorado Commercial Club, the West Colorado Springs Commercial Club, and the Old Colorado City Development Company (Patterson 1978:6-9). In 1982, the "Old Colorado City

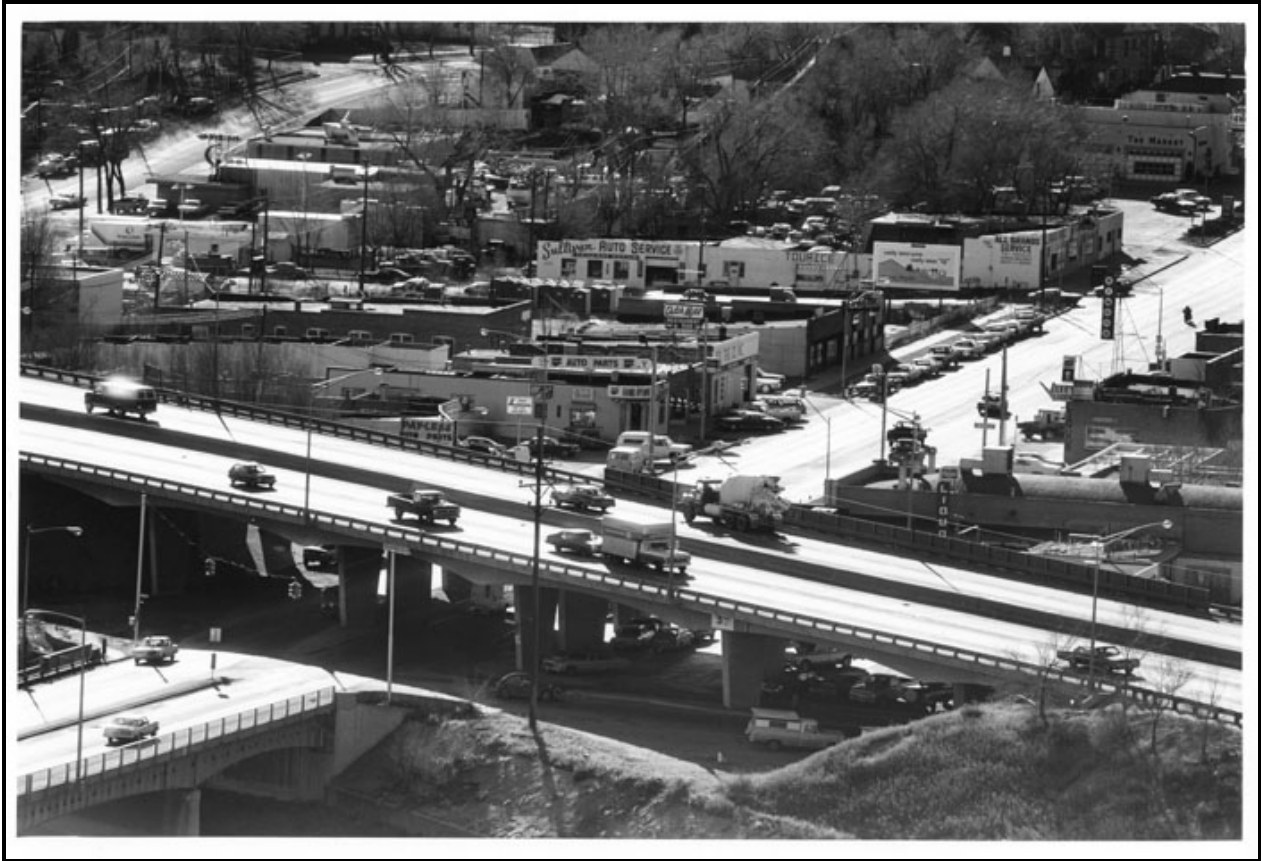


Figure 6. Interstate 25 over Colorado Avenue. The construction of the interstate divided Colorado Springs and hastened the decline of the Westside during the 1950s and 1960s (Myron Wood, 1980. Pikes Peak Library District)

Historic Commercial District" was listed on the NRHP. It was the first NRHP Historic District designated in El Paso County.

Today the Westside is again undergoing resurgence partly due to its separation from the City of Colorado Springs, its architecturally interesting houses, and its unique feeling and association with its nineteenth century heritage. Restoration and rehabilitation within the Westside is continuing. While the residential neighborhoods are facing few of the development pressures that tend to spur the current scrape-off trends in other Colorado communities, older properties associated with the automobile tourism industry are being slowly altered or replaced outright by newer facilities.

3.2.2.1 Transportation

Early Wagon and Stage Routes

The discovery of gold in 1858 triggered the first mass migration to Colorado which illustrated the routes from Nebraska and Kansas Territories to the gold fields along Cherry Creek. The initial issue of the *Rocky Mountain News* on April 23, 1859 printed Colorado's first road map. Separately, a "Map Showing the Routes To, And the Locality Of, Colorado City" in 1860 depicts the Pike's Peak Express stage route entering Colorado City from the southeast. This nineteenth century stage route generally followed the historic route of the Cherokee Trail. The Cherokee Trail originated near today's Arkansas-Oklahoma border, followed the route of the Santa Fe Trail until branching off at present-day La Junta, Colorado, and continued up the Arkansas River and the west bank of Fountain Creek to Colorado City. It then continued northward toward the Denver area before passing through Virginia Dale to Wyoming. In the twentieth century, the original alignment of the Great North-South Highway (subsequently US Highway 85 and now Interstate 25) followed the alignment of the stage route through this section of southern Colorado (ACRE 2002:3-4, 3-5).

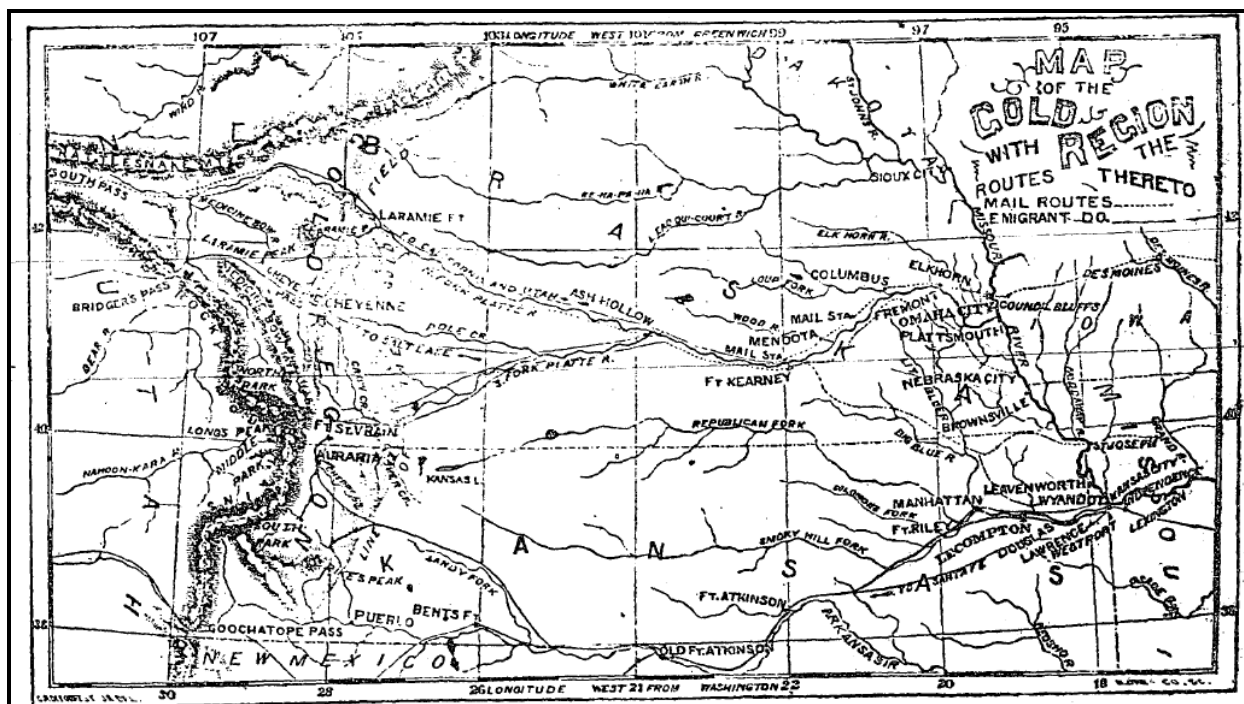


Figure 7. Colorado's "first" road map, published in the first edition of the *Rocky Mountain News*, April 23, 1859

In January 1860, the Kansas Territorial Legislature authorized construction of a limited number of toll bridges and roads, including a toll road from Soda Springs (today's Manitou Springs) into South Park along the Ute Trail (now US 24) (ACRE 2002:4-1). The first real effort to develop an integrated road system came with the establishment of counties. The first county, Arapahoe, was created in 1858 from the western portion of Kansas. In 1861, Congress created the Colorado Territory; the boundaries of the territory are those that exist today for the state. In 1862, the fledgling territory passed legislation to establish and regulate territorial roads, which in effect created the area's first integrated road system. Many of today's highways closely follow the roads established by the Colorado Territorial Assembly in the 1860's.

Ute Pass

Today's US 24 traces its lineage back to the Ute Pass, threading through the Rockies west of Colorado Springs and on to South Park. One source contends that French traders utilized Ute Pass to access South Park as early as the 1730s, (*Gazette* 16 May 1954:DD-2). El Paso County's Spanish name, "the Pass," alludes to the Ute trail through the break between Pike's Peak and the Rampart Range. This road was already in heavy use for access to the mines at Tarryall in South Park when the Rocky Mountain News in 1860 remarked that "instead of the bad old road of last year to the Park, there is now a fine, free thoroughfare, with an easy grade and the best of bridges, connecting the Peak with the Park in eighteen miles" (*News* 14 March 1860:2).

Apparently not free for long, the route was acknowledged by the territorial legislature when, on August 8, 1862, the Ute Pass Wagon Road Company was commissioned to build a toll road from Colorado City to the South Fork of the South Platte River in South Park. Two years later, meeting at the Higgins and Cobb Building in Colorado City, the Ute Pass Wagon Road Company officially incorporated in order to construct "the said toll road [which was] to start from some point near Colorado City, C.T., thence through the so called Ute Pass and terminating at some point near the Old South Platte crossing in the South Park" (McTighe 1989:177; Ute Pass Wagon Road Company minutes from 16 July 1864).

The challenges of constructing the road are implicit in the records of the company. The initial capitalization of \$10,000 was increased to \$25,000 the following year, when company engineer Sheldon's report stated that a one-half mile segment of road "will include all the difficulties to be encountered [sic]. The balance presenting no other difficulty than that of ordinary grading and leveling" (Ute Pass Wagon Road Company minutes from 25 September 1865). In July 1867, apparently at the request of the contractor, D.W. Mills, the officers of the Wagon Road company "agreed...to allow the width of road to

be reduced to twelve feet at difficult points” (Ute Pass Wagon Road Company minutes from 16 July 1867).

Traffic had become so heavy over the Ute Pass roadway by the early 1870s that its maintenance as a highway rated the first bond issue ever voted on for a Colorado county road (McTighe 1989:177-178). The bond issue was promoted by Irving Howbert in response to lagging sales of lots in the newly established town of Colorado Springs. He believed that William Palmer's resort "deserved a decent road up Ute Pass." E.S. Nettleton was hired as the engineer and work commenced. By October 1871 the road work was complete and lot sales increased, although it is difficult to directly link the two events. In the final decades of the nineteenth century, the varying conditions of the road between Colorado City and South Park would require considerable sums of money for repairs and garner many column-inches from the local press.

Other Early Transportation Routes

The earliest General Land Office (GLO) survey map of the region (ca. 1867) shows several roads running through the region. One of these, identified as the “Denver and Colorado [City] Road,” descended into Colorado City from the north along roughly the course of present-day Camp Creek and may have followed segments of the historic Cherokee Trail. It intersected the Ute Pass Wagon Road east of Camp Creek at present-day 24th Street and West Kiowa (near the historic location of Whittier School), continued southeasterly to a crossing of Fountain Creek in the vicinity of present day 25th Street, where it changed to “Settler’s Road”, and crossed Bear Creek just south of the intersection of present-day Gold Camp Road and 21st Street.

The 1867 GLO map also identified the “Colorado and Pueblo Road,” which ran northwesterly, crossing Monument Creek near present-day Costilla Street, becoming Colorado Avenue within the boundaries Colorado City, then becoming the Ute Pass Wagon Road just past present-day 32nd Street, paralleling Fountain Creek along its southern bank. It is likely the “Colorado and Pueblo Road” was the route that Albert Richardson rode in on from the south when he encountered the “little sign board” with “Colorado Avenue” written upon it in 1859. A third road, the “Colorado and Bijou Road” entered Colorado City from the east roughly along present-day Uintah Street.

Subsequent road building occurred as additions were made to Colorado City. For example, in September 1887, an El Paso County road was completed between “the rear of Mr. D. F. Kinsman’s residence in Colorado City” and the Calvert Heights Addition, one of ten additions to Colorado City platted and filed

that year. “It is sixty feet wide, well graded, and is the nearest outlet to Colorado City for the Midland Shops, Bott’s Addition and Calvert Heights...The new road is also an outlet for Colorado City to Bear Creek canon [sic]” (*Gazette* 25 September 1887:4).

By 1927, Colorado Avenue had been fully paved and was a major east - west thoroughfare of the transcontinental system of highways known as US Highway 40. (*Gazette* 10 June 1927:1)

The Evolution of Westside Street Names

Streets on the Westside were platted according to a grid pattern that roughly paralleled Fountain Creek in a generally northwest-southeast axis, while some of the later additions, such as Bott's, Calvert Heights, Montclair, Portland Heights, and other sections of town south of present-day US 24, were laid out along the north-south township and range lines established in earlier General Land Office surveys. Street names on the Westside changed many times between the founding of Colorado City in 1859 and its annexation by Colorado Springs in 1917. The boundaries between Colorado City and its neighboring municipalities to the east generally followed the section and township lines, which made for some odd transitions among street names as additions and municipalities crept toward the original townsite of Colorado City.

Street naming and numbering on the Westside underwent several incarnations. The changes were heavily influenced by the Parrish Addition to Colorado Springs in 1874 (Figure 10) and the development of West Colorado Springs in 1888. Spruce, Walnut, and Chestnut Streets included within the Parrish Addition are generally wider than other north-south streets on the Westside and reflect the influence of Colorado Springs' grid system as well as the social connection to that city. In contrast, West Colorado Springs generally followed the angled grid pattern established by Colorado City. North-south-trending streets in West Colorado Springs began at First Street and continued on until Twelfth Street (present day 19th Street). Sheldon Avenue in Colorado City was the next street in the sequence, and from here the original Colorado City names carried forward: East Third, East Second, East First, East, West, West First, et cetera. When West Colorado Springs was annexed by Colorado Springs in 1890, First Street became present-day 8th Street, and the numbering sequence continued until 20th Street/Sheldon Avenue. (Figure 11). Thus began the transition from spelling the numbered streets (First, Second, Third) to an ordinal system of naming (1st, 2nd, 3rd), which was extended to the eastern boundary of Manitou Springs upon the annexation of Colorado City in 1917.

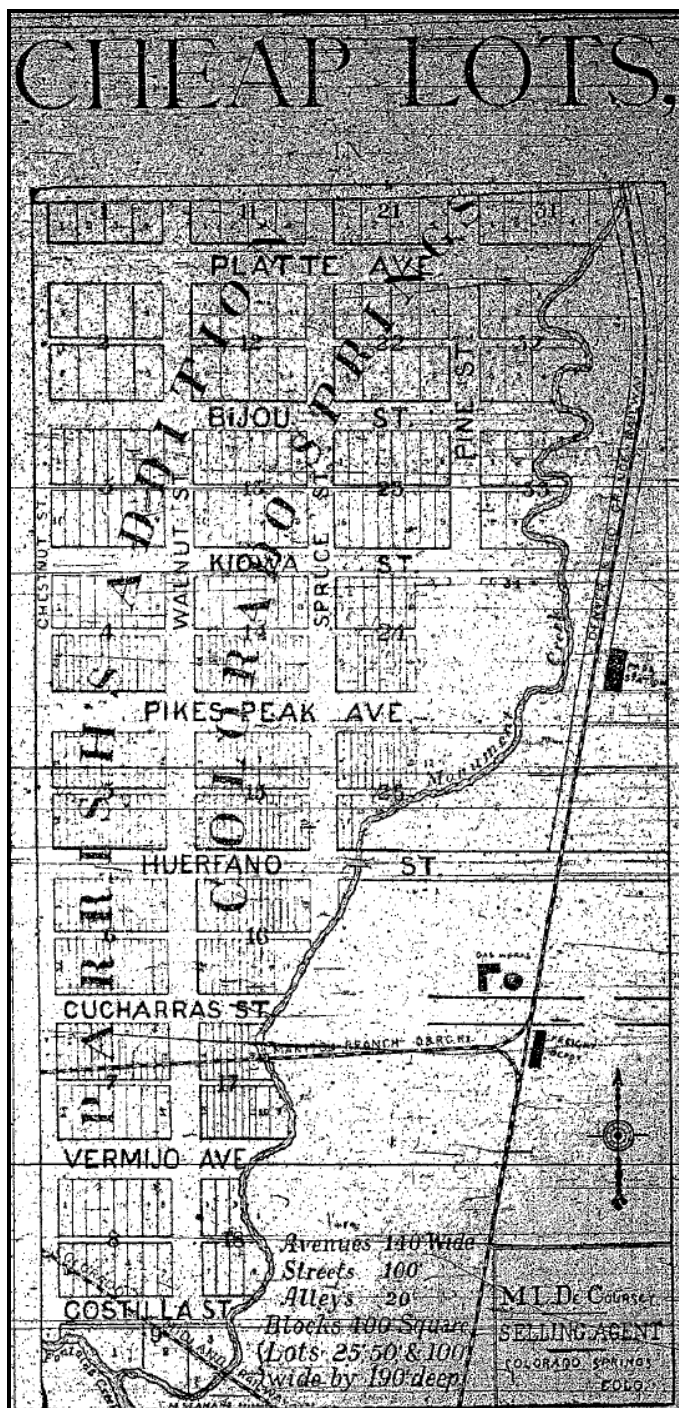


Figure 8. An advertisement for the Parrish Addition, the first addition to Colorado Springs in 1874

Among named streets on the Westside, Colorado Avenue is the only holdover from the Territorial era, and the only original Colorado City street name to extend eastward through Colorado Springs. The name replaced Huerfano east of 8th Street following the unification of street names after the 1917 annexation. In general, all other streets north and south of Colorado Avenue were renamed to correspond with

Colorado Springs' naming system. For instance, south of Colorado Avenue, Washington and Grand Avenues in Colorado City, and Grant and Hayes Streets in West Colorado Springs, were replaced, respectively, by Cucharas and Vermijo streets.

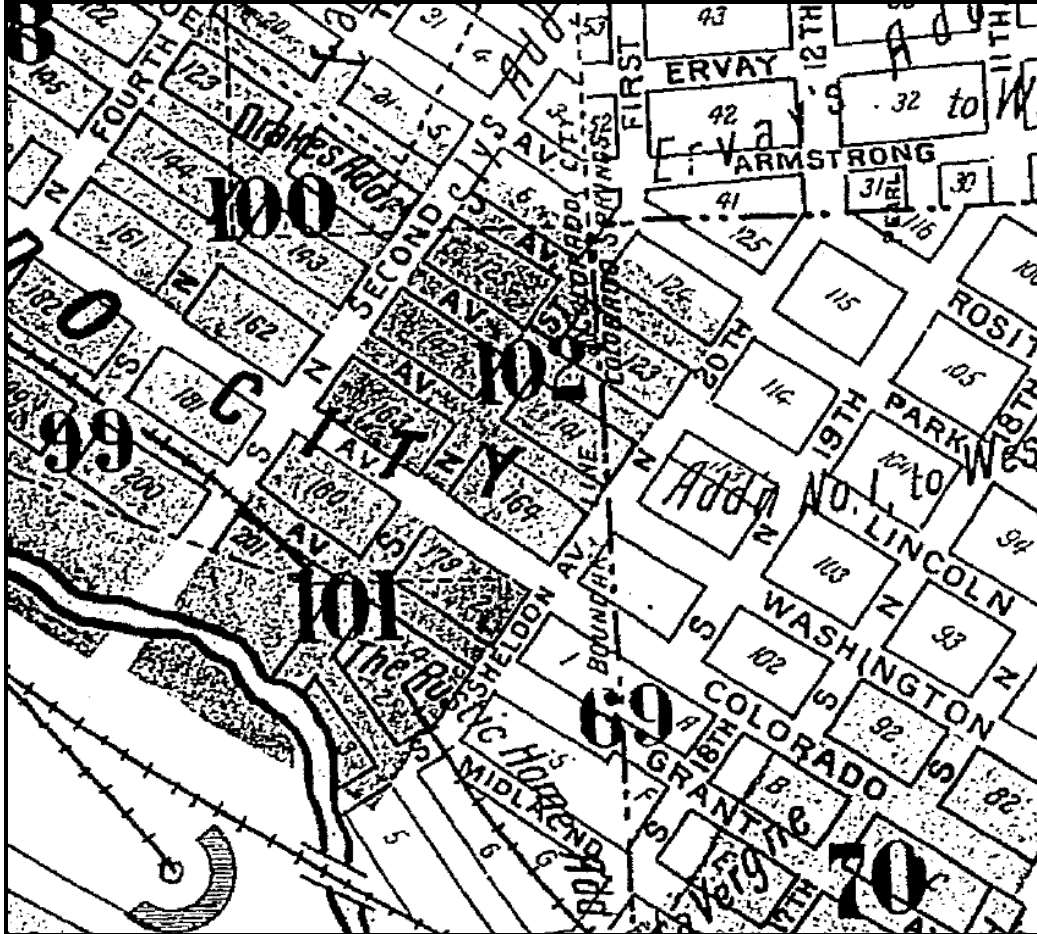


Figure 9. Detail of 1907 Sanborn Insurance Map showing Boundary Line between Colorado City and Colorado Springs. The North-South boundary conflicts with the angled grid; Sheldon and 20th Streets are one and the same

US 24

By 1924 the need for a single, unified system of highways became clear. In that year, the American Association of State Highway Officials (AASHO, today's AASHTO) passed a resolution requesting the Secretary of Agriculture (the Bureau of Public Roads was in this department at the time) to investigate the possibility of creating a system of standardized highways. Several states including Michigan and Wisconsin already had a system of signed, numbered routes, and these were to be the model upon which the US Highway system would be based (Cooper 2006). The western terminus of US 24 was originally in

Kansas City, MO, while present-day US 24 in Kansas and Colorado was originally part of a US Highway 40 N/S split. In 1936, the N/S split was eliminated, with US 24 taking over US Highway 40N east of Limon, and taking over US Highway 40S from Limon to US Highway 50 in Grand Junction (Clason Map Company 1935; Colorado Department of Highways 1930, 1936; Conoco Oil Company 1936).

Locally, the evolution of US 24 was closely tied to the fortunes of the Colorado Midland Railroad and the Midland Terminal Railroad. US 24 functioned as a local street in the 1920s and 1930s by using Colorado, Cascade, and Platte avenues. By 1937, a portion of road designated US 24 (also known locally at this time as the Ute Pass Highway) paralleled the Colorado Midland Railroad tracks between 8th and 31st streets and was listed as a “first class oiled highway” (Crawford 1937:308). In 1934, the Midland Terminal Railroad was purchased in receivership by the Golden Cycle Corporation and put to limited use primarily hauling ore from Cripple Creek to the company’s Golden Cycle Mill. In June 1948, the Golden Cycle Corporation announced plans to formally abandon the 55-mile stretch of track between Colorado Springs and Cripple Creek. The impetus for the decision was the impending closure and dismantling of the company’s mill, located east of the present-day intersection of Busch Avenue and 21st Street. The construction of a new mill in Cripple Creek effectively eliminated the need for the Midland line (*Gazette* 8 June 1948:1). The following month, State Highway Engineer Mark Watrous urged municipalities within the Pike’s Peak region to “protect the right of way against other encroachment until a decision can be made” regarding the future of US 24 (*Gazette* 23 July 1948:13).

One of the first uses of the abandoned Colorado Midland right-of-way, as well as its name, was the creation of The Midland Highway in the early 1920s. Ostensibly beginning in Colorado Springs, the actual conversion of the abandoned Midland right-of-way into an automobile road appears to begin in or around Divide, Colorado, since the Midland Terminal Railroad continued to run trains from this point into Colorado Springs until 1949. Cinders deposited along the route by trains when “mixed with decomposed granite, have furnished a roadbed which, after removing the ties and plowing below them and grading out, has made a roadbed second to none of its kind” (Keck 1924:14). The route, which was said to be 22 feet wide and “not exceeding a three percent grade,” was included in the Pike’s Peak Ocean-to-Ocean Highway constructed during the 1930s. It utilized US 24, through Colorado Springs, west along Colorado Avenue to Manitou Springs and beyond over Ute Pass. The highway spanned the continent from New York City to Los Angeles in a time when paved roads were rare and traveling by car for more than 10 miles was an adventure.

The route of the highway evolved significantly over the years between 1914 and 1926 when the federal numbering system began. In the early days the Pike's Peak Ocean-to-Ocean Highway followed the same route as the National Old Trails Road in the East, beginning in Washington, D.C. and New York. The western terminus was San Francisco. By 1923, New York was the sole eastern end and Los Angeles had replaced San Francisco in the west. Numerous local re-routings occurred as well (Keck 1924:14).

Initial efforts by Colorado Springs to acquire the Colorado Midland Railroad right-of-way between 8th and 25th Streets were thwarted by motel owners along Colorado Avenue, who argued "it would be 'a very expensive venture' to bring the route up to the standard of Colorado Avenue," though it is possible they feared that a new alignment would diminish vehicular traffic adjacent to their businesses. There were also questions regarding clear title to the Midland properties. Twice, in December 1953 and early June 1954, the city council rejected purchasing the Midland right-of-way from the Golden Cycle Corporation, only to abruptly switch course at the end of June 1954 and agree to acquire the right-of-way for \$15,000. By 1962, Colorado Springs had purchased enough land for a 100-foot right-of-way between 8th and 26th Streets. Also in 1954, residents of Manitou Springs began voicing their concerns regarding US 24 through the town, saying traffic is becoming "heavier, slower and more dangerous." The residents asked that the "highway department and the city cooperate in widening the road through" [Manitou Avenue] (*Gazette* 22 December 1953:1; 8 June 1954:1; 22 June 1954:1; 17 July 1962,:1; *Post* 23 September 1954:16).

Though a top priority for residents and businesses between west Colorado Springs and Manitou Springs, the planning for the East-West Highway dragged on from mid-1954 until the early 1960s. The first construction contract was awarded to Bailey Construction Company of Broomfield, Colorado, in August 1963. In 1962, prior to commencing with construction of the "Midland Expressway," a major point of contention involved the location of access points along the new highway. During a series of hearings in the spring of 1962, many property owners along the route pleaded for additional access to their properties, while others in the city took issue with the design and location of intersections along the expressway. The original State Highway Department design did not provide access to the expressway between 8th and 21st Street. Residents and city officials also disliked the proposed two-lane diagonal access between 25th and 26th Streets. Charles Shumate, assistant state engineer, said that too many accesses "would defeat the purpose we have set out to accomplish" (*Gazette* 17 July 1962:1).

By the late fall of 1962, the various parties agreed that an at-grade, four-lane intersection would be built at 26th Street and access to the north would be allowed at 14th Street (*Gazette* 25 September 1962:4). Also

during 1962, the Colorado Motel Association and West Side businesses protested against the proposed expressway designation as US 24US 24. In turn, the City of Colorado Springs requested, and the State Highway Department agreed, that Colorado Avenue would retain its designation as US 24 while the new route would be designated US Business 24 through Manitou Springs (*Gazette* 14 November 1962:13).

The new highway between 8th Street and the Manitou City limits was completed by 1964, and the adjoining Manitou Springs Bypass, a three-mile segment beginning at the western boundary of Colorado Springs, was opened in October 1969. Because much of US 24 and its newer four-lane bypass route was located along the route of the Colorado Midland Railroad that formerly ran to the Cripple Creek mining district, the freeway segment has been known informally as the Midland Expressway. Of the nearly \$5 million total cost, about \$2 million was for right-of-way acquisition. A few cabins and cottages were torn down, mainly in the ‘Little Switzerland’ area near the west end (*News* 23 October 1969:23). The four-lane highway was extended to Woodland Park by 1977. Following the opening of the highway in 1969, several shop owners, particularly service station operators, had a “wait-and-see” attitude when asked how they liked the bypass expressway (*Denver Post*, 29 October 1969, p. 32). The US Business 24 bypass channeled most of the traffic around the Westside. Struggling businesses in the commercial heart of Old Colorado City and along Colorado Avenue became isolated. Cut off from the tourists and customers upon whom they depended, many businesses were forced to close (Abele 1981:33). In the nearly four decades since the completion of the Midland Expressway, commercial activity along US 24 and the main sister arterial, Colorado Avenue, adapted and evolved as businesses either moved or were replaced.

3.2.2.2 Railroads

The Denver and Rio Grande Railroad

General William Jackson Palmer founded the Denver and Rio Grande Railroad (D&RG) with the idea of exploiting the Mexican market. In 1869, when the entire country was focused on east-west connections, Palmer hung on to his north-south ambitions. But Palmer needed both a good rationale to entice wary investors and a cost-effective plan for construction; he found both in narrow gauge. In 1871 the Denver and Rio Grande made U.S. rail history by becoming the first railroad in the country to use narrow gauge (rails three feet apart) on its track from Denver south to Colorado Springs. This size lessened the cost of construction by about a third, mostly due to lighter material and equipment requirements. In later years, the railroad would realize a second advantage offered by narrow gauge, the promise of greater traction for climbing steep mountain grades, as well as the ability to negotiate tighter curves in the mountains. The

D&RG's narrow tracks reached Pueblo in 1872. The Panic of 1873 effectively ended construction on the D&RG for about three years. An 8.5 mile extension from Florence to Canon City in 1874 comprised the entire extent of building for the railroad until later in the 1870s (Fraser 1997:15-19).

The D&RG built its Manitou Branch through Colorado City to Manitou Springs in 1880. This branch swung westward from the railroad's main yard in Colorado Springs near present-day Confluence Park; headed west-northwest between Fountain Creek and present-day Vermijo Street; ran parallel to this street until roughly 21st Street, where it angled north; and, beginning at present-day 23rd Street, ran along present-day Cucharras Street and crossed Fountain Creek near present-day 30th Street on its way to Manitou Springs.

Sidings along the Manitou Branch within Colorado City served several locations, including a coal shed at present-day 27th Street, between Cucharras and Vermijo streets; a "beer depot" at 26th and Cucharras; a coal shed and beer depot near present-day 22nd and Cucharras streets, just behind the D&RG's Freight and Passenger Depot; and a major concentration of enterprises southwest of 21st Street and Cucharras, including the "Colorado City Ice, Feed & Fuel Company," on the north side of the tracks, the "Continental Oil Company" (Figure 12) south of the tracks from the ice plant, and a large "coal shed" in between. Sanborn Insurance Maps show a range of other commercial and industrial sites came and went between 1890 and 1907 along the D&RG route (Sanborn-Perris 1890, 1902, 1907).

The original Denver and Rio Grande Railway Company failed and was reborn as several successors, the last being the Denver and Rio Grande Western Company, which merged with the Union Pacific in 1996 (Fraser 1997:101-102). The Manitou Branch Line between 28th Street and Manitou Springs was abandoned, and the rails removed in 1939. The portion between 28th and 23rd was abandoned in 1971, and the remaining rails east to Colorado Springs were removed at an undetermined date thereafter. Portions of the D&RG right-of-way currently comprise the current pedestrian trail system between Monument Creek and 31st Street, known as the Midland Trail (Figure 11) (LeMassena 1974:30, 151).



Figure 10. The complex of buildings and additions at 212 South 21st Street (at Cucharras Street), the historic location of the Continental Oil Company that was served by a DRG Railway siding.



Figure 11. The Denver and Rio Grande Railroad grade looking west from 6th Street



Figure 12. Denver and Rio Grande Railway Company Map of Colorado City, Colorado, 1886. The D&RG RR, north of Fountain Creek, roughly paralleled the Colorado Midland, through the Westside

The Colorado Midland Railway Company

The Colorado Midland Railway Company, headquartered in Colorado Springs, was incorporated in 1883 by Irving Howbert and other prominent businessmen, but the company did not begin construction until the arrival of J.J. Hagerman and his considerable bankroll in 1885. Motivated by the potential markets in Leadville and Aspen, Hagerman's Colorado Midland was the first standard gauge railroad to cross the Continental Divide in Colorado (Fraser 1997:42-43). Beginning in Colorado Springs along Moreno Street near Sierra Madre, the line bent northwest, crossed Monument Creek, and met up with and ran parallel to the D&RG near present-day Limit Street. Near present-day 18th Street, the lines diverged: the D&RG veered north while the Colorado Midland crossed Fountain Creek and entered its rail yard complex near present-day Carmichael Training Systems. This complex included office and support buildings, a roundhouse, and many switch tracks.



Figure 13. Aerial view of the Colorado Midland Roundhouse, circa 1939 (Pikes Peak Library District)

A lone spur line bent southeasterly from the western edge of the rail yard and looped through Calvert Heights, down present day South 23rd and Arch Streets to service the Colorado City Glass Works and other businesses in the vicinity of the block bounded by present-day Wheeler and Busch Avenues and Arch and Race Streets. In later years, the spur extended down to present-day Busch Street and connected to a line that ran perpendicularly west and east. The east segment serviced the Golden Cycle Mill, while the west segment looped northward and skirted the edge of present day Fairview Cemetery, arriving at the Standard and Philadelphia Mills. Directly north of the Philadelphia Mill, the segment reconnected to the Colorado Midland main-line near the present-day intersection of US 24 and 31st Street.

Once past its rail yard, the main line of the Colorado Midland again met and paralleled the D&RG on its way into Manitou Springs. Here the D&RG terminated, while the Colorado Midland continued over Ute Pass and through South Park to Buena Vista, and then up the Arkansas River to Leadville. The Denver, Texas and Fort Worth Railroad (DT&FW), founded in 1887, shared track with the Colorado Midland west of Colorado Springs. A short segment of DT&FW track paralleled the Colorado Midland line westward along Moreno Street and across Monument Creek, before connecting to the Colorado Midland main-line near Limit Street. The DT&FW merged with the Union Pacific, Denver and Gulf Railroad in 1890, and the short segment west of Colorado Springs was subsequently abandoned.

Over its years in operation, the Colorado Midland faced its share of financial difficulties. It was purchased by the Atchison, Topeka and Santa Fe in the early 1890s, but soon after the larger company went into receivership. The Colorado Midland hung on through boom and bust cycles, years of mismanagement and neglect, and several corporate iterations before essentially being forced by the US government to cease operations and abandon its track as part of a World War I emergency appropriation. The line was liquidated by a bankruptcy court in 1918, and the rails were salvaged for use in the war effort.

Other Railroads

The Colorado Midland Railroad's tracks between Colorado Springs and Cripple Creek continued in use by the Midland Terminal Railway Company until 1949. Incorporated in 1892, the Midland Terminal constructed a standard-gauge line from Divide, where it connected with the Colorado Midland, to Cripple Creek by 1895. The Midland Terminal was the second railroad to reach Cripple Creek, following the Florence and Cripple Creek Railroad Company by three days. The Florence and Cripple Creek Railroad, known also as The Gold Belt Line, utilized southern portions of the Denver and Rio Grande line to connect to Colorado Springs. A third railroad, the Colorado Springs and Cripple Creek District Railway,

popularly known as the Short Line, began service in 1901. It offered the most direct connection to Cripple Creek via portions of the present-day Cold Camp Road. These three railroad lines provided some passenger service to Cripple Creek, but their primary purpose was hauling gold ore from the mines. Refining ore to extract gold required huge quantities of water and coal, neither of which was readily available in Cripple Creek (Fraser 1997:66-68; Abele 1981:20-21).

A writer for the *Colorado Springs Gazette* remarked in July 1949 that the Midland roundhouse and office building provided a “tombstone” where the “one-time Colorado Midland trans-continental rail link and its not-so-prominent successor, the Midland Terminal, lies buried...Bulldozers have stuffed the old turntable pit with dirt and ashes, barring forever access and egress to the engine stalls.” The office building was destroyed by a fire in January 1953; the roundhouse remained intact and was purchased by the Van Briggie Art Pottery Company in December of that year (*Gazette* 31 July 1949:C-8; 24 December 1953:1).

Colorado Springs Street Railways

Railroad historians Morris Cafky and John Haney contend that the saloons in Colorado City were responsible for the birth of the region’s street railway system (Cafky and Haney 1983:1). Such establishments were banned from the Colorado Springs city limits, so residents there traveled to Colorado City to quench their thirst. Sensing an opportunity to convey patrons to and from the saloons, Hagerman, Palmer, and local banker Joel Addison Hayes, Jr., created the Colorado Springs and Manitou Railway Company (CS&M), which began operations in November 1887 (Cafky and Haney 1983:1). A north-south route along Tejon Street serviced by horse-drawn cars was the first line put into service, and by May 1888 the system reached Colorado City (Simmons and Simmons 2004:28).

In 1890, a separate group of Colorado Springs businessmen, led by rancher and banker F.L. Martin, organized the Colorado Springs Rapid Transit Railway (CSRT). The new company purchased the CS&M line, expanded and electrified the system, double-tracked several lines, and extended service to Manitou Springs from the Union Depot at Pikes Peak Avenue and El Paso in Colorado Springs by October 1890 (Simmons and Simmons 2004:35).

By the late 1890s the CSRT was struggling financially and needed a large infusion of capital to continue running while upgrading obsolete rolling stock and infrastructure. Cripple Creek Mining magnate Winfield Scott Stratton rescued the CSRT in 1900 by investing nearly \$2 million in modernizing and extending the street railway system, including new shops on South Tejon Street and a new powerhouse on South Sierra Madre Street. In 1902, Stratton incorporated the Colorado Springs & Interurban Railway

Company (CS&I) and purchased the CSRT and the Colorado Springs and Suburban Railway before he died in September. His estate continued to operate the CS&I at a profit until the mid-1910s (Simmons and Simmons 2004:43). The line was heavily dependent on tourism, and decline set in by 1915 as automobiles began to chip away at trolley ridership. The company continued to operate until April 30, 1932. The following day, the Colorado Springs Bus Company began operations (Cafky and Haney 1983:44).

3.2.2.3 Agriculture

In the late 1800s the Colorado plains had made a liar of Major Stephen Long, who in 1820 had pronounced them ‘almost wholly unfit for cultivation.’ Native Americans statewide and Mexican Americans in the San Luis Valley had grown subsistence agricultural crops long before the gold rush. After the gold rush, demand from the mines spurred agricultural development (Fraser 1997:74).

Though the town’s initial impetus was to make money from “mineral activity” as an outfitting location, historian Deborah Abele contends that it was agriculture and the concomitant food processing industry that economically sustained Colorado City in the two decades after its founding. Few, if any, early residents came to the area initially with plans to farm. But the agricultural potential was recognized by several early settlers, including H.M. Fosdick, a surveyor and who platted the original town site. He was the first in this immediate region to show that farming could be successful. In the spring of 1860 he plowed up a few acres of land on the south side of Fountain Creek near town and planted grain and vegetables (Bott in Abele 1981:14).

Farms and Pasture

United States government programs, including the Homestead Act of 1862, made large amounts of land available for agricultural use. From the time of the creation of Colorado Territory in 1861 to the closing of the public domain in 1935, about two-thirds of Colorado was transferred from the federal government to other owners, although only about one-third of the land claimants secured full title and long-term ownership (Noel 1994:13).

The *Rocky Mountain News* described the town’s environs in the spring of 1860, saying “the finest and richest tracts of arable land and pasturage, perhaps to be seen in this country, lie all along for forty miles to the eastward and southeastward of Colorado City, along the Fountaine qui Bouille, Monument Creek,

and towards the Arkansas” (*News* 14 March 1860:2). A series of floods, followed by consecutive years of grasshopper infestations, limited the area’s agricultural growth. Correspondent Ira Clark described high prices for some items in 1866 due to the grasshopper invasions, which “have eaten everything in this territory” and created a scarcity of agricultural goods (*News* 31 August 1866:2; Abele 1981:15).

The General Land Office surveyed the land west of Fountain and Monument Creeks between 1863 and 1877. Surveyor’s field notes from that time document the agricultural development that had occurred since 1859, noting canals, ditches, roads, and the names of claimants and their ‘improvements.’ Surveyor and pioneering resident Albinus Sheldon’s field notes from 1863, the earliest government survey in this area, provide a familiar biography of Colorado City and at the same time allude to the shift in the town’s fortunes and aspirations during the 1860s, from a supply outpost to a community sorting its way through various economic and commercial opportunities and choices, most dictated by the geography and environment. Sheldon’s field notes from his survey of the area in August of 1863 begin with his “General Description,” which recaps of the town’s founding and how within a year it contained a population up to 400 people and 250 buildings. However,

It now contains about 30 buildings, including a Hotel, two stores, and a good flouring mill, and one hundred inhabitants or thereabouts. Most of the buildings of 1860 have been removed to farms along the creeks. The land in this township which is available for cultivation is mainly on its streams...There are some twenty five persons and families who are either actually cultivating their ‘claims’ or holding them with a view to their cultivation...The town is pleasantly situated and is surrounded by Magnificent Scenery.

He closes his description by hinting at the challenges faced by those in the region surrounding Colorado City. In his judgment,

This township contains no timber of any value. In sections 1 and 2 sandstone is quite abundant but it is worthless for building purposes...The uplands have, generally, a rich soil but cannot be availed of for tillage until some means are devised to supply them with water. They are however invaluable for grazing and already supply numerous herds of cattle.

Approximately 320 claims to 160 acre tracts for farming lands in and around Colorado City were recorded in the records of the El Paso Claim Club by August 1861. These claims were recorded by 260 different persons; 47 of these took up more than one claim (Anderson 1936:46-7). The families of William and Irvin Howbert, Colorado City and Westside pioneers, operated a farm in the vicinity of the intersection of present-day Lower Gold Camp Road and Moreno Avenue West, the current site of Bear Creek Regional Park. Abele notes that after Colorado City began to decline in the mid-1860s, almost all

of the land now covered by West Colorado Springs (bounded by present-day by 18th and 8th Streets, and West Uintah and US 24/West Cimmaron), which was part of the original 1859 townsite, was given over to farms, including those owned by town pioneers Anthony Bott and Sheldon and Robert Finley (Abele 1981:15, 34).



Figure 14. 1826 Woodbine Street, built in 1909.

The area of Colorado City's original town site was reduced considerably after incorporation in 1873, and several ranches were recorded in the vacated sections (Abele 1981:15, 34). South of Colorado Avenue, Sanborn Insurance maps between 1890 and 1902 identify a farm dwelling on Block 222 at present-day Vermijo and 26th streets, eight farm dwellings and one stable on Blocks 181 and 200 at present-day Cucharras and 23rd streets, and four farm dwellings and three stables on Block 180 at present-day Cucharras and 22nd streets. These are not identified as such in later Sanborn Insurance maps (Sanborn-Perris 1890, 1902, 1907, 1961). Only one known farm dwelling remains on the Westside north of Fountain Creek, at 1826 Woodbine Street.



Figure 15. Colorado City in 1889 (view to the northwest) showing agricultural lands and early residential dwellings (Pikes Peak Library District)

Ditches and Canals

El Paso Claim Club records show an agreement entered into by four members of the club in August 1860 to construct an irrigation ditch and dam on or near a 640 acre tract of land adjacent to Cheyenne Creek, south of Colorado City (Anderson 1936:51-2). The earliest official appropriation of water rights along Fountain Creek appears to have been made in April of 1860 for the Flanagan Ditch in Section 13. Other appropriations along Fountain Creek include the Fountaine Ditch Number 11, also in Section 13, the Harmes Ditch in March 1861 in Section 4, the Sheldon Ditch in December 1863 and the Anthony Bott and Chambers Ditch in March 1863 in Section 10 (State Division of Water Resources). GLO survey notes from 1863 enumerate the Howbert's Ditch, John Laughlin's Ditch, and Rool and White's Ditch, but these were apparently never formally appropriated, or were renamed, and thus do not appear in State Division of Water Resources records. Sanborn maps of Colorado City from 1890 and 1902 depict only a single ditch, the Chelton (Perhaps the mislabeled Sheldon Ditch?), running in a northerly direction between through Block 195, between present-day Vermijo and Cucharras, and 26th and 28th streets. By 1907, the "Chelton" ditch disappears from the Sanborn Maps, but another unnamed ditch is shown

coursing through town and is likely the Fountain Ditch, which is discussed below (Colorado State Division of Water Resources; Sanborn-Perris 1890, 1902, 1907).

Food Processing and Meat Packing

The first flour mill in the region, the Flannigan, Cotton and Whittmore Mill, was completed in 1862. Two more were in service by the end of 1864: Henry Templeton's Hawkeye Mill, and the Judd, Weir & Hall Mill. The 1870 Colorado Manufacturing Census lists an additional mill, Colton & Rice. All were powered by water from the local creeks. None show up on Sanborn maps within the project area, though several grain and feed stores are identified along Colorado Avenue and along D&RG sidings (Sanborn-Perris 1890, 1892, 1902, 1907).

By the late 1860s, the Borst Brothers meat-packing plant (located adjacent to Fountain Creek between present-day 21st and 22nd streets) was established in response to the growing cattle industry, which by one account was flourishing among the adjacent plains: "Cattle are kept for almost nothing. They are allowed to run out all the year without any feeding. Land costs nothing – I mean grazing land, lying back in the endless prairies...I have never seen such fat cattle anywhere as in the southern part of this territory" (*News* 31 Aug 1866:2). A meat packing-plant continues to operate at the Borst location as the G&C Packing Company. Between 1903 and 1918, the Borst brothers, Emil H. and Fred H., also operated the City Market, later the Borst Market, on Colorado Avenue in Colorado City. Several other retail and wholesale meat markets were established in Colorado City, including the firm of Robertson and Jebe, who eventually operated in Colorado Springs as well.

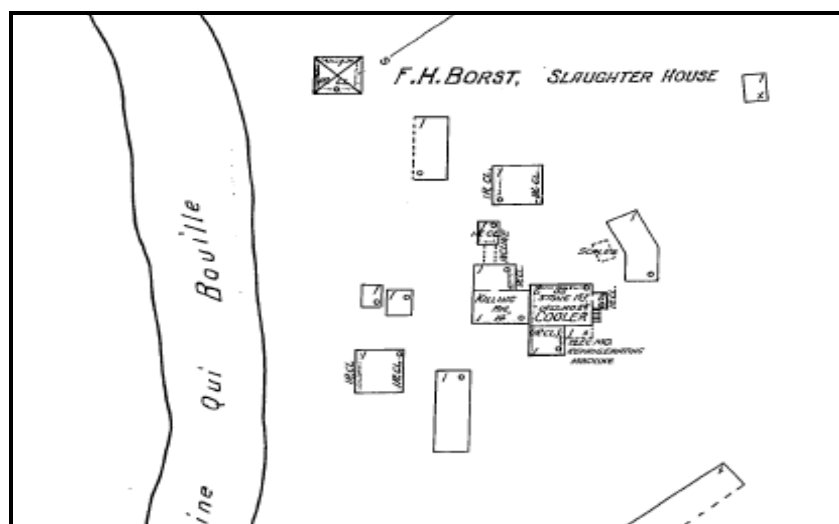


Figure 16. Detail from a Sanborn Insurance Map showing F.H. Borst Meat Packing Plant, 1907. This is the site of the present-day G&C Packing Company



Figure 17. An advertisement for Robertson and Jebe (Polk's Colorado Springs Directory 1910).

3.2.2.4 Industry

Construction Materials and Manufacturing

Sawmills were among the first businesses established in the Pike's Peak region. Two principal "pineries" or sources of lumber operated during Colorado City's early years. One was located south of the townsite, known locally as "Big Mountain" or "South Pinery." The Squirrel Creek Pinery was located northeast of town and is known today as the Black Forest. Each provided extensive tracts of pine woods for logging, and early in March 1860 the Squirrel Creek Pinery was mentioned as a source of lumber for the houses of Colorado City (Anderson 1936:50). The *Rocky Mountain News* reported that three steam saw mills and one steam sash-and-blind machine were in operation by February 1860. The 1870 Colorado Manufacturing Census listed six sawmills in El Paso County. These early mills drew the attention of one writer who observed

“In my travels about the country, I am pained to observe how rapidly our timber is disappearing in Colorado. Wherever a few acres of saw timber has been permitted to grow, there I find a saw mill devouring it, and tens of thousands of acres of valuable timber destroyed every year (by fire)...All possible means should be adopted to prevent the great destruction of our timber by fires, and the reckless hand of the destroyer for needless purposes should be stayed” (Abele 1981:50; *News* 7 March 1860:1; 17 February 1868:2).

City directories and Sanborn maps identify dozens of wood workshops, warehouses and other businesses associated with the lumber industry. Calvin R. Husted operated a lumber yard up until the late 1890s at

the corner of present-day 25th and Cucharras streets. Contemporaneously, situated across the street was the Newton Lumber Company (later the Newton Lumber and Manufacturing Company), which outlasted the Husted company by several decades, gradually expanded into manufacturing windows, doors and moldings, and eventually garnered its own siding from the D&RG along Cucharras Street. Other lumber and manufacturing companies were located along present-day Sheldon and 21st streets, Cucharras and 22nd streets (Central Lumber and Grain Company), between present-day 7th and Chestnut streets on Colorado Avenue (Colorado Springs Woodworking and Manufacturing Company), and at Chestnut and Cucharras streets (Collier Lumber Company) (Sanborn-Perris 1890, 1902, 1907, 1960; Colorado Springs City Directories).

El Paso Claim Club records show that at least three claims to "coal lands" were registered between December 1859 and March 1861. The first of these was located on the east bank of Monument Creek about one mile above "Red Rock Ranche" [sic]. On March 25, 1861, The Niagara Coal Company recorded a second claim to a coal vein that outcropped on the east side of Monument Creek about two miles above the "Ranche." It was discovered by early resident M.S. Beach. The same day, a similar claim was filed by the Old Dominion Coal Company on a discovery made the previous December. It too was in the vicinity of the ranch and apparently outcropped "a distance of fifty feet along the Monument" (Anderson 1936:49-50).

In addition to lumber and coal, the region's natural environment yielded the raw materials necessary for several other construction and manufacturing industries. As early as March 1859, a claim was registered for a lime kiln southwest of Colorado City in Bear Creek Canyon (Anderson 1936:50). Beds of gypsum, lime, and clay furnished materials for early plaster, cement and brick manufacturing facilities, which serviced the building boom associated with the formation of Colorado Springs in the early 1870s. Stewart Stucco and Cement Company built its plant over Chelton (Sheldon?) ditch at the corner of present-day Vermijo and 26th streets, operating there until the end of the 1890s. Other firms that marketed, processed or excavated material included the Pikes Peak Stone Company, Greenlee Stone Company, and the Lieboe Sand and Gravel Company. Sanborn Insurance maps from 1907 identify a "Stove Foundry" south of the D&RG tracks at present-day 22nd and Vermijo streets, adjacent to the Borst Slaughter House (Adele 1981:17, 19; Sanborn-Perris 1890, 1907, 1961).

Photos and lithographs of Colorado City suggest that the first stone building in town was built within two years after the founding of Colorado City. One historian has suggested that this building may have been built to promote Anthony Bott's stone business. The quarries were located on the east face of the Dakota

hogback, the highest ridge in present-day Red Rock Canyon Open Space, about a mile and a half south of Fountain Creek. Red Rock Canyon is a geologic extension of the Garden of the Gods south of US 24. Although these quarries were apparently operated in the 1860's, most of the land where the quarries were located did not become privately owned until it was obtained by John Langmeyer as a homestead in 1875. Langmeyer was Anthony Bott's business partner and brother-in-law. After Langmeyer's death in the summer of 1880, Bott continued to operate the quarries. In 1889, Bott named a street in his Addition Number 4 after Langmeyer. Notable local buildings constructed of this Dakota sandstone include the Colorado Midland Railroad roundhouse (present-day Carmichael Training Systems), the Glen Eyrie Castle, the old church next to the downtown Colorado Springs Post Office (now the Village Inn), and the stone portions of the Cog Railroad Depot (Ellis 2000).



Figure 18. The remnants of an early red sandstone quarry along present-day 31st Street, south of US 24, west of Botts Addition No. 3

In 1888, the Colorado Stone Company and the Snider Stone and Lime Company each began quarry operations in Red Rock Canyon. Snider Stone and Lime, which was operated by the Snider brothers of Manitou, had quarries within a half mile of Fountain Creek. Further up, just above the junction of present-day Red Rock and Greenlee Canyons, the Colorado Stone Company operated a smaller quarry.

The Greenlees of Denver operated the large Kenmuir Quarry still further south in Red Rock Canyon. In 1888, the Kenmuir Quarry had orders from Denver and also from points outside the state, including cities in Texas. The Colorado Midland Railroad ran a spur into Red Rock Canyon with sidings serving each of the quarries, probably in 1889. Once the quarries were served by the railroad, blocks of stone were loaded onto a railroad car by derricks. The large derrick at the Kenmuir Quarry was reported to be the largest in Colorado (Ellis 2001). Colorado-Philadelphia Reduction Company's a chlorination mill, completed in 1896, utilized hundreds of tons of red sandstone from the Kenmuir Quarry in Red Rock Canyon in the building's three foot thick foundation (Ellis 2003).

The Hassell-Talcott Iron Works on South 25th Street, specialized in ornamental iron. They sold fences throughout the region, competing with Midwestern foundries, which did a brisk business by mail order, selling iron and wire work from illustrated catalogs, and then shipping the orders by rail. Hassell acted as agent for other firms, thus augmenting his already impressive selection of ironwork. He advertised woven steel fencing from the Hartman company and iron fences from the Barbee Iron & Wire Works of Chicago. When the Colorado City foundry burned on January 13, 1896, with an estimated loss of \$5,000, Hassel dissolved his partnership with Talcott and rebuilt the Hassell Iron Works on Sierra Madre, south of Colorado Springs' downtown area. By this time Hassell had shifted the foundries emphasis to the production of structural iron, railroad and mining equipment, capitalizing on the big gold boom in Cripple Creek. Ornamental iron remained a bread-and-butter line throughout, however, and was featured regularly in the firm's advertising.

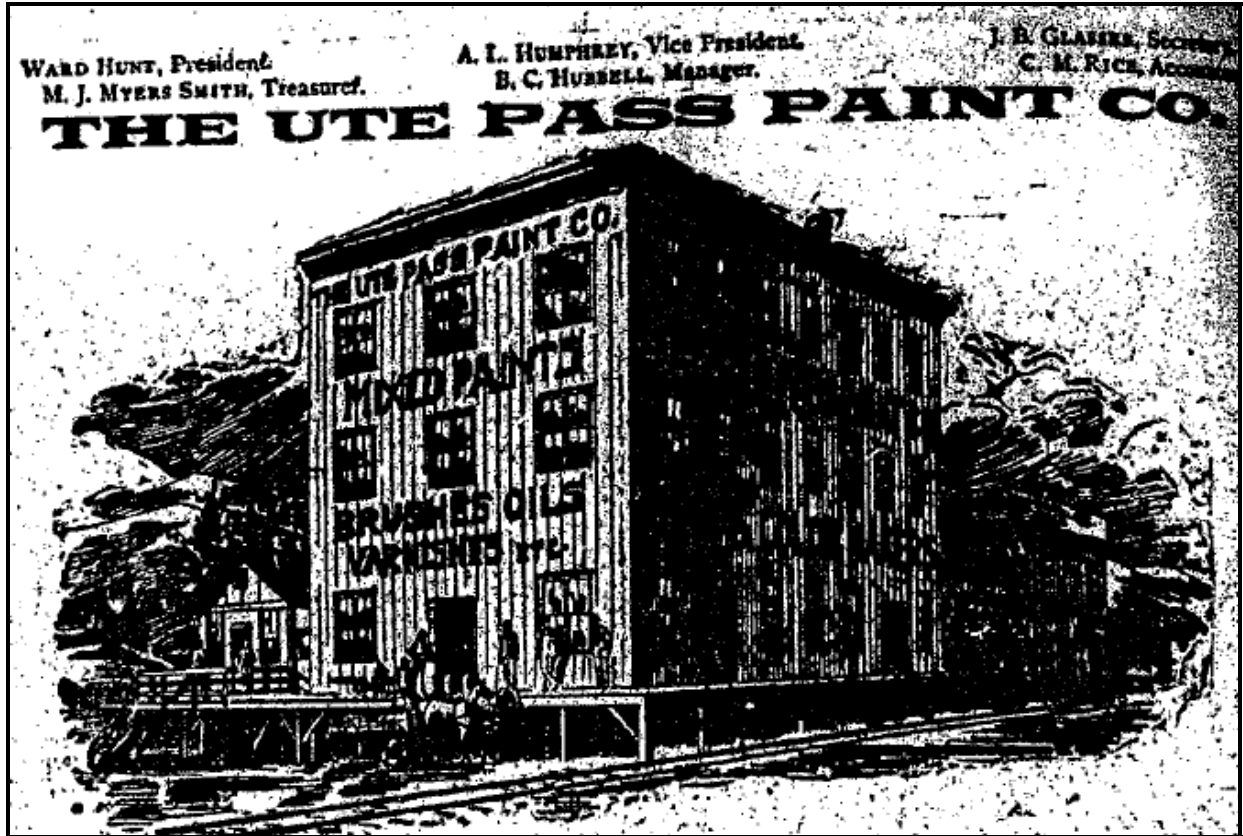


Figure 19. An advertisement illustration of the Ute Pass Paint Company building

The arrival of the Colorado Midland Railroad in the late-1880s and the local availability of feldspar, sand, iron minerals, yellow ochre, graphite, lead and zinc, were incentive for the formation of a manufacturing enclave south of present-day US 24. This complex was anchored first by the Colorado City Glass Works, constructed in 1889 in the vicinity of the block bounded by present-day Wheeler and Busch avenues and Arch and Race streets. This glass works was founded by Adolph Busch, the well known St. Louis brewer, and Jerome B. Wheeler (thus their respective street names in this part of town) (*News* 27 November 1889:1). This venture was followed by the founding of the Ute Pass Paint Company (also backed by Wheeler), who's factory was located on the Midland switch at the crossing of West Street (present-day 20th Street). The Glass Works were destroyed by fire in September 1892, reconstructed by 1894, but permanently closed by 1899. The Ute Pass Paint Company building, which had been enlarged and upgraded in 1891, burned to the ground in February 1894 and was never rebuilt (McFarland 1982:1; 1983:2).

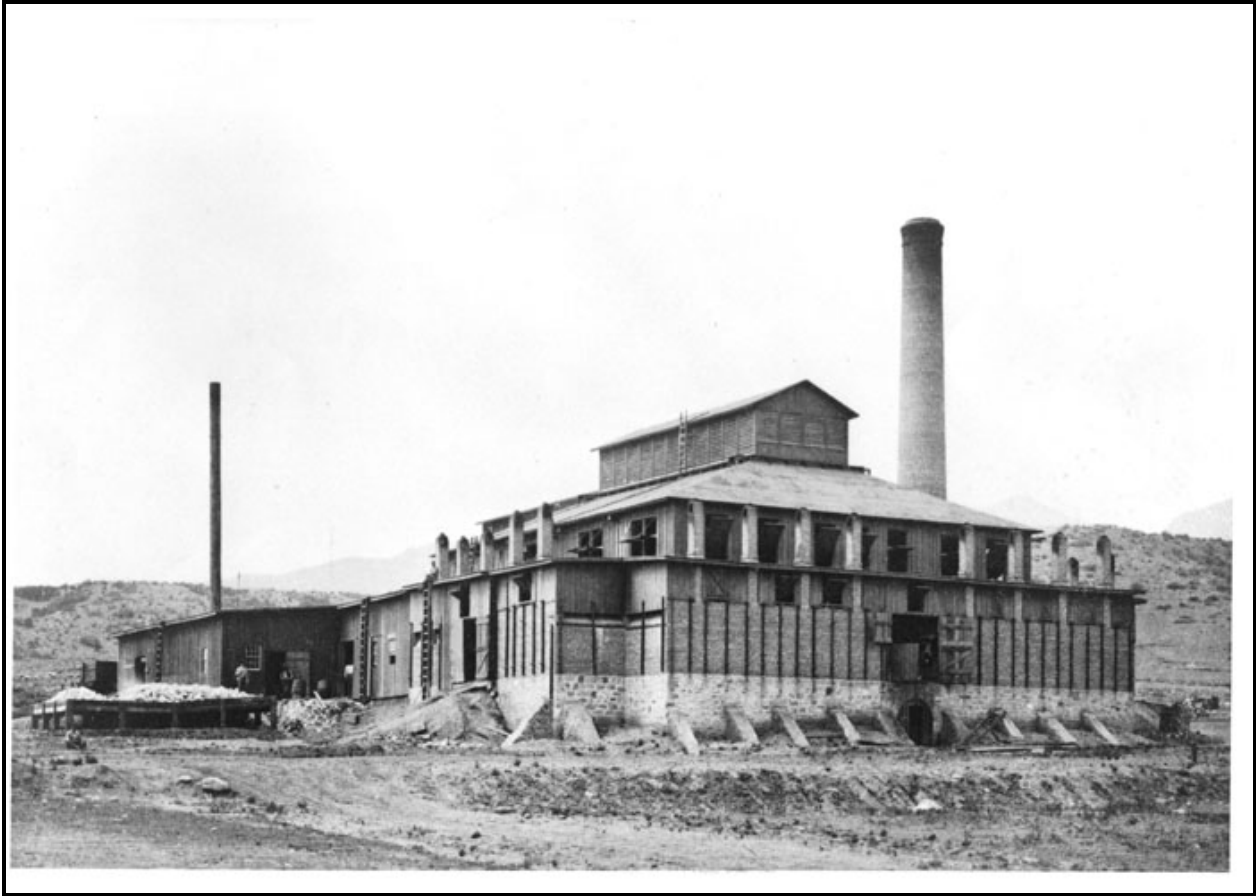


Figure 20. Colorado City Glass Works, 1889 (Pikes Peak Library District)

The Colorado City Glass Works produced bottles for the half-dozen or so breweries that operated in Colorado City prior to the turn of the twentieth century. Charles Stockbridge operated the El Paso Brewery from 1878 to 1883, and as late as 1897 he also ran the Colorado City Bottling Works at the corner of present-day 28th and Cucharras streets (on the same town lot as the Denver Brewing Company’s “Beer Vaults.” Anheuser-Busch brewed beer on the corner of present-day 26th and Cucharras streets, while Schlitz Brewing operated down the street on 22nd Street. Both were adjacent to the D&RG line. “Smith & Robbins” and, separately, Jerome Wheeler, operated bottling plants, the latter named the Manitou Mineral Water Bottling Company.

Ore Processing

Of all the natural resources, the ores mined in and shipped from Cripple Creek defined heavy industry in the Pike’s Peak region. As noted above, Cripple Creek would become Colorado’s biggest bonanza ever, and much of the processing of these ores occurred on lands south of today’s US 24. Colorado Springs’

restrictive charter outlawed not only the production and sale of liquor, but heavy industry within the city limits, to Colorado City's benefit.

Washing, crushing, and amalgamation with mercury had been enough to separate gold from ores during earlier booms. The conventional stamp mill in which the ore was crushed and the gold amalgamated with mercury was almost useless in refining Cripple Creek ore. Cripple Creek ores required smelting, or even more complex chemical operations such as cyanidation or chlorination (Ubbelohde 2006:203). The first mill to operate was the Colorado-Philadelphia Mill, constructed in 1896.

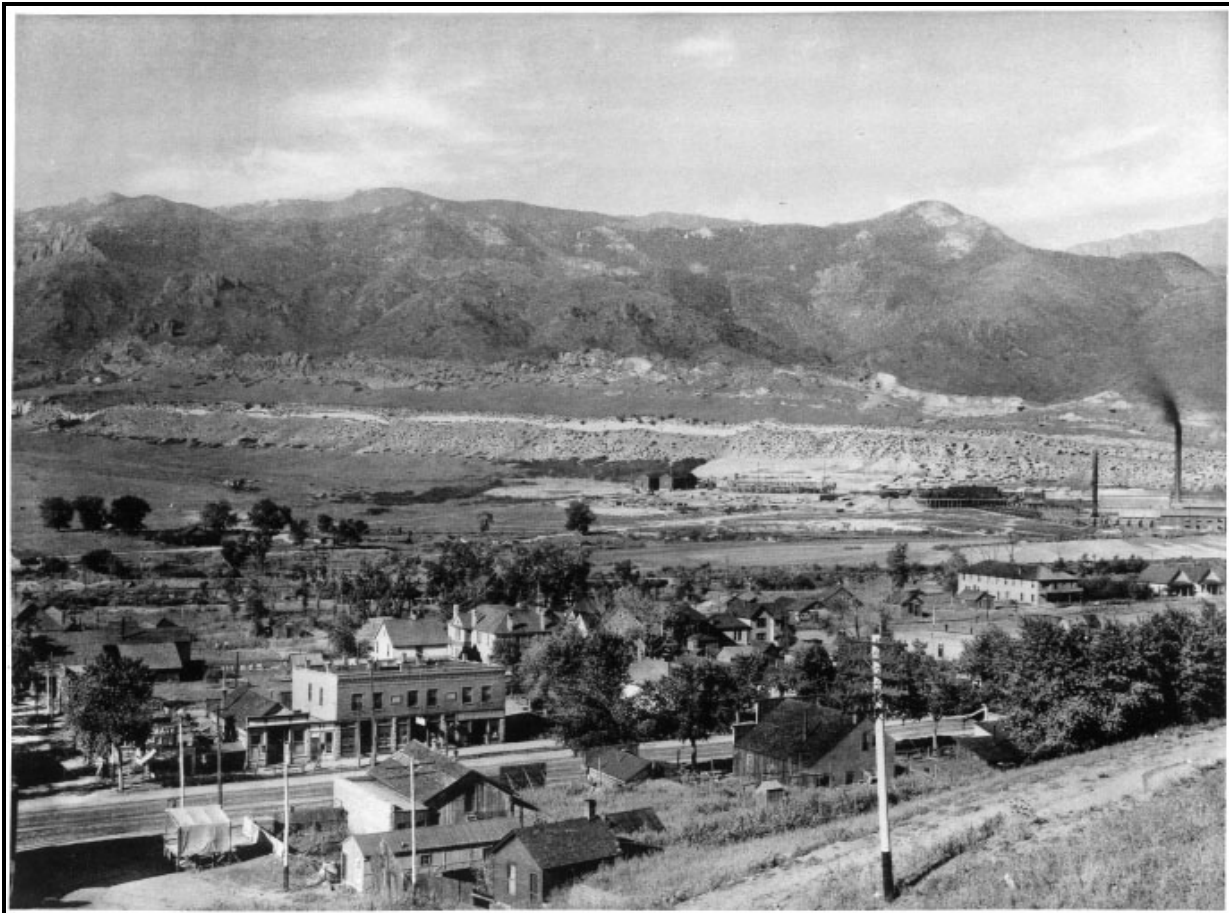


Figure 21. Colorado City, circa 1897. The Colorado-Philadelphia Mill is seen in the middle right of the photograph east of present-day Red Rock Canyon (Pikes Peak Library District)

Located on land just east of the Red Rock Canyon area, and owned by Charles Tutt, Spencer Penrose and Charles MacNeill, the mill and several of the largest Cripple Creek and Victor mines were operated through a mill trust known as the United States Reduction and Refining Company (USRRC). They reasoned that it would cost less to ship ore down from Cripple Creek than to ship coal up to Cripple Creek

to power a mill in the mining district. The location of the mill was well chosen since it was less than a quarter mile from the main Midland tracks, close to an abundant source of building stone, and on the outskirts of Colorado City which was becoming the industrial center of the region. Bricks for the mill were manufactured on the plant grounds. At the time of construction, the mill was hailed as the largest gold-chlorination plant in the United States (Ellis 2003; Abele 1981:21).

To increase productive capacity as the processing industry boomed, the USRRC constructed the Standard Mill in 1901 on a site adjacent to its Colorado-Philadelphia Mill, just west of Calvert Heights. Combined, the two plants were located near the present-day intersection of South 31st and Robinson streets. Sanborn maps indicate that, by 1907, the mills employed the cyanide process of ore reduction (Sanborn-Perris 1907). Within a few years, Tutt, Penrose, and MacNeill sold their mills to the Guggenheim family.

Two more mills were constructed in 1900 and 1901. The Portland Mill, located just north of Bear Creek, in the vicinity of the intersection of present-day Lower Gold Camp Road and Moreno Avenue West, was constructed on a site previously farmed by the Howbert family. That same year, southeast of the Colorado Midland yards (just east of the intersection of present-day Busch Avenue and 21st Street), the Telluride Mill was constructed. Utilizing the bromide process, the latter mill was intended to process ores lower in grade than the ores refined profitably by the mills that used the chlorination process. Unfortunately, the bromide process did not live up to expectations.

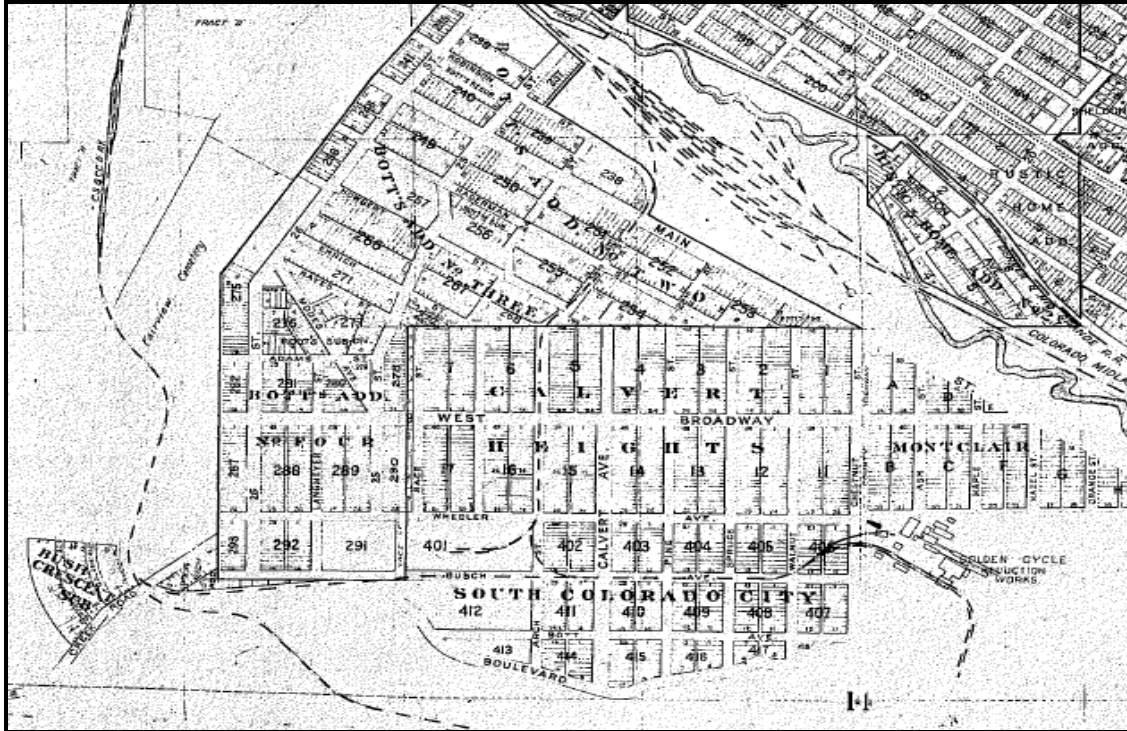


Figure 22. Detail of William Garstin Map of the Westside, 1920. The Golden Cycle Mill (lower right; formerly the Telluride Mill) was the only remaining ore processing facility on the Westside after World War I

The Colorado-Philadelphia, Standard, and Portland mills were all doomed to a short life. In 1907, John Milliken built the Golden Cycle Mill, which was the most modern cyanide mill in the world. The chlorination mills couldn't match the production of the new cyanide mill and were shut down within four years. The Golden Cycle continued milling Cripple Creek ore until 1948 and created the immense tailings pile now known as Gold Hill Mesa (Ellis 2003).

Purchased in receivership by the Golden Cycle Company in 1905, the Telluride Mill was rehabilitated to employ the cyanide process of ore reduction and renamed the Golden Cycle Mill. The Golden Cycle Mill plant, utilizing the new reduction process, out-produced and outlasted the other mills in the Pike's Peak region. It continued operations until 1948 when the plant was disassembled and production moved to Cripple Creek. During its forty-two years of operation, it processed approximately fifteen million tons of ore and employed an average work force of 200 men (Abele 1981:21).

Sanborn maps from 1907 identify the "Colorado City & Cripple Creek Sampling and Ore Testing Works" adjacent to Fountain Creek on South West Street (present-day 25th Street). Positioned in order to utilize water from Fountain Creek, this appears to be a small-scale operation compared to the larger operations

south of town. The smokestack and ruins of the Golden Cycle Mill are all that remain today of the gold processing operations that made the Westside a major employment center at the turn of the twentieth century.

Martin Drake Power Plant

By the turn of the century, the need for cheap power to support the City's infrastructure became critical. The solution came in the form of a large, privately owned, coal fired power plant owned and managed by a company known as the Colorado Springs Heat, Light, and Power Company. The coal used in the Martin Drake Power Plant arrived at the site via a railroad from the Powder River Basin in Wyoming. By 1919, it appears that the company was having financial difficulties. The *Colorado Springs Gazette* reports:

[T]oday will see the expiration of the recent proposal of the Colorado Springs Heat, Light and Power company in which it offered to turn over to any individual or corporation the steam heating system of that company, rent free, on the condition that the operators pay the 1920 taxes, insure the property against loss, and maintain the equipment in good order" (*Colorado Springs Gazette*, 15 May 1919:5).

Eventually, the power plant was sold to Colorado Springs via a bond issue finalized in 1925.

By the 1960s, the consumption of power in the Colorado Springs area had increased dramatically. As a result, the City broke ground on a \$9 million plant directly adjacent to the old one (*Colorado Springs Gazette*, 21 September 1960:1). The Martin Drake Power Plant was dedicated in 1963 and named for the longtime Colorado Springs' resident and promoter of the Colorado Springs water development program. Unfortunately, the 88 year old Drake did not live to see the completion of the project.

By the 1970s, new environmental regulations, as well as complaints from the nearby residents, resulted in steps being taken to minimize pollutants released from the plant. In a dramatic step in 1976, the City agreed to create a geographic buffer around the plant. This was accomplished through the purchasing of neighboring properties with funds from both the Department of Public Utilities and a Community Development Block Grant (*Colorado Springs Gazette Telegraph*, 20 July 1976:B1). The resulting buffer dominates the power plant setting today.

3.2.2.5 Tourism and ‘Health-Seekers’

The spectacular scenery lured tourists from the earliest days of the city, and an entire industry developed to provide for the needs of visitors. The Pikes Peak Region’s dry, sunny climate also attracted health-seekers, especially those suffering from tuberculosis and other respiratory diseases. Since 1870, Colorado has been something special for the American tourist, being easily accessible from the East by railroads and, later automobiles. Tourism has continued as a mainstay of the regional economy and in many ways is one of the last strings of continuity between the mid-nineteenth century and present-day.

Early Tourists

By the mid-1870s, many of the scenic canyons, lakes, mining towns, and mountain springs were accessible by rail, and promotional literature proliferated, advertising Colorado. The Pike’s Peak Region’s natural resources were recognized early on: “The little town [Colorado City] is most pleasantly situated at the head of the Fontaine que Bouille, and in the midst of most beautiful and interesting natural scenery. The Soda Springs, the Garden of the Gods and Goddesses, the falls of the Fontaine, and the wild and rugged canons will without doubt make it a place of popular resort in the future” (*Rocky Mountain News*, 29 May 1868:4).

Tourism became a factor in the Colorado Midland Railroad’s operations beginning in the late-1880s, particularly on the section between Colorado Springs and South Park. The railroad ran day trips from Colorado Springs to Florissant and Eleven Mile Canyon, making stops to permit visitors to pick wildflowers, search for fossils and petrified wood, and pose for photographs (Simmons and Simmons 2004:27).

In the early days, many immigrants and tourists bypassed Denver by traveling directly to General Palmer’s town, Colorado Springs. Colorado Springs was a resort center first and foremost. The early growth of Colorado Springs was based almost entirely on people who wanted to visit or live in Colorado because of its amenities (Abbott, p. 226). In 1890, the Manitou and Pike’s Peak Cog Railroad opened for service. The peak that Pike had been unable to climb could now be scaled in the comfort of a railroad coach. Nine miles long, with grades as high as 25 percent, the railroad proved a long-lasting magnet for the tourist industry of Colorado Springs (Ubbelohde 2006:201).

The development of Colorado Springs around the turn of the century was epitomized by the shift from the genteel, temperance-minded resort of Palmer’s era to a new attitude toward tourists, who were now to be

welcomed no matter what their demographic. Spencer Penrose championed this sort of live-wire business attitude. A member of an established Philadelphia family, Penrose had lived in Colorado Springs since 1892, acquiring a small fortune in Cripple Creek. In 1915, he decided to revitalize the town's beleaguered economy by spending \$250,000 on the construction of an automobile road to the top of Pikes Peak. The next year he staged the first of the annual Pikes Peak Hill Climbs to publicize his new highway. He also purchased the bankrupt Broadmoor Hotel and Casino and spent \$3 million rehabilitating the property into a luxury resort. Over the next several years he added the Cog Railroad, the Cheyenne Mountain Zoo, and facilities for many other kinds of activity that might draw tourists to the area (Abbott 1994:236, 379; Sprague 1980:255-264).

Health-Seekers

The custom of traveling for reasons of health was already well established by the time Colorado Springs was founded. Colorado, once connected to the national rail system, offered an attractive destination costing only \$40 for the population centers of the Midwest. Each November, a wave of asthmatics and consumptives fled the cold, dark winters of the East. Visitors often reported hundreds of persons living in tent encampments that formed special suburbs of Colorado Springs. Though the numbers are difficult to verify, certainly in Colorado Springs there were enough resident invalids with independent incomes to buffer the shock of the 1893 depression and to help the town through the hard times without a bank failure (Abbott 1994:231). In the years leading up to World War I, the business of providing care and treatment to persons suffering from respiratory diseases decreased, as doctors began prescribing home rest rather than sending people to Colorado (Simmons and Simmons 2004:52).

Automobile Tourism

The advent of the automobile had a significant impact on the economy and built environment within the Westside. Representing a new transportation technology, the automobile began to capture Coloradoans' imaginations at the turn of the century. It also became the object of organizational efforts. In 1902, the Colorado Automobile Club was organized, and in 1905 and 1906, the club sponsored several "Good Roads" conferences, leading to the establishment of a Colorado Good Roads Association. In 1909, a State Highway Commission began operating, and in 1911 and 1912, bond issues supported the development of a mountain park system around Denver specifically to provide pleasant destinations for automobile tourists. In Colorado Springs, entrepreneur Spence Penrose was ready to build an automobile road to the top of Pikes Peak, and farther north on the Front Range, automobile passenger service began operating from Loveland to Estes Park (Fraser 1997:85).

The rapid growth of automobile-related businesses in the Pikes Peak region from 1910 to 1925 can be traced through the City Directories. In 1910, only one automobile-related business is listed within the Westside: Mockbee & Chase at 306 Colorado Avenue. N.F. McCaffrey, an automobile dealer and parts supplier at 901 Colorado Avenue, followed in 1913. By 1921, 26 individual businesses were listed. In 1922, there were 32 subheadings for various automobile-related businesses; alone, there are 27 businesses listed under "Automobiles." In 1924, 39 subheadings appear. At the end of the decade, among the businesses listed are 16 "auto sightseeing" companies, seven of which operated out of Manitou Springs.

Following World War I, the region still faced the challenge of replacing the income from Cripple Creek with another stimulus for the economy. It returned to its traditional role as host to the nation, seeking once more to capture the interest of the traveling public. Increases in automobile ownership during the era had an enormous impact on the tourist industry, changing the method of transportation employed by visitors, types of accommodations they frequented, activities they pursued, and length of their stay. Local boosters supported the construction and improvement of the highways, which brought tourists to the region, with the Colorado Springs Chamber of Commerce being among the first in the state to encourage good roads. By 1923, Colorado Avenue was paved all the way to Manitou Springs (Simmons and Simmons 2004:56).

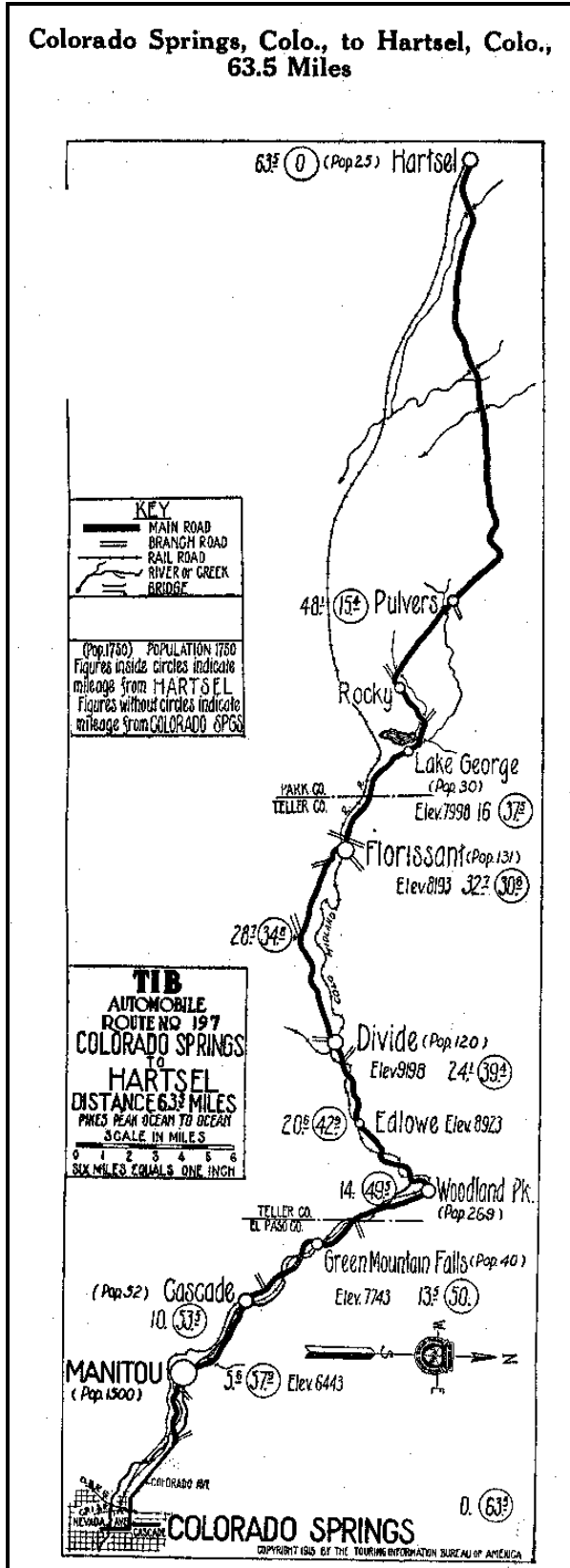


Figure 23. The Pike's-Peak-Ocean-to-Ocean Highway from Colorado Springs to Hartsel, Colorado, 1915

From Camps to Motels

The region's position on the Pike's-Peak-Ocean-to-Ocean Highway vastly increased the automobile population and was the focus of advertising campaigns for years. In the early days of travel by car, tourists often stopped at any attractive piece of land along the road to spend the night in tents or their vehicles. Eventually, city planners realized that it would be profitable for local businesses to establish formal campgrounds, theorizing that businesses such as grocery stores, department stores, restaurants, and gas stations would all benefit from the trade of motorists. Across the country, local communities created free automobile camps to attract these visitors. Local parks were utilized for such camps at first, with undeveloped lands on the outskirts of town favored in the 1920s and later. There had been no "cottage camps" in the Pikes Peak Region at the end of World War I; by 1930, there were thirty-seven (Simmons and Simmons 2004:58). Twenty-two "automobile camps" within the Westside were listed in the 1928 City Directory.

Eventually, cities grew tired of operating the public camps, and many tourists preferred more private accommodations than open air camping provided. Entrepreneurs began to establish small dwellings along roads to rent to visitors, and homeowners on or near busy thoroughfares also offered guest rooms. Rows of small cottages, which could be established and operated at minimal cost, began to appear wherever tourists frequently traveled, offering plain but cheap lodging to motorists.

Despite declines in disposable income during the Great Depression that dampened travel, tourism and recreational pursuits in the region, growth in roadside lodging establishments continued. L- and U-shaped layouts evolved as the favorite plans for the facilities, which began to be called "tourist courts." By the late 1930s, streamlined designs with curved corners, flat roofs, and porthole windows signaled a new era in lodging as the overly decorative, homey little box fell out of favor among operators and the traveling public alike (Simmons and Simmons 2004:68); smooth corners softened the look of service stations and gas pumps, new car dealerships and restaurants, and other roadside businesses as well (Witzel 2000:78).

As early as 1942, planning was underway to address the region's economy following the end of World War II. Most believed it was necessary to continue promoting the scenic qualities of the areas to ensure continued economic progress. To this end, the Colorado Springs Chamber of Commerce endorsed, among other strategies, the reconversion of the city as a tourist center and the recruitment of "non-objectionable" outside industries. Large, polluting factories were seen as threats to the area's quality of life (Carter 1956:42).

Postwar shortages of construction materials, as well as reduced capital to expend on new construction, influenced design of lodging facilities. Operators and architects began to question the need to construct separate tourist cottages and began to favor accommodations that offered separate guest units under one roof to conserve materials, provided a unified architectural theme, and included a large paved parking lot instead of individual garages. The office was situated nearest the road where window signage could be used to attract customers. In some cases, the office was built as a two-story structure, in contrast to the adjacent one, one-story wings of rooms (Witzel 2000:85-88).

By the early 1950s, swimming pools and children's playgrounds were added to the list of necessary amenities for a successful lodging operation. On-site dining facilities were also an important asset. Many of the new motels were incorporating coffee shops and diners into their architecture, while in some cases operators of roadside restaurants were building hotels to accompany their food services.

So called "mom-and-pop" roadside operators had difficulty keeping up with the evolving trends of the lodging industry. Many of these smaller businesses didn't have the financial resources or the backing of larger franchises to offer the amenities of the newer motels and lodges. Some were caught in a downward spiral as declining customers meant less money for cyclical maintenance and housekeeping. Less than desirable physical conditions meant lower rankings by nationwide quality reporting organizations, such as AAA and the Shell Oil Company's Touring Bureau, which in turn meant fewer customers. Compounding the troubles for many lodging operators was the development of the Interstate Highway System in the 1950s which resulted in the engineering of highways that channeled traffic away from more congested centers of business. Locally, Westside operators were impacted by the rerouting of US 24 away from West Colorado Avenue to the historic alignment of the Colorado Midland Railroad right-of-way, south of Fountain Creek. For some operators, no amount of signage, advertising or alliances with other roadside services stemmed the decline. Some owners converted their units into low-income housing. One such complex is the present-day Mountain Edge Apartments at 2032 West Cucharas Street, a converted motor court originally constructed in 1955 (Figure 24) (Sanborn-Perris 1907/1962). Other owners simply walked away (Witzel 2000:109-115).



Figure 24. The Mountain Edge Apartments at 2032 West Cucharras Street, built in 1955. An early example of tourist-related facilities converted to multi-family, low-income residential dwellings

The lexicon of the lodging industry evolved and adapted along with building styles, unit arrangements and offered amenities. The first known commercial use of the term "motel" was in California in 1925, when the Milestone Motor Hotel's name was shortened to the "Milestone Mo-Tel" in order to fit on a sign. The building's owner filed a trademark on the term, but years of legal wrangling ensued until it was determined that the word "motel" was in the realm of public domain (Witzel 2000:82-83). Within the Westside of Colorado Springs, throughout the 1930s and 1940s, City Directory listings for "motor" or "auto" courts, and other lodging establishments specifically catering automobile tourists, steadily increased. Within Colorado Springs, the first use of the term "motel" appears to have been the ca. 1942 "El Grande Motel" at 3414 West Colorado Avenue. Other outfits changed names, as did the Rocky Mountain Auto Camp, built in 1929, which in 1948 became the "Rocky Mountain Motel."



Figure 25. "Tourist Park, 8th and US 24 - 1956." (Myron Wood. Pikes Peak Library District)

It wasn't until 1953-54 that "motels" garnered a separate heading in the City Directory, albeit with an asterisk noting "inserted only when specifically contracted for." In other words, operators had to pay to be listed as a motel, and only three did that in 1953. By 1955, perhaps because the term had become a permanent part of the roadside lexicon, paid listings were discontinued and under the heading "Motels," no fewer than 36 individual "tourist courts," motels or lodges were listed for the Westside.

Sanborn Insurance Maps and Colorado Springs City Directories demonstrate the physical transformation of the Westside, especially Colorado Avenue west of 21st Street, as the automobile tourism industry blossomed in the early- to mid-twentieth century. The 1907 Sanborn maps identify boarding houses, hotels or "lodging" establishments scattered throughout the Westside, interspersed among residential neighborhoods and commercial areas alike. By 1962, Sanborn maps show no fewer than 49 individual "tourist courts," motels or lodges concentrated along or within one block of West Colorado Avenue/Manitou Boulevard between 21st Street on the Westside of Colorado Springs, and Polar Avenue

in Manitou Springs. This concentration of automobile-tourism related businesses represents a significant transformation of the commercial and operational patterns on the Westside.

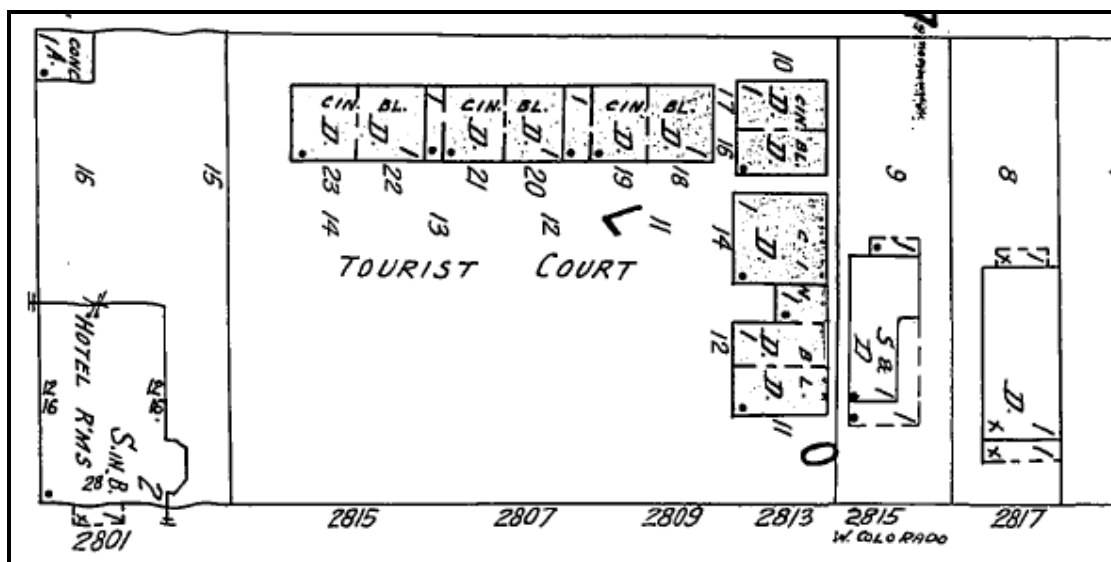


Figure 26. The Amarillo Motel, built in the late 1940s, shared a lot with a nineteenth century hotel at the corner of 28th Street and West Colorado Avenue (Sanborn Insurance Map, 1907/1962 revised)

3.2.2.6 Residential Architecture

According to historian David Hill, Old Colorado City, Colorado Springs, and Manitou Springs, represent three distinct urban forms, each a response to the geography of the area. They are located, like so many Front Range urban regions, at an entry point to the mountains, specifically the Ute Indian Trail along Fountain Creek. Colorado City is placed on a narrow linear strip that is the first flat land out of the mountains; Colorado Springs is situated at the first place where a north/south railroad could efficiently intersect the mountain traffic and where there was enough Pike's Peak viewing flat land that a tourist-oriented city might be constructed. Manitou Springs is located within the "canyoned foothills" where flat land is virtually non-existent. Hill classifies the urban forms generated by the locations as Colorado City's "linear orthogonal grid;" Colorado Springs' "mountain-viewing baroque prairie grid;" and Manitou Springs's "mountain curvilinear" (Hill 1984:303).

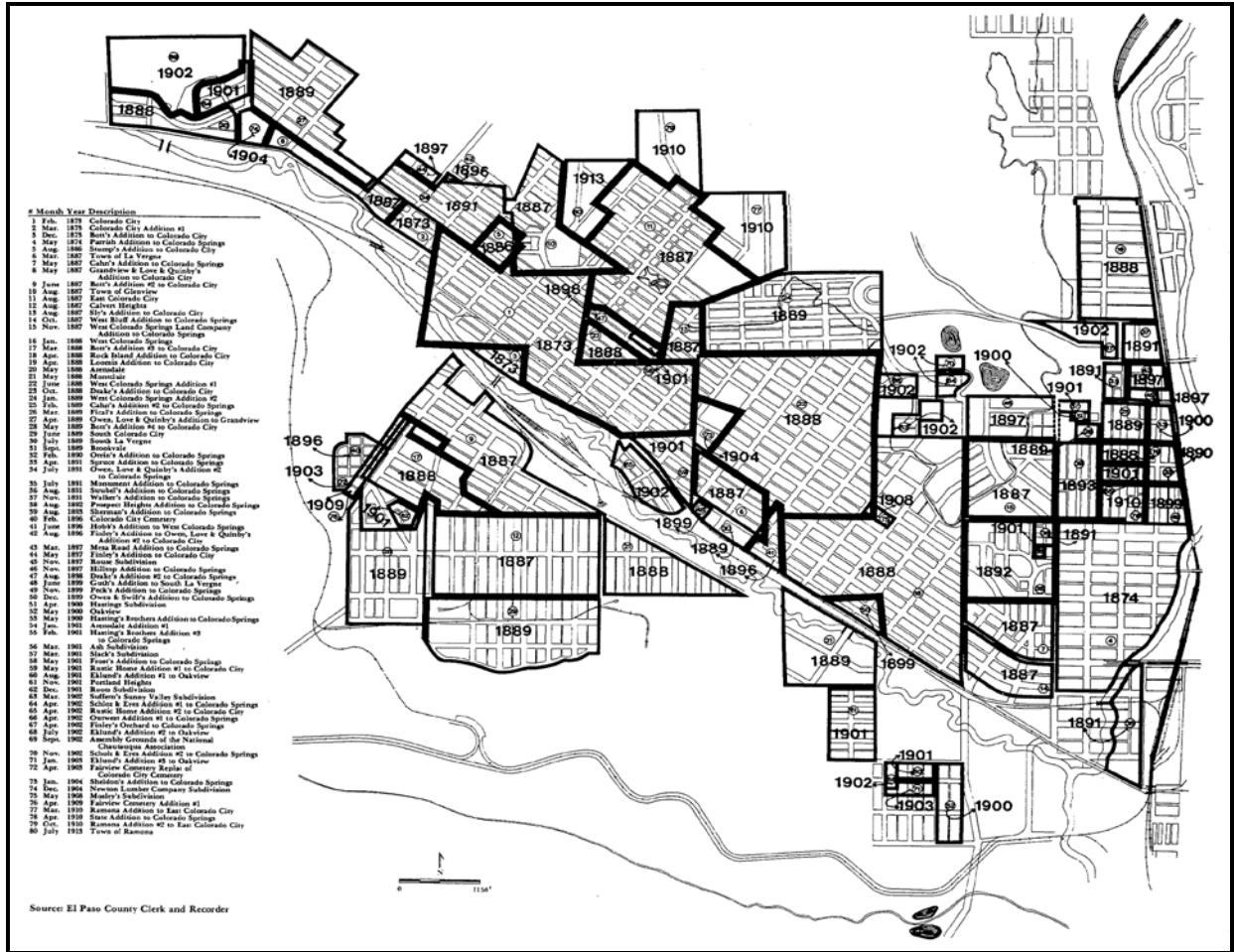


Figure 27. Division and Subdivision of the Westside. The boundaries of the original 1859 Colorado City townsite were reduced and redrawn following incorporation in 1871 (Figure from Abele, 1983).

Building on the Westside has occurred for over a century and was guided by entities ranging from individual property owners and builders, to large-scale land development and town-building companies. Within the Westside neighborhood there are residential, commercial, industrial, institutional, and public land uses throughout. This variety of land use is linked to the early history of the area, when the neighborhood was comprised of several individual municipalities and zoning laws did not exist to demarcate or geographically limit specific land uses to certain areas, as is common under present-day ordinances. In general, principal streets were laid out to roughly parallel Fountain and Monument Creeks, forming a grid pattern.

Land Development

Prior to 1886, only two large-scale efforts had been made to plat Westside lands into individual lots for purchase. The first effort followed the original survey and platting of Colorado City in 1859. The second effort occurred with the incorporation of Colorado City in 1871 and the reduction of the original town boundaries as depicted on a map dated February of 1873. Subsequently, nearly 50 additions and subdivisions were made to the Westside adjacent to the original townsites of Colorado City and Colorado Springs.

These developments varied in size. The largest occurred on land south of Colorado City (Bott's Additions to Colorado City between 1873 and 1888; and South Colorado City in 1889) and West of Colorado Springs (West Colorado Springs and its additions, 1888-1889). The smaller subdivisions and additions were laid out on various lands surrounding the original Colorado City townsite. By 1914, filings had been recorded for 80 different developments on the Westside (Figure 27) (Abele 1981:26).

The Westside comprised several self-sufficient communities for over 50 years prior to its annexation by Colorado Springs in 1917. Therefore, the area is not limited to a single type of development as is typically found in newer neighborhoods. As the earliest continually settled area in the Pike's Peak region, the Westside contains the largest collection of older residential dwellings in Colorado Springs. Approximately 3,000 Westside homes are 60 years or older and more than half of these were constructed in 1900 or earlier (Figure 28) (Abele 1981:4).

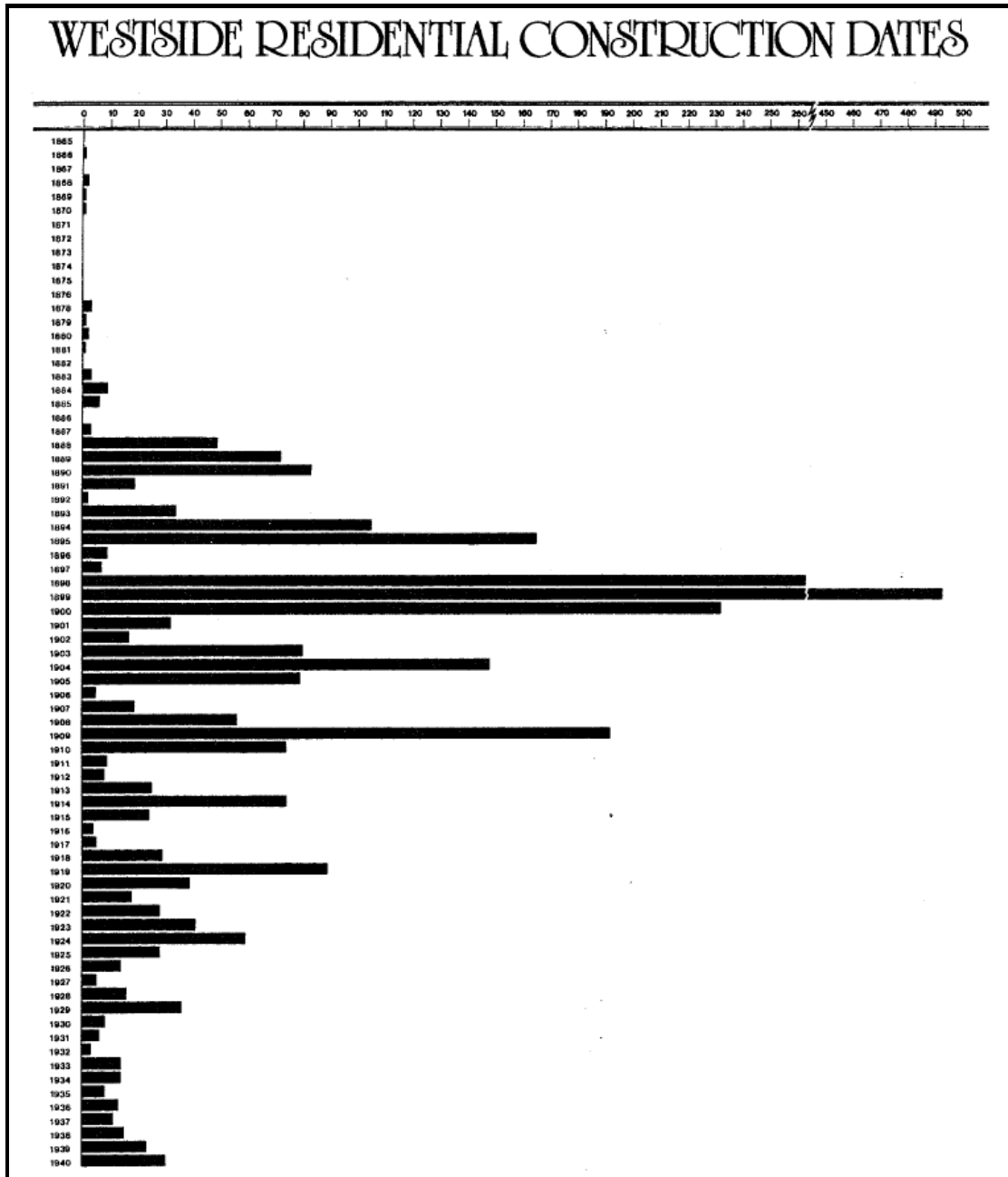


Figure 28. A graph of Westside Residential Construction Dates. 1889 was the peak year for residential construction on the Westside (From Abele 1981).

As in other territorial communities, log cabins or simple frame buildings were some of the first types of permanent structures to be constructed. Trees were plentiful along the creeks, and, as mention above, "The Pinery" or Black Forest region provided logs as well. Although more than 100 log cabins were built in the year following Colorado City's founding in 1859, few if any of these structures remain. Many were moved to outlying locations when early settlers turned to farming and ranching (Sheldon 1863).

The employment opportunities of the railroads and the gold processing mills attracted many new residents to the Westside. The next big wave of single-family, residential construction occurred during the period 1885 to 1910, when the Westside served as a major railroad and gold processing center. The most prevalent type of historic building constructed were Late Victorian dwellings, which currently make up approximately 50 percent of the total number of structures within the area (Abele 1981:44, 50). The coming of the railroads and the discovery of gold at Cripple Creek brought wealth to many and general prosperity to the entire Pike's Peak region.

The majority of home construction coincided with the Cripple Creek boom between 1899 and 1902, though residential buildings continued to be built throughout the early twentieth century. Local contractors erected a number of modest, frame dwellings in simple and unadorned forms, cheaply and generally on a smaller scale than found in other areas within the region. The buildings range in size from one-story cottages to larger two-and-one-half story houses. Floor plans vary and are often dictated by projecting bays or wings, the placement of porches, and the placement of towers or turrets. In later years, these smaller dwelling served as rental units or homes for the modest income families in the area (Abele 1981:51).

During the 1920s through the 1940s, only a few hundred houses were built in the entire Westside (Figures 29). Many of these were small cottages built behind existing homes. They were used to house tourists or to provide extra rental income. Like the dwellings built in earlier eras, these buildings were usually small in size, but they were constructed following popular architectural styles of the time, such as Craftsman or Pueblo Revival.

As new homes were added to the area, the diversity of architectural styles continued to proliferate, and the intermingling of dwellings from different construction periods and architectural eras visually chronicles the history and evolution of the Westside neighborhood. Unlike newer neighborhoods where the size of the yards and the set-backs of the houses are relatively uniform, within the Westside the alignment of buildings relative to the streets and to each other is much more irregular. This arrangement of structures is a distinctive feature of the Westside neighborhood (Abele 1981:7). Due to a century of building and rebuilding and the traditional practice of scattered development, very few, if any, areas are distinguished by a continuity of architectural styles or development with a specific historic period (Abele 1981:44).

The construction of Interstate 25, which divided the Westside from the rest of Colorado Springs, and the rerouting of US 24 in the 1950s and 1960s, which channeled traffic away from the historic commercial

heart of West Colorado Avenue, led to a gradual economic decline on the Westside. Also, by the 1960s, much of the neighborhoods residents were growing older. The signs of decline were evident in the general deterioration of the residential neighborhoods, as the elderly and the growing number of low-income families were unable to maintain the aging residential structures. Attracted by depressed housing prices, speculators and absentee landlords acquired many of the houses and converted them to rental properties. At the same time, marginal businesses began to outnumber the more successful ones, which had relocated to other areas of the city. Commercial and industrial uses began to infiltrate previously residential areas (Abele 1981:33).

In general, and there are exceptions, the domestic single-family dwellings located between Cucharras Street and Fountain Creek, and between 31st and 6th streets, no matter what era of construction, are relatively small, single-story, gabled or hipped roof structures. East of 12th Street, and along the numbered streets, there is an even mix of single- and two-story domestic dwellings. The trend toward smaller structures is especially noticeable west of 12th Street, and, markedly, the single dwellings along Sheldon are nearly all hipped- roof cottage types.

On average, the domestic single-family dwellings along Vermijo Street are smaller than those along Cucharras Street. These buildings appear more characteristic of worker housing, associated historically with the industrial activity that occurred within the Westside, than the domestic dwellings along and north of Pike's Peak Avenue, which are larger and often two-story structures and perhaps associated with managers or professions. The streets here are slightly narrower than those to the north of Colorado Avenue, such as Pike's Peak Avenue. Between 21st and 6th streets, Vermijo and Sheldon streets are the narrowest, with Cucharras Street being wider. The area south of Colorado Avenue possesses a concentration of buildings related to mineral processing and is distinctive from its neighbor to the north.

Residential Architecture Styles within the Westside

Given that a majority of the residential dwellings on the Westside were built between 1885 and 1930, the predominate building types represented are those associated architecturally with the Late Victorian era, whose subtypes are generally classified as Queen Ann and Edwardian; the Late Nineteenth and Twentieth Century Revivals, whose subtypes include Pueblo Revival and the Classic Cottage; and the Late Nineteenth and Early Twentieth Century American Movement, whose perhaps most recognized subtype is generally labeled as Craftsman. Representative types of other popular early Twentieth Century architectural styles, such as those that may loosely be classified as Modern, exist within the Westside. However, the following descriptions encompass the majority of residential dwellings in the area.

Queen Anne - The Queen Anne style covers a wide range of decoration, from restrained ornamentation to vigorously decorated facades replete with turrets, towers, porches, projecting gables, and a variety of materials and trim. Common features are asymmetrical massing, corner towers or bays, prominent porches, and contrasting materials, such as brick, shingles, and wood siding. Type of applied ornamentation include bargeboard at the eaves, iron roof cresting, scalloped shingles, and turned spindled



Figure 29. 1803 Sheldon Avenue, constructed in 1897 is an example of a Simple Queen Anne style house.

balusters and columns at the porches. Simpler versions of the Queen Anne style retain the shingled gable ends and asymmetry. The building height is usually one-and-one-half stories tall or more. The style was primarily used for residential building types during the period between 1880 and 1910.

Edwardian - The Edwardian style, 1905 to 1920, is a simplified version of the Queen Anne style, and is sometimes referred to as the Free Classic version of the late Queen Style. The style is known for its simplified classical detailing, but a general lack of ornamentation overall. The porch is usually a prominent feature of the façade and is often a wrap-around. Porch piers are usually Doric round or square columns. Asymmetrical massing and projecting towers from the Queen Anne style are retained. There are no examples of this style found within the APE.

Pueblo Revival - The Pueblo Revival style attempts to imitate Native American pueblos of the American Southwest by using flat roofs, projecting vigas (timber rafters), and stucco walls meant to look like adobe. The vigas can be circular in form or hewn square and pierce the exterior walls near the roofline. The flat roof of the building is actually gently sloping to ward rear and is hidden by a low parapet at the top of the exterior walls. Second or third stories are often terraced or stepped where they are present. Windows are usually wood-framed or feature straight wood lintel beams. Walls that are wood-frame and covered in stucco are often battered with rounded corners to further imitate the nature of shaped adobe brick masonry. The Pueblo Revival style was most popular between 1905 and 1940. There are no residential examples of the pueblo Revival style within the APE.



Figure 30. 3601 West Colorado Avenue is the only example of a Pueblo Revival style building in the APE

Classic Cottage - The Classic Cottage is a one-story or one-and-one-half-story building with a deep, rectangular floor plan, hipped roof and often a full-width porch with wide columns or columns. The main roof may also feature a central hipped dormer. The porch roof may be formed by an extension of the principal roof or as a separate roof structure. The style was most often used for modest-sized houses, but was also commonly used for train depots and school houses. The Classic Cottage dates to the 1900 to

1930 period. The classic cottage found at 2301 West Vermijo is an example of the style found within the APE.



Figure 31. 2301 West Vermijo Avenue displays character defining features of the Cottage style

Craftsman - Craftsman-style structures are typically one or two-story buildings distinguished by their wide, open overhanging eaves with exposed rafter tails and/or knee braces, and often porches with wide piers, often which are battered. The roof is almost always low pitch, but can be front-gabled, side-gabled, hipped (with or without a clipped gable), or side-gambrel. Craftsman buildings may use some false half-timbering near the roofline without being characterized as Tudor Revival style. Craftsman buildings are most commonly residential but may also appear as larger buildings such as libraries or apartment buildings. The style was popular between 1900 and 1930.



Figure 32. 3441 West Colorado Avenue, constructed in 1900, is typical of the Craftsman era residential dwellings within the Westside

3.2.2.7 Non-Residential Buildings

On the Westside, commercial buildings are found primarily on the major thoroughfare, West Colorado Avenue. Industrial areas are located southwest of Colorado Avenue between Interstate 25 and 31st Street, along the former Colorado Midland and D&RG railroad corridors. Many of the buildings in these areas have been discussed in previous chapters of this document. Interspersed among the Westside residences are a number of non-residential buildings that were constructed prior to the annexation of Colorado City by Colorado Springs in 1917, including several historic commercial establishments, lodges and halls of early social organizations, schools, churches, parks and early twentieth century industrial complexes. Most have been substantially altered; others have been demolished.

In 1890, the People's Theater was operating at the corner of present-day 26th and Vermijo streets. By 1897 the building was listed as vacant, and between 1900 and at least 1907, a boarding house called the Arlington House occupied the building. The building is no longer standing and has been replaced by residential housing, while Vermijo north of 26th Street has been vacated and is now part of Vermijo Park.

A "variety" theater and saloon operated at the corner of Cucharas and 26th streets until 1892; thereafter it was known as the Windsor (and later renamed the Central) Hotel. Other historic lodging or boarding houses were The Central (later renamed The Lincoln, then The Union) on Cucharas Street north of 26th Street; and two boarding houses on Vermijo Street, south of the Beer Gardens on 25th Street.

Perhaps better than any other group of historic buildings, schools chronicle the high expectations for the Westside as well as its early development. Early in the 1860s, District No. 1 was organized and a tax was instituted to provide free public education for the children of area residents. Despite Colorado City's uneven history over the next two decades, three new schools were constructed. The Midland School, located across from Bott Park at South 25th and Howbert streets, is the only school building remaining from this era. A substantial, two-story brick building, Midland School was listed on the NRHP in 1980.

Following annexation in 1917, three of the principal churches of Colorado City changed their names to avoid confusion with churches of the same names in Colorado Springs. The First Baptist Church became the Bethany Baptist Church; the First Congregational Church became the Pilgrim Congregational Church; and the First M.E. Church became the Trinity Methodist Church (*Gazette* 10 June 1927:1). It appears that only the Bethany Baptist and Trinity Methodist Churches still exist.

Colorado City and Westside Pioneers

Several prominent Colorado City or Westside pioneers played a significant role in the early physical development of the Westside. Three of them, Anthony Bott, Irving Howbert, and Albinus Z. Sheldon, are frequently mentioned in history texts as having contributed significantly to the development of the Westside and are, thus, discussed in this report.

Anthony Bott was an early member of the El Paso Claim Club, the Ute Pass Wagon Road Company, and was one of the founders of Colorado City. Between 1859 and his death in 1916, Bott engaged in a variety of enterprises, including road building, real estate, farming, limestone mining, cement manufacture, and the quarrying of building stone. Bott was apparently Colorado City's first businessman, contracting and building many of the first homes and businesses in town. In 1871, he gave up his contracting business to concentrate on real estate development (Figure 34). Between 1873 and 1889, he developed four neighborhood additions to Colorado City, most of them southwest of the Colorado Midland Railroad right-of-way. He was known to sell building lots on payment schedules, thus allowing many people to build and own a home despite sometimes difficult economic conditions. Historian Marshall Sprague notes that it was Bott who named a small log cabin in Colorado City the "Old Capital Building" just to

please passing tourists, thus initiating a myth that persists today. In 1898, at age 62, Bott married Olivia Longton and retired to his ranch west of Colorado City. He died at his home on Colorado Avenue in West Colorado Springs.

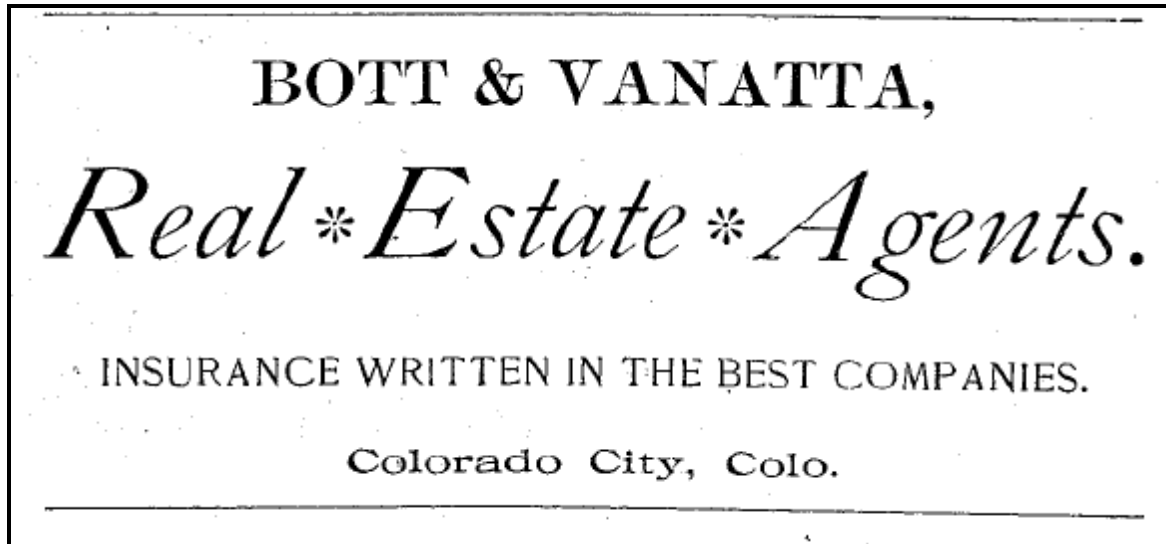


Figure 33. Advertisement for Bott & Vanatta. (Polk's Colorado Springs City Directory)

Irving Howbert, one of the earliest and most influential settlers in the Colorado City region, was involved in almost every aspect of life in Colorado Springs. During his lifetime, he was involved in mining, road building, banking, railroads, and politics. In 1860, the news of the Pikes Peak gold rush was everywhere, and Irving and his father, William, decided to investigate the mining regions of Colorado. On May 4, they left their family in Quincy, Iowa and headed west. Father and son spent the summer in Park County Colorado. The next year, they brought the remaining Howberts from Iowa and settled on a ranch south of Colorado City along Cheyenne Creek. In 1869, Irving was elected County Clerk of El Paso County, an office he held continuously until 1879, when he refused reelection. During the late 1860s, the County Clerk's office was a single room in the rear portion of a frame house on Colorado Avenue in Colorado City. According to Mr. Howbert, the house was so poorly constructed that the ink froze in the bottles during the night, and he had to thaw them out for use during the day. Being industrious, Mr. Howbert convinced the Commissioners to allow him to rent an adjacent log cabin that was eventually used as a Chinese laundry. This is apparently the same cabin designated by Bott as the "Old Capital Building." During that time he worked alongside Cameron Hunt in securing much of the land for the William Palmer's new town, Colorado Springs, established in 1871. As mentioned above, the Howbert family operated a farm, and later built the Portland Mill on a site near the intersection of present-day Lower Gold Camp Road and Moreno Avenue West, the current site of Bear Creek Regional Park. His involvement with railroads included serving as treasurer of the Colorado Midland Railroad company and, in 1899,

aiding in financing and building the Colorado and Cripple Creek District Railway, known as the Short Line; he served as its President from 1900 to 1905. Irving Howbert died in Colorado Springs at the age of 88, on December 21, 1934.

Albinus Z. Sheldon arrived in the Pikes Peak region shortly before provision was made by the June 2, 1862 act of Congress to survey the lands surrounding the confluence of Fountain and Monument Creeks. A citizen of Kansas, he was elected to the legislature there and served one term before joining James Tappan, Benjamin Crowell, and others in 1860 on a prospecting journey west. Professionally trained as an engineer at Amherst College in Massachusetts, he surveyed the entire Fountain Creek valley for the General Land Office in the summer of 1863. Subsequently he filed a claim on a quarter section of land north of Fountain Creek in the vicinity of present-day 20th and 21st Streets, upon which he constructed a residence and later, in 1904, subdivided as an addition to Colorado Springs. At one time, present-day 20th Street was named Sheldon Avenue¹. He was the first county surveyor for El Paso County, acted for a time as the justice of the peace, and served in the Territorial legislature between 1864 and 1876. He was the engineer for the Ute Pass Wagon Road Company in the late 1860s and later a farmer, rancher and real estate developer. The author of "A Brief History of El Paso County" and a frequent contributor to Colorado newspapers, Sheldon died in 1915 in San Diego, California, and was buried in Colorado Springs.

¹ Today, 20th Street is aligned north to south while Sheldon Avenue is aligned east to west between US 24 and West Colorado Avenue. The date of this change is unknown.

This page intentionally blank.

4.0 METHODS AND PROCEDURES

The historic resource survey began with the definition of the APE boundaries by CDOT, in consultation with OAHP. Using this boundary, CH2MHill provided TEC with GIS maps indicating the dates of construction for the buildings within each tax parcel per the El Paso County Assessor's records. This information was used to not only get a rough estimate of the number of properties needing to be surveyed, but also provided contact information for the property owners. This allowed a questionnaire to be mailed to the owner regarding previous owners and changes that have been made to the property over time. The comprehensive field survey was conducted according to OAHP standards for conducting cultural resource inventories in Colorado. One OAHP inventory form (Architectural Inventory Form, Linear Component Form, or Reevaluation Form, depending on the resource) was completed for each of the 145 historic resources surveyed within the project area. The physical and architectural descriptions of the landscape features, structures, linear resources, and/or buildings conform to OAHP guidelines and nomenclature, including description of styles, materials, alterations and integrity, and defining architectural elements. Photographs, site sketch maps, and site location maps were included in the site forms in accordance with the *Colorado Cultural Resource Survey Manual* (OAHP, 2007). The field survey did not include interiors of the buildings due to limited access to the properties. Printed black-and-white archival photographs were labeled and placed in archival plastic sleeves per OAHP requirements.

Evaluations of NRHP eligibility were addressed within the forms as specified by OAHP. The criteria for evaluating cultural resources in terms of their potential for nomination to the NRHP provide a systematic, definable means to evaluate historic and cultural properties. The criteria specified in 36 CFR 60.4 are as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- (b) That are associated with the lives of persons significant in our past; or*
- (c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

(d) That have yielded or may be likely to yield information important in prehistory or history.

To better define a property's significance, the NRHP developed the concept of "areas of significance," which are general categories that help describe a property's place in American history. Areas of significance include, but are not limited to, categories such as architecture, archaeology, commerce, ethnic heritage, industry, the military, politics/government, and social history. Properties that have been altered over the course of time may still be included in the NRHP, but they must retain integrity of location, design, setting, materials, workmanship, feeling, and association in order to be considered significant according to NRHP standards. Some property types (religious properties, cemeteries, birthplaces and graves of important historical figures, moved or reconstructed properties, and commemorative properties) are not usually included in the NRHP unless certain standards are met. Generally, properties must be at least 50 years old to be considered historically significant unless they are exceptionally important. Further, a period of significance must be defined for each eligible property. The NRHP defines the period of significance as "the length of time when a property was associated with important events, activities, or persons or attained the characteristics which qualify it for National Register listing." In instances where the building or structure is recommended as not eligible for listing in the NRHP, a period of significance does not apply.

Buildings and structures less than 50 years of age were evaluated according to NRHP Criteria Consideration G, which states that these properties may be considered eligible by "achieving significance within the past 50 years if it is of exceptional important," or "if they are integral parts of districts that that do meet the [NRHP] criteria" (National Park Service, 1998). Exceptional importance may reflect, for example, the extraordinary impact of a political or social event, resources so fragile that survivors of any age are unusual, or a building or structure that's developmental or design value is quickly recognized as historically significant by the architectural or engineering profession.

4.1 HISTORIC CONTEXT METHODOLOGY

Geographically, the Historic Context covers the area contained within Range 67 West, Township 14 South, Sections 3, 10, 11, 12, 13, 14, and 19. Individually, Section 3 covers the eastern portions of Manitou Springs and the western portions of the original Colorado City boundary (now within the boundaries of Colorado Springs following formal annexation in 1917, known variously as Old Colorado City). Sections 10 through 14 cover the original Colorado City boundary, as well as the southern

neighborhoods associated with the original Colorado City. These areas were included in the 1917 annexation by Colorado Springs. Sections 12 and 13 cover the eastern boundary of the original Colorado City and portions of the original West Colorado Springs, now all part of Colorado Springs. Section 19 covers the lands southeast of the original Colorado City and encompasses the Martin Drake Power Plant.

- Historic USGS maps at the Denver Federal Center were consulted. The ranges of dates for the maps are from 1911 to 1994. The 1916 Atlas of the United States for Colorado Springs was consulted for background information regarding early descriptions of geology, land formations, streams and other water resources.
- General Land Office Public Land survey field notes, located at the Lakewood, Colorado office of the Bureau of Land Management, were reviewed and utilized in preparation of the historic context. In addition to the Township, Range, and original subdivision boundary descriptions, the field notes contain references to early roads, canals, ditches as well as descriptions of the land regarding potential use (i.e. grazing, farming, or timber land).
- The records of the Colorado Division of Water Resources were reviewed to identify historic water rights and ditch/canal locations within the above Section, Township and Range.
- Sanborn Insurance Maps for Colorado City, Colorado Springs, and Manitou Springs from 1887, 1890, 1892, 1897, 1902, 1907 and 1907/1962 (Revised) were consulted.

A file search was conducted at the OAHP. The search encompassed the following areas:

County	Township	Range	Sections	USGS Quad
El Paso	14 S	67 W	10, 11, 13, 14, 19	Colorado Springs
El Paso	14 S	67 W	3	Manitou Springs

A number of previous surveys have been conducted within the search area, and several individual properties and historic districts within the general project area are listed on the NRHP. Although most of the project area has been previously surveyed, the more germane surveys are more than 5 years old and required re-evaluation to establish NRHP eligibility. eight of the pre-1968 historic resources within the APE had been previously surveyed and evaluated; all were resurveyed.

The file search and subsequent review of materials at the OAHF office did not provide detailed information regarding the previously surveyed properties in the project area, primarily because many of the surveys are dated and most of the survey reports and forms are missing from OAHF files. The Midland Terminal Railroad Roundhouse/ Carmichael Training Systems (5EP194) located at 600 S. 21st St., is the only property within the APE currently listed on the NRHP.

The following survey reports along with published historic contexts contain background information regarding the historic context of cultural resources in the area:

- Andrews, Deborah and Nanon Adir Anderson, 1991 Survey, Inventory, and Action Plan for the Historic Commercial District of Manitou Springs, El Paso County, Colorado (EP.LG.R8)
- Preservation Committee of Manitou Springs, 2001-2002 Manitou Springs Historic Buildings Survey and Inventory – Spencer Avenue and Cave Avenue (BLG #08-01-16405-017) (EP.LG.R13)
- 1980 Manitou Springs Survey of Historic Resources (EP.LG.R53)
- (Author Unknown), 1979 Old Colorado City Historic Inventory (EP.LG.R17)
- Abele, Deborah Edge, 1981, *The Westside: an Introduction to Its History and Architecture*. Prepared for the City of Colorado Springs.
- Architecture, El Paso County, Colorado (EP.LG.R23)
- Norman, Cathleen M., 1992 Survey, Inventory, and Action Plan for Ruxton Avenue, Manitou Springs, Colorado (EP.LG.R9)
- Norgren, Barbara, Dawn Bunyak and Diana Litvak, 2003. Interstate 25 Environmental Assessment Project, Historic Resources Survey Report and Survey Results. (EP.CH.R48).
- Simmons, R. Laurie, and Thomas H. Simmons. 2004. *Historical and Architectural Survey of Downtown Colorado Springs, 2003-04: Survey Report.* Prepared for the City of Colorado Springs, Department of City Planning.

- Fraser, Clayton B. 2000. Colorado Historic Bridge Survey. Prepared for the Colorado Department of Transportation.

A majority of the structures within the area date to the late 1800s through the mid-1900s and encompass a variety of architectural styles. As noted previously, although many have been field assessed, the field assessments are dated, and many of the site survey forms are not available. Therefore, these field determinations are considered unreliable. A Westside Neighborhood historic overlay district has been proposed by the Organization of Westside Neighbors, and data are being gathered by this group to present to the City of Colorado Springs to support this proposal. They will be provided with a copy of this report and inventory forms, which will provide additional data to assess their overlay district.

4.2 ARCHITECTURAL SURVEY

Architectural resources within the APE were selectively inventoried according to the date of construction. Resources that will be 40 years of age in 2008, or, rather, buildings and structures that were constructed in or before 1968, were intensively inventoried and evaluated under NRHP Criteria A-D. El Paso County Assessor Records identified 145 architectural resources built in or before 1968 within the project area. Eight of these resources were previously surveyed, all of which were reevaluated in this inventory. Therefore, 145 architectural resources consisting of 143 architectural resources and two linear resources were surveyed in this inventory.

4.2.1 Reevaluation of Previously Recorded Resources

As a result of previous investigations, eight of the 145 cultural resources located within the APE identified as constructed in or before 1968 were previously recorded on OAHP Architectural Inventory Forms. All previously recorded resources were reevaluated as part of this inventory (see Table 3).

Table 3. Resources Reevaluated Within the APE

Site	Site Name	Address	Date	Survey	Site Description	NRHP Eligibility
-------------	------------------	----------------	-------------	---------------	-------------------------	-------------------------

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Site	Site Name	Address	Date	Survey	Site Description	NRHP Eligibility
5EP194	Midland Terminal Railroad Roundhouse ~ Van Briggie Art Pottery	600 South 21st Street	1889	Railroads in Colorado 1858-1948	Railroad Roundhouse	Listed, 1978
5EP235.15	Unknown	1508 West Colorado Avenue	1889	The Westside: An Introduction to its History and Architecture, El Paso County, Colorado	Late Victorian	Officially Not Eligible
5EP235.31	Church of the Sacred Hearth	2026 West Colorado Avenue	1920-1929	The Westside: An Introduction to its History and Architecture, El Paso County, Colorado	Mission style Church	Eligible
5EP235.32	Unknown	2102 West Colorado Avenue	1890	The Westside: An Introduction to its History and Architecture, El Paso County, Colorado	Frame Victorian Cottage with Simplified Queen Anne Influence	Officially Not Eligible – Demolished between 2005 and September 2008
5EP384.2	Colorado Midland Railroad	Not Available	1886	Interstate 25 Environmental Assessment	Former Colorado Midland	Officially Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Site	Site Name	Address	Date	Survey	Site Description	NRHP Eligibility
				Project Number 151077.13 Historic Resources Survey Report History and Survey Results	Railroad, no longer extant	
5EP1116	Unknown	215 South 15th Street	1889	N/A	Vernacular, Late Victorian	Officially Not Eligible
5EP3662	25th Street Bridge	Not Available	1915	Colorado Historic Bridge Survey	Steel Plate Girder Bridge	Officially Not Eligible
5EP4302	Rheydot Tires	220 South Chestnut Street	1956	Interstate 25 Environmental Assessment Project Number 151077.13 Historic Resources Survey Report History and Survey Results	Modern Movements	Officially Not Eligible
5EP4303	Collier Lumber – So- Cal Speed Shop	221 South Chestnut Street	1962	Interstate 25 Environmental Assessment Project Number 151077.13 Historic Resources Survey Report History	Modern Movements	Officially Not Eligible

Site	Site Name	Address	Date	Survey	Site Description	NRHP Eligibility
				and Survey Results		

The Midland Terminal Railroad Roundhouse ~ Van Briggles Art Pottery (5EP194) building was previously evaluated and found eligible for listing in the NRHP. Paperwork was completed for its nomination in 1979 and the building was listed on the NRHP. Although the building has been altered in order to accommodate the Van Briggles Pottery business, all alterations can be removed, thus allowing the building to retain a high level of integrity. Since the building was last surveyed over five years ago, and since it is CDOT's standard policy to resurvey resources whose evaluations are more than five years old, a reevaluation form was completed to update potential changes to the resource. Van Briggles Pottery sold the property in 2008 to the Griffis/Blessing development company. No change in the previous determination is recommended.

Three buildings, 1508 West Colorado Avenue (5EP235.15), 2026 West Colorado Avenue (5EP235.31) and 2102 West Colorado Avenue (5EP235.32) were evaluated as part of the Westside Survey Area project completed in 1981. Although the Westside Historic District was determined officially not eligible for listing in the NRHP, one of the three buildings surveyed within the current project, The Church of the Sacred Heart (5EP235.31), was determined officially eligible for the NRHP in 1981. The buildings located at 5EP235.15 and 5EP235.32 were deemed officially not eligible in April of 1986 for listing in the NRHP in April, 1986. The building at 2102 West Colorado Avenue was demolished between 2005 and September 2008. No change in the previous determinations is recommended.

The three resources (5EP384.2, 5EP4302, 5EP4303) surveyed in the Interstate 25 Environmental Assessment Project Number 151077.13 Historic Resources Survey Report History and Survey Results were determined officially not eligible in 2002 and 2004. The survey was completed over five years ago, thus the properties were reevaluated in this survey. No change in the previous determinations is recommended.

One resource (5EP3662) was surveyed as part of the Colorado Historic Bridge Survey by Clayton Fraser in 2000. This resource, the 25th Street Bridge was officially determined not eligible in 2002.

The remaining resource (5EP1116) was not affiliated with a survey and was determined officially not eligible by the SHPO in December of 1988. Due to the date of the previous surveys of the properties, this property was reevaluated during this survey. No change in the previous determinations is recommended at this time.

4.2.2 New Survey and Evaluations

Out of the total 145 resources surveyed in this report, 137 resources were inventoried and evaluated for the first time (145 resources minus the eight reevaluated resources described above). Appendix C contains complete list of the resources not previously surveyed. A “property atlas” was obtained from CH2MHill prior to the commencement of the field effort. Temporary resources numbers were assigned to pre 1968 properties as indicated on the map. All of these properties were evaluated based on National Register Criteria as stated in Section 4.0. Resources constructed since 1968 were not assigned temporary field numbers, but were evaluated through visual inspection based on Criteria Consideration G. No resources within the APE are recommended eligible for the National Register under Criterion G.

5.0 RESULTS

As the result of the field survey, historical research, and evaluations, of the 145 resources surveyed, one has been listed on the NRHP, 18 are either recommended individually eligible for nomination to the NRHP or have been found officially eligible for nomination to the NRHP, additional data is need to make a recommendation for two properties, and the remaining 124 resources are recommended not eligible for individual nomination to the NRHP. The following is a summary of the survey results for each of the architectural resources surveyed that are recommended to be eligible for nomination. Additionally, there is a potential Westside Historic District located within the APE. A description of this resource is summarized below.

5.1 RESOURCES CURRENTLY LISTED ON THE NRHP

600 South 21st Street, 5EP194

The building at 600 South 21st Street is a stone, railroad roundhouse constructed in 1887 (Figure 34). This property was listed on the NRHP under Criterion A and C for historic associations and architectural merit. Originally constructed as part of the Colorado Midland Railroad and the Midland Terminal Railway, the roundhouse is officially called the Midland Terminal Railroad Roundhouse and was occupied by the Van Briggles Art Pottery Company who have recently vacated the property. Recent changes to the structure include partial infilling of the arches and changes to the interior. However, the property remains a clear example of its type and is unmistakable as a railway roundhouse.



Figure 34. 600 South 21st Street, 5EP194

5.2 INDIVIDUALLY RECOMMENDED NRHP-ELIGIBLE RESOURCES

2026 West Colorado Avenue, 5EP235.31

The building at 2026 West Colorado Avenue is a two-story, stucco clad, Mission style church with two towers on the east and west corners of the south façade built in 1920 (Figure 35). The church was originally surveyed as part of the Westside survey in 1981 and at that time was determined officially eligible for nomination to the NRHP. This property is eligible for listing under Criterion C for architectural merit as it is a good example of the Mission style in a non-residential setting. This re-evaluation supports the original eligibility determination of the building.



Figure 35. 2026 West Colorado Avenue, 5EP235.31 (also designated as 15 South 21st Street)

3709 West Colorado Avenue, 5EP5216

Built in various stages during the 1940's, the buildings 3709 West Colorado Avenue comprise the Rainbow Hotel. This property was surveyed and evaluated as one motel site due to the small size of the property. It is not contiguous with other eligible motels, and a possible district was not found. This Art Moderne style property consists of a hotel and motel complex comprised of a detached two-story hotel near the center of the property and long three, one-story blocks of guest rooms at the sides and rear of the lot. The main hotel structure has a generally L-shaped plan with a prominent "Quarter Round" rounded

wall that is located where the building's two wings meet. The hotel building is wood framed and covered with terra cotta-colored stucco, and the fenestration consists of metal casement windows made up of vertical groupings of square lights. The building has a flat roof with wide metal trim accentuating the roof's overhanging, boxed eaves of the roof. (Figure 36). There are three rows of rectangular, one-story motel outbuildings containing guest rooms on the property. The outbuildings are a combination of the Streamline Moderne style and Mission architectural styles. Elements of the Streamline Moderne are decorative horizontal courses in the building's stucco-clad, principal facades, and at least one porthole window. This main structure, and its three associated guest room buildings are recommended eligible for nomination to the NRHP under Criteria C for its historical associations and its architectural merit. The property is an example of the growing tourist industry in Colorado Springs as well as an example of an Art Moderne building style. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. This property is not contiguous with other motels that are recommended eligible for nomination to the NRHP, and therefore a historic district of mid-century motels was not found in the vicinity of 3709 West Colorado Avenue.



Figure 36. 3709 West Colorado Avenue, 5EP5216

3627 West Colorado Avenue, 5EP5218

The hotel/motor lodge at 3627 West Colorado Avenue is named the Timber Lodge. This property was surveyed and evaluated as one motel site due to the small size of the property. It is not contiguous with other eligible motels, and is located within the potential Westside Historic District. The main building is a wood-clad, one-story building with a gabled roof. The main building was constructed in 1885 as a

single-family residence and was turned into a motor lodge in the 1930s when the outlying cabins were constructed (Figure 37). The cabins, built in 1938, are one-story, side-gabled dwellings with front porches and accommodations for between one and two families depending on the size of the cabin. This complex is recommended eligible for nomination to the NRHP under Criterion A for its association with the growth of the motor lodge industry. The property is an example of the growing tourist industry in Colorado Springs as well as an example of the alteration of a previously residential building into a commercial enterprise. This survey recommends that the buildings at 3627 West Colorado Avenue are eligible for nomination to the NRHP based on the property's ability to meet NRHP Criterion A. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. This property is not contiguous with other motels that are recommended eligible for nomination to the NRHP.



Figure 37. 3627 West Colorado Avenue, 5EP5218

3441 West Colorado Avenue, 5EP5223

The house at 3441 West Colorado Avenue is a one-story, Craftsman Bungalow style, single-family residence clad in stucco that was built in 1900 (Figure 38). The building exhibits many of the elements of the Craftsman Bungalow style building with its prominent, front-gabled roof, overhanging eaves and knee braces, and battered porch columns. These elements are relatively unaltered from its original

construction. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. This residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as it is a good representative example of a Craftsman Bungalow style residence in Colorado Springs.



Figure 38. 3441 West Colorado Avenue, 5EP5223

2032 West Cucharras Street, 5EP5263

Built in 1955, the house at 2032 West Cucharras Street is a one-story apartment building complex that displays elements of the Minimal Traditional style (Figure 39). The buildings are clad in stucco with side-gabled roofs covered in asphalt shingles. The buildings are relatively unaltered from their original construction with the exception of replacement stucco throughout. Each building features concrete stoops at the primary entrances to each apartment covered by front-gabled roofs. The apartment complex is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as it is a good representative example of the Minimal Traditional style as applied to multi-family dwellings in Colorado Springs.



Figure 39. 5EP5263, 2032 West Cucharras Street, Mountain Ridge Apartments

1904 Sheldon Avenue, 5EP5278

Built in 1904, the building at 1904 Sheldon Avenue is a one-story, Hipped-Roof Box style, single-family residence (Figure 40). The wood-frame, one-story building is clad in horizontal wood siding with a hipped roof with closed eaves covered in asphalt shingles. The primary entrance opens south onto a concrete-slab porch. The porch is covered by a hipped roof and is supported by three wood piers. The fenestration throughout consists of double-hung sash windows. These elements are relatively unaltered from its original construction and are clearly representative of the Hipped-Roof –Box style. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. Therefore the building is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good example of the Hipped-Roof-Box style in Colorado Springs.



Figure 40. 5EP5278, 1904 Sheldon Avenue

1815 Sheldon Avenue, 5EP5285

The house at 1815 Sheldon Avenue is a one-story, Hipped-Roof-Box style, single-family residence that was built in 1899 (Figure 41). It is a wood-frame, one-story building, clad in brick with a hipped roof with closed eaves covered in asphalt shingles. The primary entrance opens north onto a concrete-slab porch. The porch is covered by a shed roof and is supported by the original turned spindle piers. The fenestration throughout consists of bays with segmental-arched brick lintels. The windows at the principal, north facade are symmetrically composed with one window flanked the central entrance. A brick chimney is centrally located in the original structure. These elements are relatively unaltered from its original construction and are clearly representative of the Hipped-Roof-Box style. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Hipped-Roof-Box style residence in Colorado Springs.



Figure 41. 1815 Sheldon Avenue, 5EP5285

1803 Sheldon Avenue, 5EP5288

The house at 1803 Sheldon Avenue is a two-story, Queen Anne style, single-family residence that was built in 1897 (Figure 42). It is a brick, one-and-one-half-story, single-family house with a hipped and cross-gable roof covered in asphalt shingles. It consists of a primary entrance that opens onto a concrete-slab porch that is covered by a separate hipped roof covered in asphalt shingles. The front gable-end is framed by a wood entablature and narrow brackets. The porch is located due west of this projecting wing, and is covered by an enclosed hipped roof that is supported by one wood pier at the corner. The segmented arched lintels and a continuous belt course at the height of the lintels are decoratively defined by their blonde brick, in contracts with the orange brick color of the rest of the house's façade. The house has two chimneys: a stucco clad chimney centrally located in the hipped roof, and a brick chimney located on the south, rear portion of the building.

Although the house has replacement windows, an in-filled doorway, and a shed roof addition off its south façade, the overall integrity of the house remains. Overall, the alterations to the house have been relatively sympathetic, leaving the character defining features of the property intact. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Queen Anne style residence in Colorado Springs.



Figure 42. 1803 Sheldon Avenue, 5EP5288

319 South 18th Street, 5EP5290

The house at 319 South 18th Street is a wood-frame, one-story, single-family residence in a rare, but simple, variant of the French Colonial Revival style built in 1890 (Figure 43). The house is clad in wood shingles and has a steeply pitched, truncated, flared hipped roof covered in asphalt shingles. The fenestration throughout consists of one-over-one aluminum-frame sash windows within the original wood-framed window bays. The principal, west façade is symmetrically composed of three, elongated, rectangular bays; a central entrance bay flanked by two window bays. The porch roof is supported by two wood Doric columns that rest on a low, wood-frame wall enclosing the small front porch.

The house retains its overall form with the shed-roof addition being hidden from the street view of the property. The original windows have been replaced with modern equivalents. Contrary to many of the other instances of window replacement in the area, these windows have been fitted into existing openings without the need for adjusting the size of the openings and the destruction of original trim. The alterations to the house have been relatively sympathetic, leaving the character defining features of the property intact. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the colonial revival style residence in Colorado Springs.



Figure 43. 319 South 18th Street, 5EP5290

1508 West Cucharras Street, 5EP5302

Built in 1899, the house at 1508 West Cucharras Street is a wood-frame, one-and-one-half story, Late Victorian style residence clad in wood siding (Figure 46). The house is clad in horizontal wood siding and has a front-gable roof covered in asphalt shingles and closed eaves. The fenestration throughout consists of wood-frame, 1/1 sash windows. The gable end is covered in ‘fish scale’ wood shingles which alternate with the horizontal wood siding and decorated verge boards. The entrance opens onto a raised, wood porch with a hipped roof supported by four turned, wood piers. The porch extends across the south façade and covers the central entrance and flanking windows. Two brick chimneys are centrally located in the house.

The house retains its overall form and has not sustained any major additions or alterations that have affected the character defining features of the property evidenced by its front-gable roof, fishscale siding, and front porch with turned piers. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Late Victorian style residence in Colorado Springs.



Figure 44. 1508 West Cucharras Street, 5EP5302

1504 West Cucharas Street, 5EP5303

The house at 1504 West Cucharas Street is a wood-frame, one-and-one-half story, Late Victorian style clad in asbestos siding and built in 1895 (Figure 45). It has a steeply pitched, front gable roof covered in asphalt shingles with closed eaves. The fenestration throughout consists of replacement, vinyl-framed, 1/1 sash windows. The central entrance opens onto a raised, wood-plank porch, which is covered by a separate shed roof. The porch extends the length of the south façade and wraps around to extend over two-thirds of the east façade. The porch is supported by eight wood, turned piers. A brick chimney is centrally located in the house.

While there have been alterations made, they have been sympathetic to the historical character of this Late Victorian structure. The building's gable-front roof and two-sided porch and turned piers are highly intact. The replacement windows are of the same style and form as the originals, and they were installed within the existing openings. The siding has not obscured and of the character defining features of the house. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Late Victorian style residence in Colorado Springs.



Figure 45. 1504 West Cucharas Street, 5EP5303

1501 West Colorado Avenue, 5EP5306

Built in 1901, the building at 1501 West Colorado Avenue is a wood-frame, two-story, Nineteenth Century Commercial style building clad in horizontal, vinyl siding with a medium-pitched hipped roof covered in asphalt shingles with bracketed eaves. (Figure 46). The principal, north façade consists of the primary entrances to the building as well as the commercial storefronts. A recessed business entrance flanked by four plate windows is located on the east end of the first floor. A secondary entrance which appears to give access to the non-commercial areas of the building is centrally located on the first floor and two plate windows are located in the west bays of the first floor. The second floor contains three sets of double-hung one-over-one sash windows with storm window exteriors. The building shows elements of the Nineteenth Century Commercial style with its recessed entry, window and door transoms, kickplates, large display windows, and secondary cornice separating the first and second floors.

Overall, the alterations to the house have been relatively sympathetic, leaving the character defining features of the property intact. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The building is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Nineteenth-Century Commercial style building in Colorado Springs.



Figure 46. 1501 West Colorado Avenue, 5EP5306

1419 West Colorado Avenue, 5EP5310

The building at 1419 West Colorado Avenue is a wood-frame, two-story, Late Victorian style building clad in horizontal wood siding under a front-gable roof covered in asphalt shingles (Figure 47). The fenestration throughout consists of wood and metal-frame double-hung and plate glass windows. The principal, north façade contains a primary entrance in its eastern bay which opens north onto a slightly elevated concrete slab porch covered by a hipped roof supported by three wrought-iron piers.

The house retains good historic physical integrity throughout its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Late Victorian style in Colorado Springs.



Figure 47. 5EP5310, 1419 West Colorado Avenue

1423 West Cucharras Street, 5EP5319

Built in 1890, the house at 1423 West Cucharras Street is a wood-frame, one-and-one-half story, Late Victorian Cottage style house clad in horizontal, vinyl siding with a front gable roof covered in asphalt shingles (Figure 48). The fenestration throughout consists of vinyl replacement double-hung sash and six-over-six sash windows. The principal, north façade contains a primary entrance in its western bay

which opens north onto a raised, concrete porch covered by a hipped roof supported by four turned wooden piers and the gable end is clad in fish scale siding.

Though the house has been subject to several alterations, the house retains its overall form and has not sustained any major additions or alterations that have affected the character defining features of the property. This is evidenced by its front-gable roof, fish scale siding, and front porch with turned piers. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Late Victorian style residence in Colorado Springs.



Figure 48. 1423 West Cucharas Street, 5EP5319

1429 West Cucharras Street, 5EP5320

Built in 1889, the house at 1429 West Cucharras Street is a wood-frame, one-story, single-family, Victorian house clad in wood shingles with a steeply pitched front-gabled roof covered in asphalt shingles (Figure 49). The fenestration throughout consists of wood-framed, plate-glass windows with transom lights and double-hung, 1/1 sash windows with decorative wooden moldings. The principal, north façade contains a primary entrance just west of center flanked by plate-glass windows. The entrance opens north onto a raised, wood-framed porch covered by a hipped roof, which is supported by four turned wooden porch posts, and enclosed by plain wood balusters. Two brick chimneys are located in this building along the roof ridge.

The house retains its overall form and has not sustained any major additions or alterations that have affected the character defining features of the property evidenced by its front-gable roof, shingle siding, and front porch with turned piers. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Late Victorian style residence in Colorado Springs.



Figure 49. 1429 West Cucharras Street, 5EP5320

1422 West Vermijo Avenue, 5EP5322

Built in 1909, the house at 1422 West Vermijo Avenue is a wood-frame, one-story, single-family, Craftsman style house clad in textured stucco (Figure 50). The roof is a front-gable roof with clipped gable ends covered in asphalt shingles. The fenestration throughout consists of metal-framed, double-hung sash and sliding windows. The principal, south façade contains the main entrance which opens west onto a partial porch located at the southwest corner of the principal façade. The porch is covered by a separate front-gable roof with clipped eave, and is supported by two broad, squared piers clad in stucco. A brick chimney is located on the east half of the building toward the north façade.

The house retains its overall form and has not sustained any major additions or alterations that have affected the character defining features of a typical Craftsman Style home. This is evidenced by clipped gable roof, front porch with broad piers, and overhanging eaves with exposed rafter ends. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Craftsman Style residence in Colorado Springs.



Figure 50. 1422 West Vermijo Avenue, 5EP5322

219 South 15th Street, 5EP5323

Built in 1889, the house at 219 South 15th Street is a wood-frame, one-story, single-family, Hipped-Roof Box clad in brick with a steeply pitched hipped roof covered in asphalt shingles (Figure 51). The fenestration throughout consists of replacement, metal-frame, double-hung sash windows with segmental arched lintels and brick sills. The principal, west façade contains a primary entrance located just off center flanked by two double-hung sash windows. The door opens onto a raised, wood-plank porch located under a separate hipped roof, which is supported by four wood piers and is enclosed by a wood balustrade of turned balusters. A brick chimney is located on the ridge of the roof.

The house exhibits all of the elements of the Hipped-Roof-Box, including the steeply pitched pyramidal roof, central chimney, and its original wood-framed porch, piers, and balustrade. While there is an addition at the rear of the structure, it is relatively unobtrusive as it is modest and made of the same brick as the larger house. Windows have been replaced in the house but were installed within the historic window openings, leaving the brick arches intact. As a result of the property have a minimal number of relatively sympathetic alterations and remains an example of a highly intact Hipped-Roof Box building type from the late nineteenth century. The building also retains good historical and physical integrity through its feeling, materials, association, and location to its original construction. The residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Hipped-Roof-Box Style residence in Colorado Springs.



Figure 51. 219 South 15th Street, 5EP5323

301 South 10th Street, 5EP5336

The building at 301 South 10th Street is owned and operated by the Chief Petroleum Company. Built in 1950, the building is a two-story, Twentieth Century Commercial type building clad in brick with a flat roof (Figure 52). The principal, north façade consists of the primary entrance to the building and seven window bays, three on the first floor and four on the second floor. A secondary entrance to the building is located off the east façade within a metal addition to the building. This addition is a metal-frame, corrugated metal building with a shed roof which is located halfway down the east façade of the building. The addition serves as a secondary entrance into the main structure and additional office space for the company. The building shows elements of the Twentieth Century Commercial type with its flush entrance, decorative brickwork, and parapet. Overall the alterations to the building have been relatively sympathetic, including in-filled windows on the east and west façade and the metal-frame addition off the east façade, leaving the character defining features of the property intact. The building also retains good historic and physical integrity through its feeling, materials, association, and location to its original construction. The building is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of the Twentieth Century Commercial type in Colorado Springs.



Figure 52. 5EP5336, 310 South 10th Street

5.3 RESOURCES RECOMMENDED NOT ELIGIBLE FOR THE NRHP

Out of the 145 historic resources surveyed in this inventory, 124 resources are recommended not eligible for nomination to the NHRP, including 122 architectural resources and two linear resources. Eight of these resources had been previously evaluated, six of which were determined as officially not eligible by the OAHP. Properties not recommended as eligible for the NRHP are listed in Appendix C.

Neighborhoods

While intensive survey and evaluations were limited to the individual properties surveyed within the APE, whether the individual resources are located in a potential district was considered. The Westside neighborhood is significant under Criteria A as the oldest neighborhood in Colorado Springs, and Criteria C for its architectural merit. The neighborhood has undergone numerous alterations ranging from substantial changes, such as additions to principal facades, to moderate changes, such as the replacement of original wood siding with vinyl siding, to minor alterations, such as replacement windows and doors. Although these changes have altered the neighborhood, overall the integrity of the Westside's materials, feeling, and association as a historic neighborhood remains. As such, the portion of the Westside Neighborhood that falls within and adjacent to the APE appears to meet the NRHP criteria for integrity, and therefore is recommended eligible for nomination to the NRHP as a historic district.

Residential Properties

The majority of the pre-1968 resources in the project are residential properties, nearly all of which were constructed before 1950 and are single-family houses built during Colorado Springs' growth from a railroad community into an industrial community. However, most of these properties no longer retain enough historical physical integrity to convey their original form as a single-family residence due to changes in character defining elements of the properties' style. For example, Figure 53, the Bungalow Style home located at 119 South 15th Street is an example of a typical residence found within the APE.



Figure 53. 119 South 15th Street, 5EP5315

Alterations to this property include vinyl replacement windows, vinyl siding, and decorative metal porch supports. These changes have obscured or destroyed the character defining elements of the building which include the original windows, the wall coverings, and the porch; and therefore the integrity of the property.

Commercial Properties

Most of the pre-1968 commercial properties evaluated within the project area are recommended not eligible for nomination to the NRHP because of their inability to meet NRHP Criteria and/or lack of historical physical integrity. For example, the motel at 3703 West Colorado Avenue (Figure 54) is associated with the national trend toward motor lodges in the United States; however, due to the high degree of integrity loss from numerous alterations and replacement materials, this property no longer conveys the original feeling associated with a motor lodge and thus does not meet NRHP Criteria



Figure 54. 3703 West Colorado Avenue, 5EP5217

This property was surveyed and evaluated as one motel site due to the small size of the property. It is not contiguous with other eligible motels, and a possible district was not found.

Industrial Properties

All of the industrial properties within the project area are recommended not eligible for nomination to the NRHP because of their lack of historical physical integrity. For example, the original portion of Martin Drake Power Plant (Figure 55) can be seen in the lower left portion of the figure.



Figure 55. Martin Drake Power Plant, 5EP5360

Alterations to the facility have obscured all but the upper-most portion of the building. These changes have destroyed the setting and character of the original facility, resulting in a property with poor integrity, and therefore cannot be recommended eligible for the NRHP.

Linear Resources

Two OAHP Cultural Resource Re-Evaluation forms were completed for the linear resources in the project area. The bridge along South 25th Street just north of US 24 was re-evaluated for this survey (Figure 56).



Figure 56. South 26th Street Bridge, 5EP3662

The bridge was constructed in 1915 and has sustained repaving and restoration of the east railings due to a vehicular impact since its construction. The changes to the materials of the bridge have diminished the physical integrity of the structure and its architecture is not an exceptional example of bridge design. The bridge is therefore determined not eligible for the NRHP.

5.4 ADDITIONAL DATA NEEDED

Recommendations for NRHP eligibility could not be made for the property located at 2027 West Cucharras Street (5EP5264) or the property at 1913 Sheldon Avenue (5EP5276). These properties were hidden behind a tall stockade fence and/or overgrown shrubbery. The architectural details of the house were not visible and its style and integrity could not be evaluated per NRHP criteria.

Due to the inability to determine the eligibility of these two resources, for the purposes of this survey they will be considered field eligible.



Figure 57. 2027 West Cucharras Street, 5EP5264



Figure 58. 1913 Sheldon Avenue, 5EP5276

5.5 POTENTIAL WESTSIDE HISTORIC DISTRICT

The potential Westside Historic District appears to meet the definition of a historic district as set out by NRHP Bulletin 15, it possesses a significant concentration, linkage, and continuity of sites, buildings, and structures, united historically and aesthetically by plan and physical development (NPS 1995). Additionally, the potential district appears to be eligible for nomination to the NRHP under Criterion A for its role in the development of Colorado Springs. The Westside area was the earliest settled residential development in the Pikes Peak region and consists of roughly 60 platted subdivisions created between 1873 and 1913. The Westside has experienced several periods of physical and economic growth and decline since 1859 when the area's first town, Colorado City was founded. The properties surveyed within the APE appear to be part of a larger historic district spanning westward from the intersection of US 24 West and Interstate 25.

These properties appear to retain a cohesive feeling of a historic district due, in part to the large number of buildings constructed between the 1880s and 1920s of a similar style and use. Since the 1920s, the construction within the potential Westside district included an influx of commercial style buildings and modern architectural styles. Despite this mixed use, the area appears to retain a level of integrity of location, design, materials, setting, and feeling.

6.0 CONCLUSIONS

This survey was conducted to identify any significant cultural resources located within the project area and evaluate them with regard to their eligibility for nomination to the NRHP. Potential impacts to both surface and subsurface or archaeological resources were evaluated by Centennial Archaeology and results are presented in a separate report.

A total of 145 historic resources built in or before 1968 were identified within the project area. Eight of these were previously surveyed and evaluated, and of those, one is listed on the NRHP, one is determined eligible for nomination to the NRHP, and the remaining six were determined not eligible for nomination to the NRHP. An additional 137 not previously surveyed properties were inventoried and evaluated within the APE according to NRHP Criteria. Of these previously unsurveyed properties, 17 architectural resources were determined to be eligible for the NRHP, 118 were determined not to be eligible for the NRHP, and two could not be evaluated due to limited access (Table 4).

Table 4. Total Pre-1968 Resources in the APE and NRHP Recommendations

Resource Group	Total Resources in this Group
Listed on the NRHP	1
Individually NRHP-Eligible Resources	18
Individually NRHP-Not Eligible Resources	124
Resource Needing More Data	2
Total Resources Inventoried	145

Historic properties within the APE listed or eligible for listing on the NRHP are summarized in Table 5. See Appendix A for a detailed map of the APE and the resources surveyed, which are graphically identified by the site number and eligibility recommendations.

Table 5. Inventory Data of Architectural Resources Listed or Recommended NRHP-Eligible

Site Number	Address	Description	Date	NRHP Eligibility Recommendation
5EP194	600 South 21st Street	Stone Roundhouse	1889	NR Listed; Criterion A and C
5EP235.31	2026 West Colorado Avenue	Mission Church	1920	Officially Eligible Criterion C

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Site Number	Address	Description	Date	NRHP Eligibility Recommendation
5EP5216	3709 West Colorado Avenue	Motor Lodge clad in Stucco	1948	Field Eligible; Criterion C and A
5EP5218	3627 West Colorado Avenue	Motor Lodge clad in Log	1885 (1937)	Field Eligible; Criterion A and C
5EP5223	3441 West Colorado Avenue	Craftsman Bungalow clad in Stucco	1900	Field Eligible; Criterion C
5EP5263	2032 West Cucharas Street	Minimal Traditional Apartments clad in Stucco	1955	Field Eligible; Criterion C
5EP5278	1904 Sheldon Avenue	Hipped-Roof-Box clad in Horizontal Wood	1904	Field Eligible; Criterion C
5EP5285	1815 Sheldon Avenue	Hipped-Roof-Box clad in Brick	1899	Field Eligible; Criterion C
5EP5288	1803 Sheldon Avenue	Queen Anne clad in Brick	1897	Field Eligible; Criterion C
5EP5290	319 South 18th Street	Colonial Revival clad in Wood Shingles	1890	Field Eligible; Criterion C
5EP5302	1508 West Cucharas Street	Late Victorian clad in Wood	1899	Field Eligible; Criterion C
5EP5303	1504 West Cucharas Street	Late Victorian clad in Asbestos	1895	Field Eligible; Criterion C
5EP5306	1501 West Colorado Avenue	19th Century Commercial clad in Vinyl	1901	Field Eligible; Criterion C
5EP5310	1419 West Colorado Avenue	Late Victorian clad in Horizontal Wood	1884	Field Eligible; Criterion C
5EP5319	1423 West Cucharas Street	Late Victorian clad in Vinyl	1890	Field Eligible; Criterion C
5EP5320	1429 West Cucharas Street	Late Victorian clad in Wood shingles	1889	Field Eligible; Criterion C
5EP5322	1422 West Vermijo	Craftsman clad in Stucco	1909	Field Eligible;

Site Number	Address	Description	Date	NRHP Eligibility Recommendation
	Avenue			Criterion C
5EP5323	219 South 15th Street	Hipped-Roof-Box clad in Brick	1889	Field Eligible; Criterion C
5EP5336	301 South 10th Street	20th Century Commercial clad in Brick	1950	Field Eligible; Criterion C

7.0 DETERMINATION OF EFFECTS

7.1 Introduction

CDOT proposes to widen US Highway 24 and many of its intersections with local streets in the project area to reduce congestion problems on US 24 between the Manitou Avenue interchange and I-25. US 24 and side streets in the study area are overloaded to the point they no longer provide adequate capacity for current and future travelers.

The proposed project area extends along US 24 from I-25 west to a point approximately 1,800 feet west of Ridge Road. The APE was developed in consultation with the Colorado SHPO based on the proposed improvements throughout the corridor. Accordingly, the APE widens near intersections and along cross streets where improvements are planned. The APE narrows to within CDOT right-of-way (ROW) just west of Ridge Road.

7.1.1 Historic Properties within the APE

Nineteen historic properties are present within the APE, including 19 historic architectural resources, predominately single-family residential dwellings dating from the late 1800s to early 1900s, and a large, residential historic district. Two additional resources for which additional data is needed to determine NRHP eligibility are being treated conservatively as historic properties for the purpose of effect determinations. No linear resources or other resource types were identified within the APE. A survey was conducted for archaeological resources, and none was identified. The preceding sections of this report and attached OAHP architectural inventory forms describe these resources in detail; Section 6.0 summarizes eligibility recommendations. The determinations of effect are presented for all resources listed in or recommended eligible for listing in the NRHP, as well as the two properties being treated as eligible for the NRHP. CDOT will seek concurrence from the Colorado SHPO on the eligibility determinations of this survey; any change in eligibility recommendations would require subsequent reevaluation of effects to historic properties.

7.1.2 Criteria for Effects to Historic Properties

Section 106 of the NHPA and implementation regulations require that federal agencies, such as FHWA, or state or other agencies that received federal assistance, such as CDOT, take into account the effects a

proposed undertaking may have on historic properties. NHPA's Section 106 regulations, Title 36 of the Code of Federal Regulations (CFR) Part 800.5 (36 CFR 800.5) ("Protection of Historic Properties"), include specific criteria for adverse effects that must be applied to federal undertakings with the potential to impact historic properties. When considering the potential for adverse effects, all reasonable, foreseeable impacts must be taken into account, including direct, indirect, and cumulative impacts.

An adverse effect is found when an undertaking may alter, directly or indirectly, any characteristic of a historic property that qualifies the property for inclusion in the NRHP. This includes diminishing the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects to historic properties outlined in 36 CFR 800.5 include, but are not limited to:

- i. Physical destruction of, or damage to, all or part of the property;
- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous materials remediation, and provision of handicapped access, that is not consistent with the Secretary of Interior's standards for the treatment of historic properties (36 CFR 68) and applicable guidelines;
- iii. Removal of the property from its historic location;
- iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- v. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- vi. Neglect of a property which causes deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a [Native American] or native Hawaiian organization; and
- vii. Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Effects to cultural resources are categorized as No Historic Properties Affected, No Adverse Effect, and Adverse Effect (36 CFR 800.5), as follows:

- **No Historic Properties Affected:** Either no historic properties are present, or historic properties are present, but there is no effect of any kind, harmful or beneficial, on the historic properties.

- **No Adverse Effect:** There is an effect but that effect does not alter the characteristics of that property that qualify it for NRHP eligibility.
- **Adverse Effect:** There is an effect, and that effect diminishes the qualities of significance that qualify the property for inclusion in the NRHP.

Effects to historic properties may be direct or indirect. Direct effects include, but may not be limited to, the physical destruction or modification of all or part of a resource. Indirect effects can include a variety of factors, such as the introduction of noise and visual elements that alter the qualities that make a site eligible to the NRHP. Most effects to historic properties are permanent, but there may be only short-term, temporary effects related to the project construction process. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or cumulative.

7.1.3 Consultation with the Colorado State Historic Preservation Office and Other Interested Parties

CDOT initiated consultation with the Colorado SHPO in March 2006. The consultation was to discuss the APE, survey methodology, and gather information pertaining to other specific concerns. CDOT also invited eight other parties the opportunity to be involved in Section 106 consultations, including the Cities of Colorado Springs and Manitou Springs, El Paso County, Colorado Springs Pioneers Museum, Old Colorado City Historical Society, Organization of Westside Neighbors, Colorado Preservation, Inc. and the National Trust for Historic Preservation. Of these nine entities, the Colorado SHPO, City of Colorado Springs, and El Paso County indicated an interest in participating in the evaluation of historic properties.

In March 2006, CDOT conducted a site visit with the SHPO Section 106 coordinator to discuss the project, tour the project area, view known historic properties and districts, and provide input on the APE. During this meeting she asked the project team to assess the integrity and historic significance of the “Ghost Town” building adjacent to the Midland Roundhouse, and assess the potential for historic districts in Old Colorado City, the Midland Neighborhood, and the Roundhouse and Ghost Town building.

In June 2006, CDOT met again with the SHPO Section 106 coordinator to review preliminary results of the historic context report. The project team historian explained findings and the general condition of specific neighborhoods in the study area. The group established a preliminary APE and survey area, and discussed methodology for conducting the field survey. CDOT and SHPO agreed that an intensive survey

was not necessary for the entire APE and that individual properties determined obviously not eligible would not require survey. The SHPO requested that the project team historian look beyond the strict APE boundaries during the survey and identify potential historic districts.

CDOT met with the SHPO Section 106 coordinator again in June 2008 to update her on project development and the development of a recommended alternative. Primary among the changes was the decision that improvements to the highway were not necessary west of Ridge Road. This eliminated the potential for roadway construction in Manitou Springs and near the motor hotels along Colorado Avenue/Manitou Avenue at the west end of the study area. The changes also included the elimination of several design options that allowed the APE to be reduced in size.

In August 2008, CDOT met with the SHPO Section 106 coordinator to finalize the APE and review survey methodology again. CDOT and SHPO agreed that because the APE had been narrowed given the refined state of a recommended alternative, an intensive survey would be conducted for all properties more than 40 years of age (constructed in or prior to 1968) in the entire APE.

The eligibility determinations and survey results are provided concurrently with this determination of effects to historic properties. Any changes to eligibility recommendations based on SHPO review or questions would require the effect determinations also to be revisited. Final resolution of eligibility and effects will be presented in the Environmental Assessment, which is currently under preparation in accordance with the requirements of the National Environmental Policy Act of 1969, as amended.

7.2 Proposed Action

CDOT proposes to provide additional capacity on US 24 to reduce traffic congestion in the study area. Without improvements, existing congestion will worsen and traffic flow (level of service) will rate poorly along the mainline and at nearly every intersection along US 24 in the study area. The Proposed Action would provide one additional travel lane in each direction of US 24 for a total of eight through-lanes, four in each direction, east of 8th Street, and six through-lanes, three in each direction, from 8th Street to a point west of 31st Street. Additional major features of the Proposed Action include:

- New interchanges at 8th and 21st Streets
- Reconstruction of the US 24 interchange with I-25
- A new overpass to carry US 24 over Ridge Road

- Intersection upgrades and widening at 26th Street and 31st Street
- Modification of the 31st Street and Colorado Avenue intersection (off highway)
- Modification of the Ridge Road and Colorado Avenue intersection (off highway)
- Addition or reconstruction of sidewalks at all intersections and interchanges
- Replacement and extension of segments of the Midland Trail
- Replacement of bridges over Fountain Creek
- Modification of Fountain Creek's channel at each bridge crossing

The Proposed Action is illustrated in Figure 59.

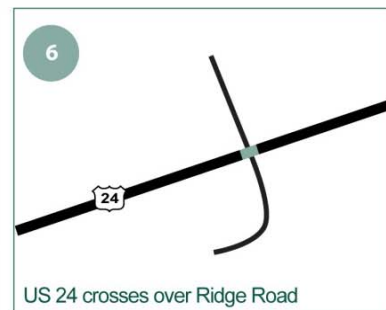
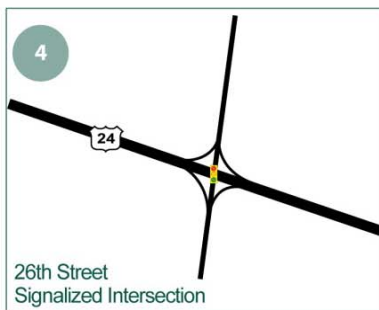
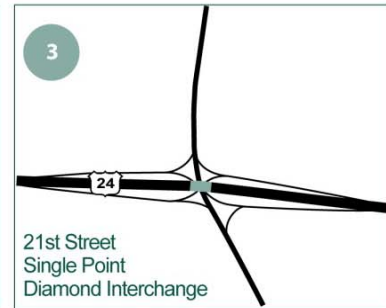
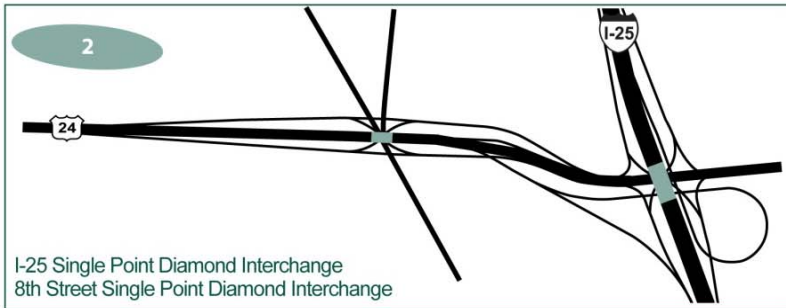
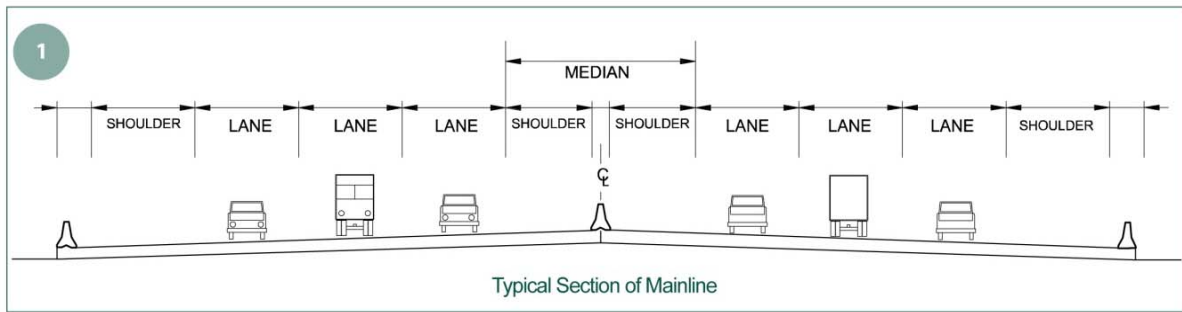
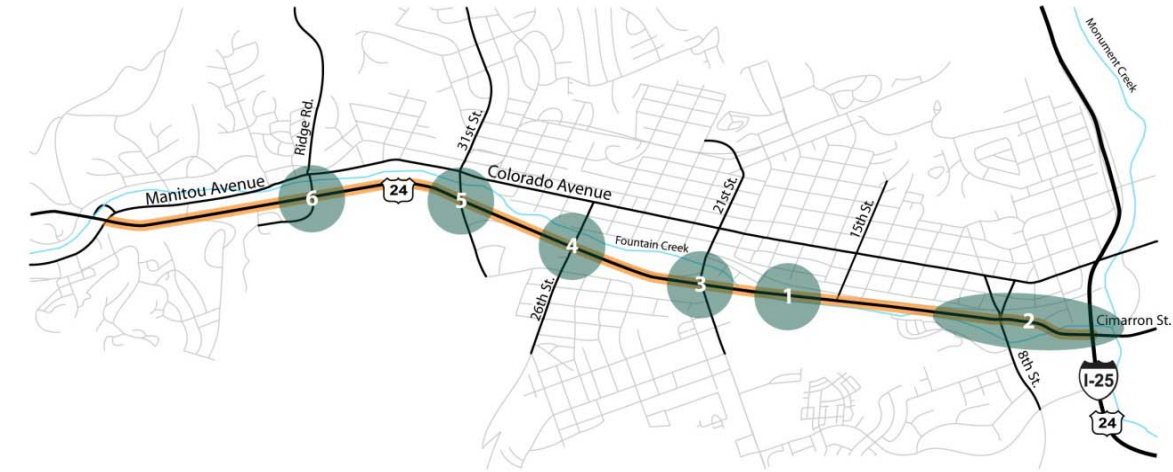


Figure 59. Proposed Action

7.3 No Action

The No Action Alternative consists of existing transportation facilities and transportation projects committed to be built regardless of whether the Proposed Action is implemented. The No Action Alternative would not make any changes to the existing highway beyond those which are already planned and funded. It does not contain the necessary improvements to address congestion on US Highway 24. The projects listed below are shown in existing adopted transportation plans and would be locally funded and implemented (outside of the National Environmental Policy Act and Section 106 processes):

- **8th Street Intersection.** Lengthens turn lanes and acceleration and deceleration lanes on US 24, and widens 8th Street north and south of US 24.
- **8th Street Bridge.** Replaces the existing four-lane bridge over Fountain Creek.
- **21st Street Roadway.** Widens 21st Street south of US 24 to four through-lanes with dedicated turn lanes, and extends acceleration lane. Some upgrades to the US 24/21st Street intersection also will be built.
- **25th Street Bridge.** Replaces the existing two-lane bridge over Fountain Creek.
- **Midland Trail.** Extends Midland Trail between 21st Street and Manitou Avenue to connect with Manitou Springs' Creek side Trail.

With the No Action Alternative, elements such as variable message signs would be implemented as part of the congestion management program. Existing bus routes and service would continue as they are today, and bike and pedestrian facilities would only be extended or upgraded as local funds and grants allow.

7.4 Considerations in the Proposed Action to Minimize Effects to Historic Properties

CDOT conducted an extensive alternatives development process, as described in the Alternatives Technical Memorandum. During each of the three screening stages in the alternatives development, impacts to historic properties were considered. Of particular interest was avoiding impacts to the Midland Roundhouse (5EP194), an NRHP-listed property and community-identified landmark located at the southwest corner of 21st Street and US 24.

The additional travel lanes on US 24 required for the Proposed Action generally can be accommodated without affecting historic properties. Necessary cross street intersection improvements, however, require more land area and do affect historic properties. Additionally, the Fountain Creek floodplain represents a significant constraint throughout the length of the project area; existing US 24 is within the floodplain for most of its stretch. To remove US 24 from the floodplain, large portions of Fountain Creek must be modified so that the channel becomes wider and lower. In many cases, the channel expands from just a couple of feet to approximately 200 feet. Accommodating this major modification of the floodplain provided substantial constraints for the highway design and limited alignment options throughout the corridor. In locations where historic properties might be affected, the design team considered constraints and minimized the ROW footprint to the maximum extent possible while still meeting design standards, capacity requirements, and minimum floodplain conditions. In most cases, effects to historic properties were avoided through these design modifications. In two areas, historic properties on the north side of US 24 near the proposed US 24 interchanges with 8th Street and 21st Street could not be avoided.

At 8th Street, one historic property, 5EP5336 (Chief Petroleum), is located less than 50 feet from the existing US 24 ROW. The westbound on-ramp for US 24 from the new 8th Street interchange would encroach approximately 4 feet into the building, directly impacting the historic structure. The reconstructed Midland Trail encroaches an additional 22 feet into the structure and bisects the remaining land area. The following constraints, which are also illustrated and described in Figure 60, limited options to avoid this property:

- The building is positioned at the northwest corner of the property and is situated such that the building encompasses the width of the property (i.e., no “extra” room exists behind the building).
- The Midland Trail runs along the back (south) side of the Chief Petroleum property and is also directly impacted by the westbound US 24 on-ramp. To maintain connectivity of the trail, which is a significant recreational resource in the area, the trail must be reconstructed adjacent to the highway through the Chief Petroleum property. For safety reasons, the 10-foot-wide trail must be offset from the highway by 12 feet to allow adequate separation between higher speed vehicles and pedestrian and bicycles using the trail (that is, the reconstructed trail encroaches an additional 22 feet into the Chief Petroleum property).
- The existing Fountain Creek floodplain is very wide through this area; US 24 and private properties, including Chief Petroleum, on both sides of US 24 are within the 100-year floodplain limits. A substantial realignment and modification of Fountain Creek was necessary to remove the highway and adjacent properties from the floodplain. Drainage engineers were able to remove the

encroachments in the floodplain by maintaining the current US 24 southern alignment as the northern embankment of the floodplain. The creek was modified south of the highway to create a southern limit that did not result in flooding of adjacent properties. Realigning either the highway or floodplain farther south would flood the A-1 Mobile Village trailer park, a low-income community with more than 70 homes. Additionally, the proposed floodplain has been designed to complement the multi-million dollar creek restoration project occurring to the west in the Gold Hill Mesa area. Maintaining US 24's southern alignment requires all widening to the north. The highway and ramp requirements, coupled with the need to reconstruct the Midland Trail (see above), requires acquisition of all of the properties along US 24 between 8th and 11th Streets, including Chief Petroleum.

- The existing signalized intersection does not meet traffic needs, and a grade-separated interchange is needed. The interchange type, a single point diamond interchange, proposed at 8th Street has a relatively narrow footprint, and selecting a different interchange type would not change the acquisition requirements for Chief Petroleum. Features of the design of the proposed interchange have been optimized to minimize ROW requirements, and additional modifications, such as reducing the lengths of acceleration or deceleration lanes, could not be employed without affecting the interchange operations and capacity.

Similar constraints affect the properties near the proposed 21st Street interchange with US 24, as illustrated and described in Figure 61.

- The Midland Roundhouse is a NRHP-listed historic property and important symbol for the community. The roundhouse is located at the southwest corner of the intersection of 21st Street and US 24. To avoid affecting this important resource, widening had to occur to the north.
- Options for modifying the Fountain Creek floodplain are limited near this intersection. As with the area near 8th Street, the existing floodplain in near the intersection of 21st Street and US 24 encompasses the highway and many adjoining properties. Removing the encroachments in the floodplain requires substantial modifications to the creek – both realigning and deepening the channel. No options are available to widen the highway to the south without seriously affecting the floodplain and exacerbating flooding issues for nearby properties.
- One historic and two non-historic residential properties along the south side of Sheldon Avenue north of US 24 require acquisition because the lots are small (about 6,000 square feet), the slopes are steep, and the westbound US 24 to southbound 21st Street off-ramp cuts through or is too near to these properties to allow them to remain in place.

- As with 8th Street, an interchange is necessary in this location to handle traffic volumes and reduce congestion. A single point diamond interchange is also proposed here, and selecting a different interchange type would not change the acquisition requirements in this area. Features of the design of the proposed interchange have been optimized to minimize ROW requirements, and additional modifications, such as reducing the lengths of acceleration or deceleration lanes, could not be employed without affecting the interchange operations and capacity.

Effects of the Proposed Action on historic properties are described in detail in Section 7.5.

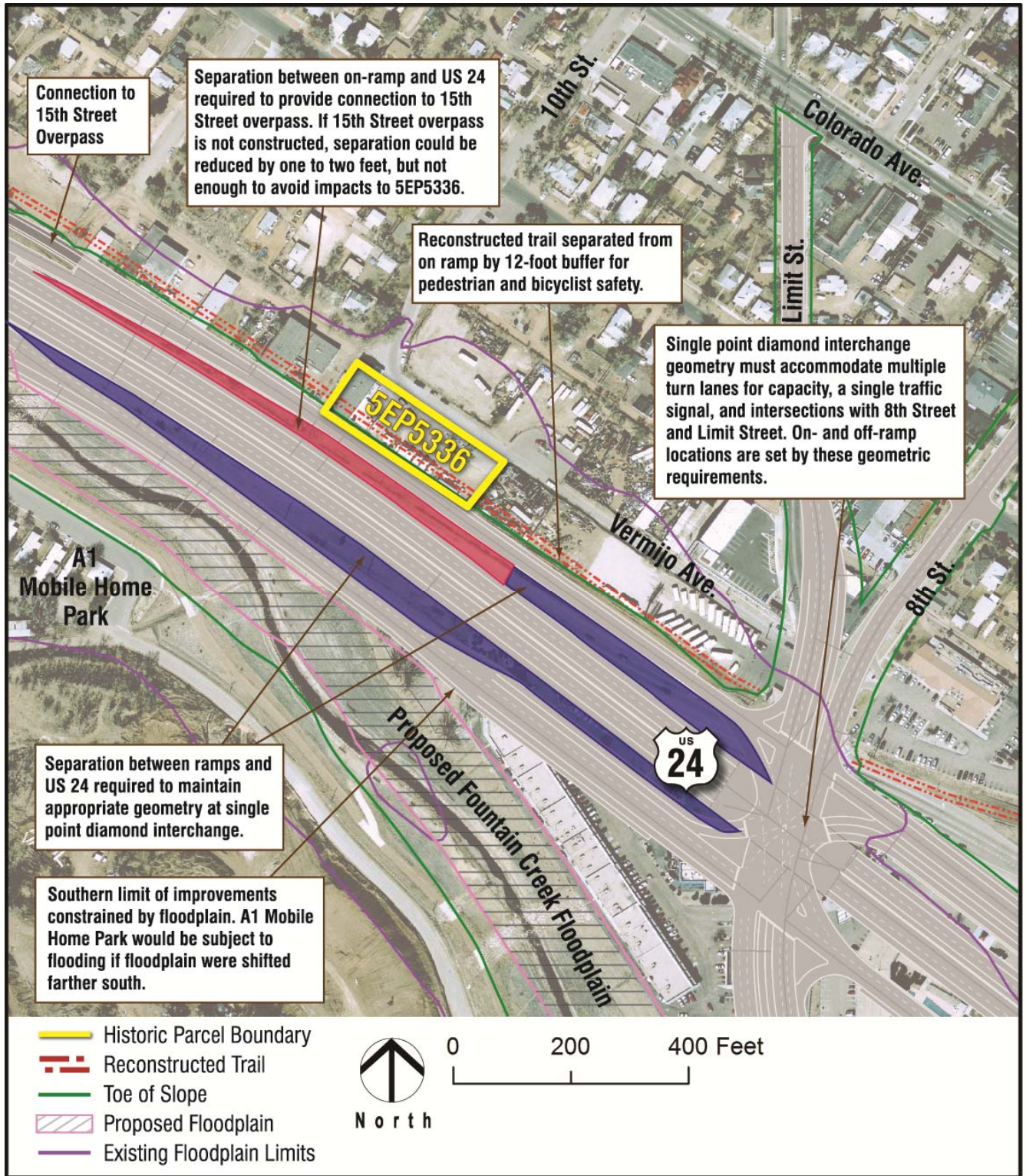


Figure 60 – Constraints near 8th Street



Figure 61. Constraints near 21st Street

7.5 Impacts of the No Action Alternative to Historic Properties

Under the No Action alternative, US 24 would not be widened, and interchanges would not be provided at 8th Street or 21st Street. Intersections at 26th and 31st Streets would not be improved, and neither the overpass of US 24 over Ridge Road nor any improvements to Ridge Road would be provided. Most bridges over Fountain Creek would remain, and no modifications would be made to the Creek’s channel at bridge crossings.

As described in Section 7.3, the No Action Alternative includes several locally-funded projects, including intersection and local street improvements at the US 24 intersections with 8th and 21st Streets, replacing two bridges over Fountain Creek, and extending the Midland Trail. While these projects may require acquisition of ROW, they are unlikely to affect historic properties as historic properties are either not present or not close enough to proposed improvements to be affected. The No Action Alternative, therefore, would have no effects to historic properties.

7.6 Impacts of the Proposed Action to Historic Properties

The Proposed Action described in Section 7.2 would affect several historic properties. Table 6 summarizes the effects to historic resources within the APE.

Table 6. Effects of the Proposed Action on Historic Properties

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP194	600 South 21st Street	Listed	Railroad roundhouse	Stone/ Railroad roundhouse	No physical change to property. Minor change to visual setting from elevated US 24 bridge.	No Adverse Effect
5EP235. 31	15 South 21st Street	Eligible – A, C	Church	Stucco/ Mission	Roadway improvements along 21st Street end south of property. No change in setting.	No Historic Properties Affected

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP5216	3709 West Colorado Avenue	Eligible – A, C	Commercial (Rainbow Lodge)	Stucco/ Moderne: Mission	Roadway improvements within CDOT ROW on back side of property; overpass of Ridge Road (approximately 900 feet away) screened by distance and vegetation; no physical impact and no change in setting.	No Historic Properties Affected
5EP5218	3627 West Colorado Avenue	Eligible – A	Commercial (Timber Lodge)	Log/ Other	Acquisition of small portion of property at eastern end for drainage improvements; no change in setting; no acquisition of buildings; no change in use of property. Visual effect of overpass limited due to distance, vegetative screening, and property orientation (toward Colorado Avenue).	No Adverse Effect

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP5223	3441 West Colorado Avenue	Eligible – C	Residential	Stucco/ Craftsman Bungalow	Roadway improvements within CDOT ROW on back side of property; no physical impact and no change in setting. New overpass at Ridge Road screened from property by distance and vegetation.	No Historic Properties Affected
5EP5263	2032 West Cucharras Street	Eligible – C	Commercial (Apartment/ Lodge Complex)	Stucco/ Minimal Traditional	Sidewalk added in front of property within existing roadway ROW; no physical impact to property and no change in setting.	No Adverse Effect
5EP5264	2027 W Cucharras Street	Treated as eligible	Residential	Wood, Horizontal Siding/ Victorian	No proposed or planned roadway improvements in immediate area of property. No change in setting.	No Historic Properties Affected
5EP5276	1913 Sheldon Avenue	Treated as eligible	Residential	Stucco/ No Style	No proposed or planned roadway improvements in immediate area of property. No change in setting.	No Historic Properties Affected

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP5278	1904 Sheldon Avenue	Eligible – C	Residential	Wood, Horizontal Siding/ Hipped Roof Box	No physical changes to historic property; noise wall installed along US 24 is distant from property; removal of several houses on opposite side of road (east of property) has minor effect on residential setting.	No Adverse Effect
5EP5285	1815 Sheldon Avenue	Eligible - C	Residential	Brick/ Hipped Roof Box	Acquisition and demolition of property.	Adverse Effect
5EP5288	1803 Sheldon Avenue	Eligible – C	Residential	Brick/ Queen Anne	Acquisition and demolition of property.	Adverse Effect

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP5290	319 South 18th Street	Eligible – C	Residential	Wood Shingle/ Colonial Revival	Minor change in visual setting from noise wall and closer proximity of highway to side of property; acquisition of industrial property to the east (same property owner) that is not within historic property boundary.	No Adverse Effect
5EP5302	1508 West Cucharras Street	Eligible – C	Residential	Wood, Horizontal Siding/ Late Victorian	No proposed or planned roadway improvements in immediate area of property. No change in setting.	No Historic Properties Affected
5EP5303	1504 West Cucharras Street	Eligible – C	Residential	Asbestos/ Late Victorian	Repair/ replacement of sidewalk on east side of property within roadway ROW. No physical impact to property and no change in setting.	No Historic Properties Affected

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP5306	1501 West Colorado Avenue	Eligible – C	Commercial	Synthetic, Vinyl/ 19th Century Commercial	Minor roadway improvements within roadway ROW on east side of property (property faces north) and at intersection of 15th Street and Colorado Avenue); no physical impact and no change in setting.	No Historic Properties Affected
5EP5310	1419 West Colorado Avenue	Eligible – C	Residential	Horizontal Wood/ Late Victorian	No proposed or planned roadway improvements in immediate area of property. No change in setting.	No Historic Properties Affected
5EP5319	1423 West Cucharras Street	Eligible – C	Residential	Horizontal Vinyl/ Late Victorian	No proposed or planned roadway improvements in immediate area of property. No change in setting.	No Historic Properties Affected
5EP5320	1429 West Cucharras Street	Eligible – C	Residential	Wood, Shingle/ Late Victorian	No proposed or planned roadway improvements in immediate area of property. No change in setting.	No Historic Properties Affected

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Site No.	Address	NRHP Status	Type	Materials/ Style	Project Impact	Effect Determination
5EP5322	1422 West Vermijo Avenue	Eligible – C	Residential	Stucco/ Craftsman bungalow	No proposed or planned roadway improvements in immediate area of property. No change in setting.th	No Historic Properties Affected
5EP5323	219 South 15th Street	Eligible – C	Residential	Brick/ Hipped Roof Box	Repair/ replacement of sidewalk on east side of property within roadway ROW. No physical impact to property and no change in setting.	No Historic Properties Affected
5EP5336	301 South 10th Street	Eligible – C	Commercial	Brick/ 20th Century Commercial	Acquisition and demolition of property.	Adverse Effect
Westside Historic District	North of US 24 between approx. I-25 and Columbia Road	Potentially Eligible – A and C	Historic District	Mixed use, constructed between late 1800s and early 1900s	Acquisition of two contributing properties at fringe of huge district comprised of 60 subdivisions and thousands of properties; upgrade and reconstruction of several roads within existing roadway network.	No Adverse Effect

The following sections detail the effects to each historic property identified in Table 6 above. These determinations are also supported by the discussion and illustrations in Section 7.4, which explain the

constraints adversely affecting historic properties in two specific areas of the APE: at 8th and 21st Streets. Effects to historic properties are understood best when discussed in groups based on the common design elements that affect them. Properties, therefore, are presented in the following discussion from east to west through the APE, beginning at 8th Street and ending at Ridge Road. The site description and NRHP eligibility summary are provided for context to the effects determination to assess whether alterations affect the characteristics that qualify the historic property for inclusion in or eligibility for the NRHP. Full descriptions of the sites and description of their historic importance can be Section 5.0 of this report.

7.6.1 Properties near 8th Street

One historic commercial property is present near the Proposed Action improvements at 8th Street: 5EP5336, Chief Petroleum.

Site Description

Site 5EP5336 is a wood-framed, brick clad 20th Century Commercial building constructed in 1950 (Figure 62). It is located at 301 South 10th Street. The property includes the primary building, a gravel lot with paving near the building, and petroleum storage tanks that line the south end of the property, east of the principal building. The building is situated on the west end of the property, oriented north-south on the lot so that the building encompasses the width of the property at its western end. Its principal façade faces north toward Vermijo Street; the Midland Trail and US 24 run along the southern edge of the property. Figure 63 provides an overview of the property.



Figure 62. 5EP5336, Chief Petroleum, view to the south from Vermijo Avenue



Figure 63. 5EP5336, Chief Petroleum, view to the west/southwest from Vermijo Avenue

Eligibility Determination

The building at 301 South 10th Street is eligible for listing in the NRHP under Criterion C for architectural merit as a Twentieth-Century Commercial building. Its flat, parapetted roof, door transom,

decorative brickwork, flush entrance, and multi-light fixed and sash windows are character-defining features of this style. The surrounding property, including the parking and circulation areas and storage tanks, are contributing historic features of the property.

Effect Determination

The Proposed Action would require total acquisition of the Chief Petroleum property. The proposed through lanes on US 24, interchange ramps associated with the proposed 8th Street interchange, and reconstruction of the Midland Trail are all features that directly encroach on 5EP5336. As described in Section 7.2 and Figure 60, several constraints in the area make avoiding impacts to 5EP5336 impossible. Figure 64 provides an overview of the impacts to the property. As illustrated in Figure 64, the westbound US 24 on ramp would encroach approximately 4 feet into the principal building, and the Midland Trail would encroach an additional 22 feet into the building.

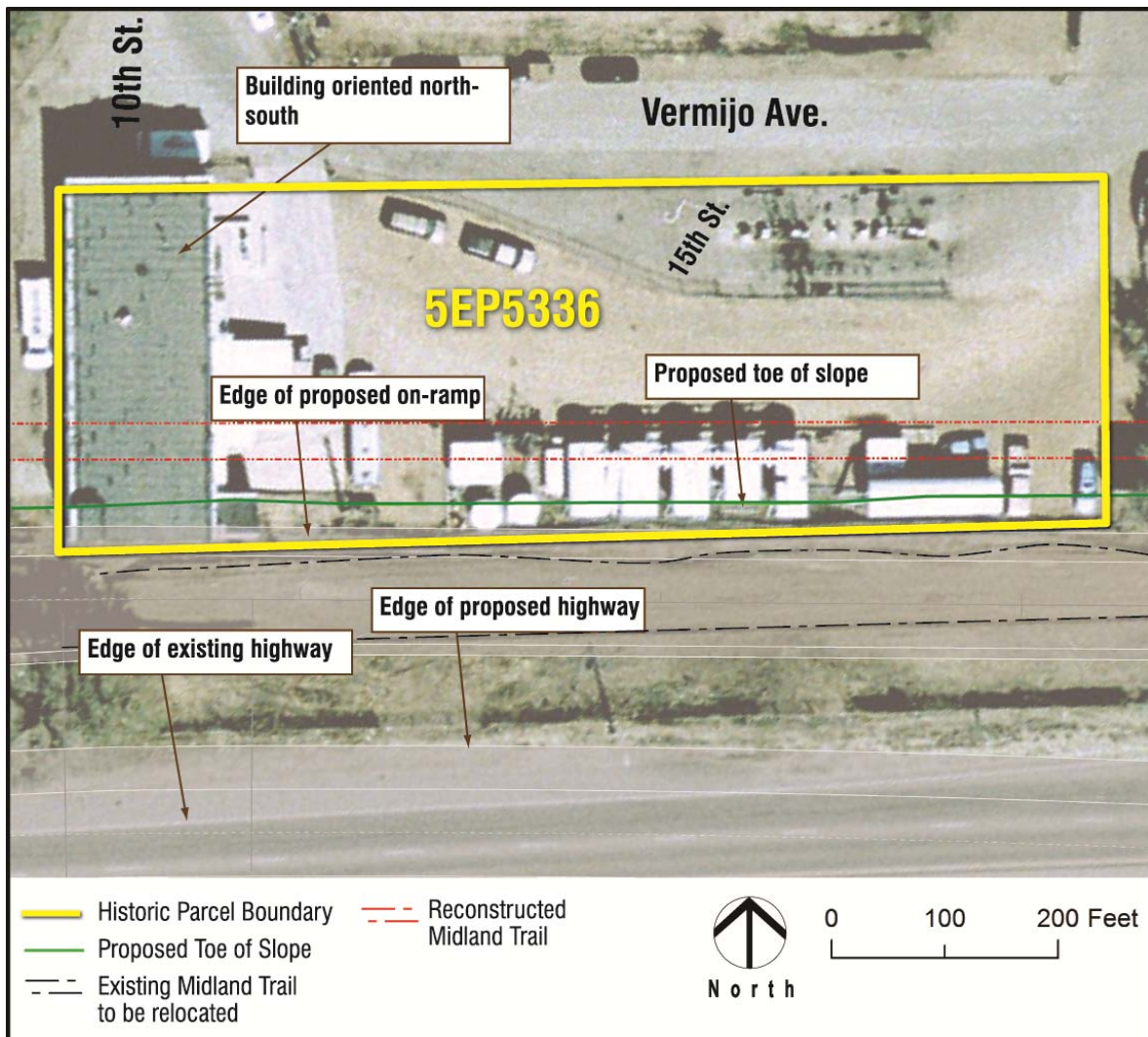


Figure 64. Direct Effects to 5EP5336, Chief Petroleum

The north-south orientation of the building and the relatively small size of the property for an industrial operation (illustrated in Figure 63), provides little “excess” land area within the property to fit in the Proposed Action improvements without removing the principal building and affecting most of the remaining property area. As explained in Figure 60, no design options are possible to shift these elements 26 feet to the south without either significantly encroaching on the proposed US 24 floodplain or compromising the operation of the proposed interchange at 8th Street. The acquisition of this property is a direct impact and Adverse Effect to the historic property under 36 CFR 800.5(i) Criteria of Adverse Effect, the physical destruction of, or damage to, all or part of the property.

7.6.2 Properties near 15th Street

Eight historic properties, including one commercial property and seven residences, are present near 15th Street: 5EP5302, 5EP5303, 5EP5306, 5EP5310, 5EP5319, 5EP5320, 5EP5322, and 5EP5323. The APE includes these properties because at the initiation of the project, CDOT was unsure whether an interchange at 15th Street would be necessary to provide congestion relief on US 24. Traffic and operations modeling completed later deemed an interchange at 15th Street unnecessary. This element, therefore, was not included in the Proposed Action, and the Proposed Action does not directly or indirectly affect properties along 15th Street.

Site Descriptions and Eligibility

Figure 65 provides an overview of the properties located near 15th Street, most of which were constructed at the turn of the century and are eligible for the NRHP under Criterion C as representative examples of architecture from this period. The site descriptions and eligibility determinations are only summarized briefly here because the Proposed Action has no direct or indirect effects to these properties. Interested readers can find additional details about the properties in Section 5.0 of this report. The locations of these properties are illustrated in Figure 66.

<p>5EP5302</p>	<p>This wood-frame, one-and-one-half story, single family residence with wood siding, a front-gable roof, and closed eaves located at 1508 W Cucharras Street is eligible for the NRHP under Criterion C as a good example of a late Victorian style residence. The front-gable roof, fish-scale wood siding, and front porch with turned piers are character-defining elements of this style present on this building.</p>	
<p>5EP5303</p>	<p>This Late Victorian residence at 1504 W Cucharras Street is wood-frame, one-and-one-half story building clad with asbestos siding. It features a steeply pitched, front gable roof with closed eaves and a two-sided porch with turned piers, which are representative of the Late Victorian era. It is a good example of this style and eligible for the NRHP under Criterion C.</p>	
<p>5EP5306</p>	<p>The Nineteenth Century Commercial style building is clad in horizontal, vinyl siding with a medium-pitched hipped roof covered in asphalt shingles with bracketed eaves. Its recessed entry, window and door transoms, kickplates, large display windows, and secondary cornice separating the first and second floors are character-defining features of its style and period of construction. It is eligible for the NRHP under Criterion C.</p>	
<p>5EP5310</p>	<p>The house at 1419 W Colorado Avenue is a wood-frame, two-story, horizontal wood clad building with a front-gable roof. Fish-scale siding is present under the gable ends. These intact features of the Late Victorian style make this property a representative example of its type and, therefore, eligible for the NRHP under Criterion C. A small addition to the back of the house and alteration of the porch posts detract from its character but do not destroy its integrity.</p>	

<p>5EP5319</p>	<p>The house at 1423 W Cucharras Street meets the NRHP Criterion C for architectural merit as an intact example of a Late Victorian Style home in Colorado City. Although it has sustained some alterations since its 1890 construction (addition in the rear and replacement windows and siding), its overall form and feel is intact with its turned porch posts, steep front-gabled roof, and fish-scale (vinyl) siding.</p>	
<p>5EP5320</p>	<p>This Late Victorian residence at 1429 W Cucharras Street was constructed in 1899 and retains good integrity of this architectural type with its steeply pitched front-gabled roof and wood-framed porch with wood piers and balusters. It is eligible for the NRHP under Criterion C as a good example of a Late Victorian style home.</p>	
<p>5EP5322</p>	<p>The house at 1422 W Vermijo Avenue is a good example of a Craftsman bungalow built in 1909 and as such is eligible for the NRHP under Criterion C. The building expresses several of the Craftsman elements including a clipped gable roof, front porch with broad piers, and overhanging eaves.</p>	
<p>5EP5323</p>	<p>Constructed about a decade earlier than most other houses in the neighborhood, the house at 219 S 15th Street is a highly intact example of a Hipped-Roof Box building type from the late nineteenth century. The house exhibits all of the elements of this type, including the steeply pitched pyramidal roof, central chimney, and its original wood-framed porch, piers, and balustrade.</p>	

Figure 65. Properties along/near 15th Street between US 24 and Colorado Avenue: 5EP5306, 5EP5302, 5EP5303, 5EP5310, 5EP5319, 5EP5320, 5EP5322, and 5EP5323

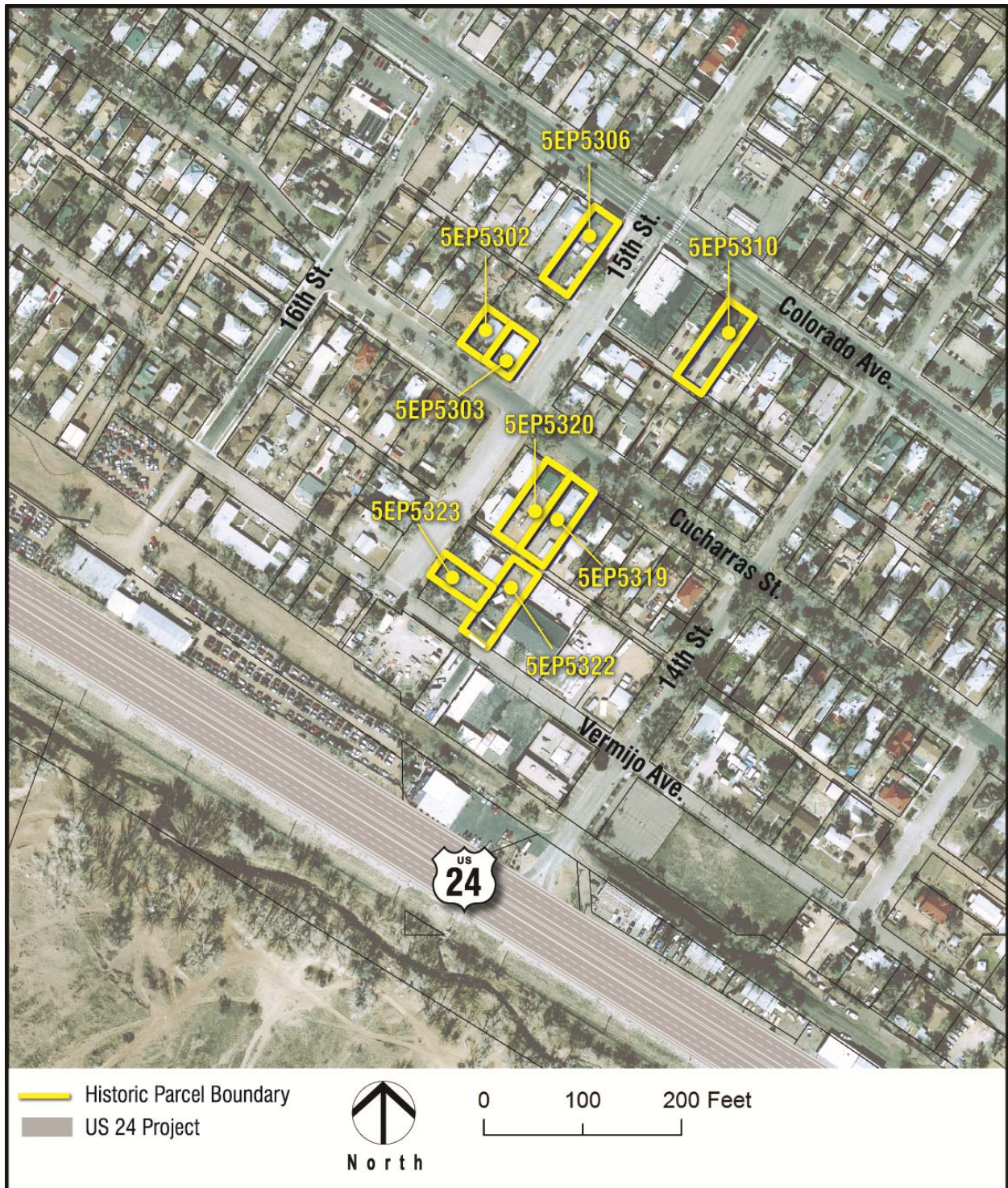


Figure 66. Locations of Properties Along/Near 15th Street between US 24 and Colorado Avenue

Effect Determination

The eight properties described in this section are all within the APE but none is directly or indirectly affected by CDOT's Proposed Action. As noted previously, the APE included these properties because at the initiation of the project, CDOT was not certain whether an interchange at 15th Street would be required to relieve congestion on US 24. After determining that the interchange is not necessary, it is not included in the Proposed Action.

As indicated in Figure 66, the properties in this area – 5EP5302, 5EP5303, 5EP5306, 5EP5310, 5EP5319, 5EP5320, 5EP5322, and 5EP5323 – are separated from the US Highway 24 West improvements by at least a block and sometimes several blocks and would not be directly or indirectly affected by the Proposed Action. Any roadway work for the US Highway 24 West project would occur within the existing public ROW and would not change the character or setting of the roadway or neighborhood. For these eight properties, the determination of effect is No Historic Properties Affected.

7.6.3 Properties near 21st Street

Seven historic properties, including the railroad roundhouse, five residential properties, and a church, are present near the Proposed Action improvements at 21st Street: 5EP194, 5EP5285, 5EP5288, 5EP5290, 5EP5278, 5EP5263, and 5EP235.31. The Proposed Action requires construction of an interchange at 21st Street and US 24. This interchange requires ROW acquisition of several properties, including one historic property, along the north side of US 24. As summarized in Table 6, adverse effects to all but two properties (5EP5285 and 5EP5288) were avoided.

7.6.3.1 5EP194, Railroad Roundhouse

Site Description

Site 5EP194 is the former Midland Terminal Railroad Roundhouse located at 600 South 21st Street (at the southwest intersection of 21st Street and US 24) (Figure 67). It was constructed by the Midland Terminal Railway Company as part of a railroad complex in 1887 and operated with this purpose until 1949. In 1953, the building was purchased by the Van Briggie Pottery Company, which operated its business from this location until 2008 when the roundhouse was sold to another commercial business. The building has been altered to accommodate the commercial needs of the resident businesses. Because of its unique design and massive stone construction, all of the alterations can be easily reversed, thus

allowing the building to retain a high level of integrity. The property remains a clear example of its type and is unmistakable as a railway roundhouse.



Figure 67. Midland Terminal Railroad Roundhouse, 5EP194

Eligibility Determination

The Midland Terminal Railroad Roundhouse was listed in the NRHP in 1978 under Criteria A and C for historical associations and architectural merit. It was resurveyed for this project, and although several alterations have occurred, the building retains integrity and its NRHP status.

Effect Determination

As described in Section 7.2, CDOT maintained the existing southern highway alignment to avoid direct impacts to 5EP194. The interchange access ramps were also designed to avoid any direct impact to this property. In addition to its NRHP status, the building was identified as a community symbol that was important to be protected. From the onset of alternatives development, therefore, avoiding the roundhouse was a key element of design options, and the Proposed Action does avoid any physical impact to the property. The new interchange at 21st Street does require US 24 to overpass 21st Street, which changes the visual setting for the roundhouse. As illustrated in Figure 68, the visual effect is minor

because the roundhouse is set back from the roadway, and the new bridge is consistent with the transportation association and not obtrusive for the scale of this building.



Figure 68. Existing View (top) and Visualization (bottom) of the Proposed US 24 Bridge over 21st Street in the vicinity of the Midland Terminal Railroad Roundhouse, 5EP194

Because there is no direct impact to 5EP194 and the visual effects of the proposed bridge do not degrade the historical integrity of the roundhouse, the determination of effect for this property is No Adverse Effect.

7.6.3.25EP5285, 1815 Sheldon Avenue

Site Description

This residential property is located at 1815 Sheldon Avenue, north of US 24. It is a wood-frame, one-story, single-family, Hipped-Roof Box clad in brick (Figure 69). The primary entrance opens north onto a concrete-slab porch. The porch is covered by a shed roof and is supported by its original turned spindle piers. The lot is approximately 25 percent larger than surrounding lots, and mature landscaping surrounds the property. The house faces north toward Sheldon Avenue. The back of the property slopes significantly so that the back edge of the property is approximately 7 feet lower than the front edge of the property where the house is situated. A vacant lot separates the property from US 24.



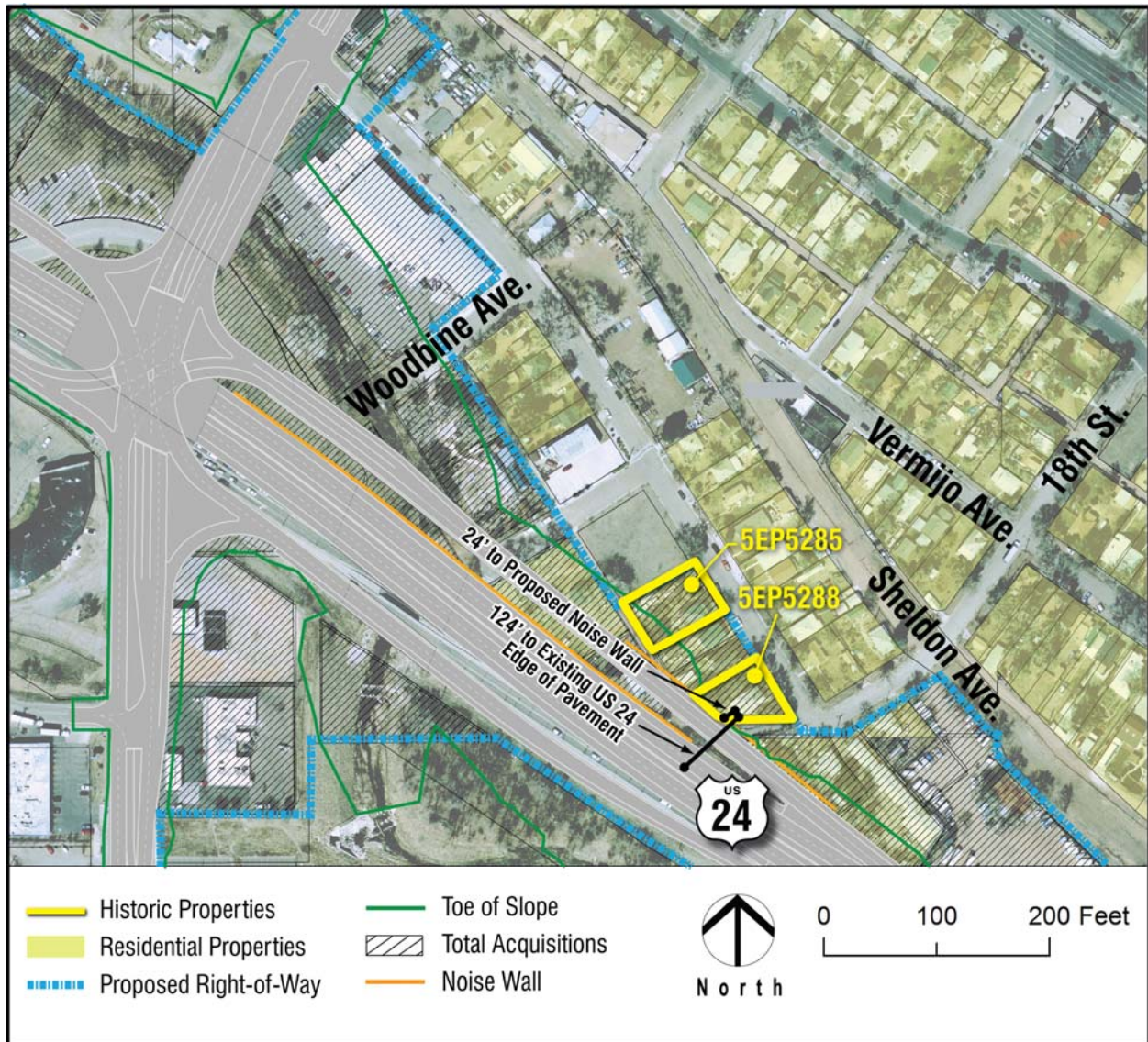
Figure 69. 5EP5285, 1815 Sheldon Avenue

Eligibility Determination

5EP5285 is eligible for the NRHP under Criterion C as a good example of a Hipped-Roof-Box style of architecture. Its hipped roof, full-length porch, and boxy appearance are character-defining elements of this style that are present on this residence.

Effect Determination

5EP5285 is affected directly and indirectly by the Proposed Action. Figure 70 illustrates the effects to 5EP5285.



ES092008002DEN-US24_SheltonsProp_5EP5285_Rev2.ai

Figure 70. Direct and Indirect Effects of the Proposed Action on 5EP5285

The building would be directly affected by construction of the Proposed Action. As shown in Figure 70, the toe of slope for the US 24 Project is estimated to extend into the property approximately 66 feet, ending 26 feet from the structure. The grade difference between US 24 and the Sheldon Avenue properties (which causes the toe of slope to extend so far into the property) and the proximity of the proposed ramps to the residence make construction in this area very challenging, as large construction equipment would be needed to bring in fill material, create new grades, and construct the noise wall. Large equipment would have little room to maneuver around the house if it were to remain. Constructing the Proposed Action without affecting the building at 5EP5285 may not be possible,

CDOT did consider trying to maintain 5EP5285 as a way to avoid adverse effects to the property but determined after consideration of the substantial indirect effects on the property, that adverse effects to the property could not be avoided. The following discussion explains the indirect effects to the property that compromise its historic integrity and result in an Adverse Effect determination. (As noted above, CDOT is unsure that construction could avoid the property anyway.)

The Proposed Action includes moving the highway approximately 100 feet closer to the property, effectively removing the buffer between the house and the highway. At its closest distance in the southeast corner, there would be a 17-foot separation between the road (ramp) and property boundary, widening to 47 feet at the southwest corner. While this closer proximity of the road to a residential property is common in urban neighborhoods, it represents a substantial change to the setting of this property, which is characterized by a larger-than-average lot that backs to another vacant lot, giving the existing property a more expansive feel.

The Proposed Action would require acquisition of several residences along Sheldon Avenue. Sheldon Avenue is a small street, approximately 1,000 feet in length, located between 21st Street and 18th Street north of US 24. The entire street is included in the APE and was surveyed for this project. Three historic properties are present on this block, two of which (including 5EP5285) would be acquired by CDOT. The Proposed Action would also require acquisition of two other residences on the south side of this block. These acquisitions would greatly affect the character and setting of this area, particularly the south side of the block, and would result in substantial indirect effects to 5EP5285 even if the building at the property could remain. The Proposed Action would acquire three residential properties to the east of the 5EP5285, leaving the historic property as the last residential home on the south side of the block, as shown in Figure 70. If the property was not acquired, 5EP5285 would continue to be directly adjacent to a vacant parcel to its west, which is in turn adjacent to a commercial operation. On the south side of Sheldon Avenue

where 5EP5285 is located, nine existing residential properties are present between 21st and 18th Streets (this is the full east-west extent of Sheldon Avenue). On the north side of Sheldon Avenue (across from 5EP5285), the block contains thirteen residential buildings. (Two of these have been converted and operate as businesses.) All of the residential buildings on the north side of the block would remain; four of the nine (not including 5EP5285) on the south side of the block would be acquired for CDOT's Proposed Action. While the residential setting in this location has been compromised by previous effects of the introduction of industrial and commercial uses that are out of scale with the surrounding residences, the loss of additional residential properties creates a cumulative effect to the residential setting, particularly on the south side of Sheldon Avenue, where (if 5EP5285 was not acquired) only five residences would remain, and 5EP5285 would be isolated from the other four properties by two non-residential lots to its west.

A noise wall would be constructed at the edge of the property, which would provide a visual and noise buffer to the highway, but the wall also would change the character of the residential property by obstructing and changing the views from the house. Figure 71 illustrates the prominence of the wall from the front of the property; this intrusive effect would be more pronounced from the rear of the property. In addition to the visual effect from the front of the property, the new noise wall would be prominent in the back of the historic residence's yard, which would be a negative effect on the outdoor setting of the property.

The negative effects of moving the highway closer to the property, constructing a tall noise wall adjacent to the property's backyard, and removal of other surrounding residences diminish the integrity of the property's setting, feeling, and association and affect the qualities of the property that qualify it for the NRHP. Therefore, under 36 CFR 800.5(iv) ("change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance") and 36 CFR 800.5(v) ("introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features"), the effect determination for 5EP5285 is Adverse Effect.



Figure 71. Existing View and Visualization of Proposed Noise Wall behind 5EP5285

7.6.3.3 5EP5288, 1803 Sheldon Avenue

Site Description

This residential property is located at 1803 Sheldon Avenue. The house is a brick, one-and-one-half-story, single-family, Queen Anne style house with a hipped and cross-gable roof covered in asphalt shingles (Figure 72).



Figure 72. 5EP5288, 1803 Sheldon Avenue

Eligibility Determination

The house at 1803 Sheldon Avenue meets Criterion C for Architectural Merit. Built in 1897, the house displays characteristics of the Queen Anne style such as dormers, a porch, multiple gables, and bargeboard under the gable ends.

Effect Determination

The Proposed Action would require acquisition of this property and demolition of the historic building. As described in Section 7.2 and Figure 61, no options are available to minimize the ROW impact at this location because of the need to maintain the southern alignment to avoid impacts to the Fountain Creek floodplain and NRHP-listed roundhouse. Therefore, all widening in this location must occur toward 5EP5288. As illustrated in Figure 73, the US 24 off-ramp for the new 21st Street interchange would

occupy approximately 921 square feet of the southern portion of the property (more than 10 percent of the property area), and the roadway would move to within 24 feet of the back of the structure (as compared to the 124 feet that it is currently buffered from the roadway). Additionally, an 18-foot noise wall would need to be constructed between the off-ramp and the property, further encroaching into the remaining land area. The ground elevation at the backyard of 5EP5288 is relatively flat, meaning that the noise wall would rise a full 18 feet along the back of the property and create a visual effect that would be obvious from the front of the house. The wall would be out of scale with the small size of the building and lot, and the proximity of the wall to the edge of the property would create substantial shading of the yard for much of the day during much of the year.



Figure 73. Impacts to 5EP5288, 1803 Sheldon Avenue

Despite these impacts, CDOT did consider the potential of leaving the historic building in place. However, the property is too close to the roadway construction to “fit” the construction without removing the building. Construction equipment and activities would not have enough room to operate in the 24-foot-strip that would remain at the back of the property. Even if the project could be constructed without impacting the building, CDOT would require a maintenance easement to maintain the noise wall and roadway that would extend into the remaining property and impact the viability of the building as a residence. Ultimately, CDOT could not construct the Proposed Action without the acquisition of the property and demolition of the building at 5EP5288 resulting in an Adverse Effect determination for this property.

7.6.3.4 5EP5290, 319 South 18th Street

Site Description

This residential property is located at 319 South 18th Street, north of US 24. The house is a wood-frame, one-story, single-family residence in a rare, but simple, variant of the French Colonial Revival style (Figure 74). The house is clad in wood shingles and has a steeply pitched, truncated, flared hipped roof covered in asphalt shingles. The entrance opens west onto a concrete-slab porch covered by a separate hipped-roof that is covered in asphalt shingles. The porch roof is supported by two wood Doric columns that rest on a low, wood-frame wall enclosing the small front porch.



Figure 74. 5EP5290, 319 South 18th Street

Eligibility Determination

The house at 319 South 18th Street is recommended eligible for listing in the NRHP under Criterion C for architectural merit as a late nineteenth century variant of the French Colonial Revival style. Distinguishing elements of this style are the building's flared hipped and truncated roof; a front porch with simple Tuscan columns; rectangular, elongated window bays; and symmetrically composed principal façade. The house is a rare and intact example of a cottage variant of this style in Colorado. The boundary of the property shown in Figure 70 relates to the historic residential parcel. The current use of the property as business office relates to several parcels located east of the property, but this association is a current not historic association and the surrounding properties do not support the NRHP eligibility of 5EP5290. Justification of the historic boundary defined for this property is further described in the site form (see Appendix C).

Effect Determination

The residential building at 319 South 18th Street is not affected directly by the Proposed Action. Acquisition of the parcel is not required, and the building will remain in its current condition and location. The building is used currently as an office for the adjoining industrial properties to the south and east, all of which are owned by a single property owner (but maintain separate property identification numbers with the County) (Figure 75). Because the property is being used as an office for the industrial operations to the east, CDOT originally identified this property as a total acquisition. After considering options to avoid impacts to 5EP5290, CDOT determined that it did not need to acquire the parcel on which the historic building sits, and that the parcel is sized appropriately for a residential parcel. CDOT modified its right-of-way plan to acquire only the industrial properties that are necessary for the widening of US 24, but leave 5EP5290 in place (while relocating the business that occupies the 5EP5290 building currently). As a residential parcel, 5EP5290 could be integrated into the surrounding neighborhood, and returning it to this purpose would be beneficial to the historic integrity of the property. If the property remains in place as proposed, the only other impact to this property would be the addition of a noise wall to the south. The wall would be distant from the property, generally replacing the visual buffer of industrial and residential properties with a noise wall. Figure 76 illustrates the proposed noise wall in relationship to the residence.

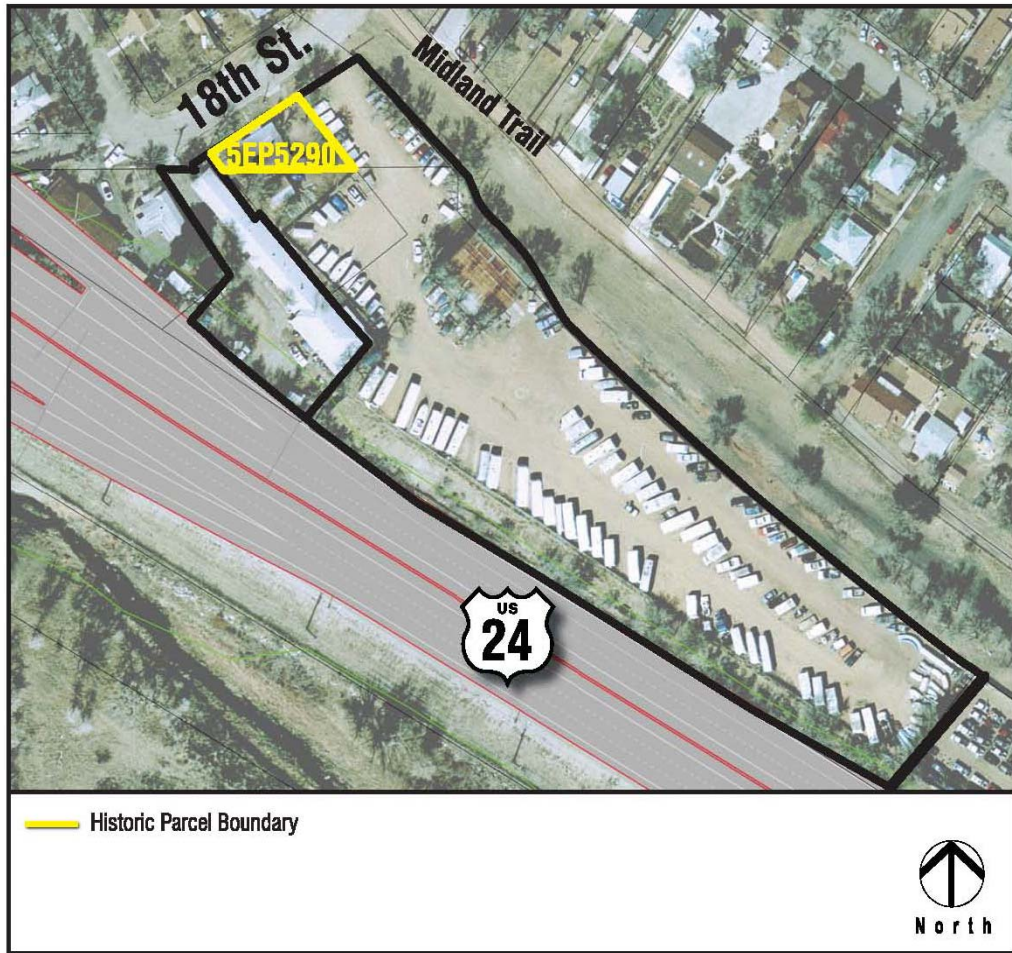


Figure 75. Boundary of 5EP5290 in Relation to Surrounding Industrial Properties (Yellow line indicates historic boundary, and thick, black line indicates current parcel boundaries.)



Figure 76. Existing View and Visualization of Proposed Noise Wall to the southwest of SEP5290, 319 South 18th Street

This property is not directly affected by the Proposed Action, and the indirect visual effects from the acquisition of surrounding properties and introduction of a noise wall, and shifting of the highway closer to the residential building do not affect the character-defining qualities of this property. The effect determination for 5EP5290 is, therefore, No Adverse Effect.

7.6.3.5 5EP5278, 1904 Sheldon Avenue

Site Description

This residential property is located at 1904 Sheldon Avenue, north of US 24 (Figure 77). The house is a wood-frame, one-story, Hipped-Roof Box style house clad in horizontal wood siding with a hipped roof covered in asphalt shingles with deep, closed eaves. The property is located on a slope and the house sits lower than the north side of the property, thus the northern half of the property is accessed by concrete steps located east of the building.



Figure 77. 5EP5278, 1904 Sheldon Avenue

Eligibility Determination

The house at 1904 Sheldon Avenue is eligible for the NRHP under Criterion C as an intact and good example of a Hipped-Roof Box dwelling. The house retains its simple, hipped-roof box form and has not sustained any major additions that affect its historic integrity.

Effect Determination

The Proposed Action would construct a noise wall along US 24, adjacent to properties on the opposite side of Sheldon Avenue (across from 5EP5278) and would remove some of the residential properties along the south side of Sheldon Avenue. 5EP5278 is located on the north side of Sheldon Avenue, across from 5EP5285 and west of 5EP5290 (see Figure 70). No acquisition of property needed, and no change in its setting would occur. Although a noise wall would be constructed across from the property, it is distant (more than 330 feet) from the property, and the property would continue to be buffered from direct effects of US 24 and the proposed noise wall by the properties on the south side of Sheldon Avenue. The properties on the north side of Sheldon Avenue, including 5EP5278, would not be affected by the Proposed Action. These properties would continue to be connected in residential setting to the neighborhood that continues north of Sheldon Avenue. Because there is no direct effect to 5EP5278 and neither the noise wall visual effect nor the change in neighborhood setting affects the historic characteristics of the building at 5EP5278 or its adjacent properties, the effect determination is No Adverse Effect.

7.6.3.6 5EP5263, 2032 West Cucharras Street

Site Description

This commercial property is a former motor lodge located at 2032 West Cucharras Street, north of US 24. The three buildings, which are now used as apartments, are wood-frame, one-story, stucco-clad, Minimal Traditional style hotel form buildings with a side gable roof covered in asphalt shingles (Figure 78). Each building is similarly constructed with the same style and architectural features. The westernmost building (Building 1) is located along South 21st Street and is oriented north-south with the primary entrances opening east. The four central bays consist of one-over-one sash windows in wood frames. Front gable porch roofs extend over each concrete entrance porch in this building. The northernmost building (Building 2) is located along the alley and is oriented east-west with the primary entrances opening south. This building contains four apartments across twelve bays. The third building (Building 3) is located just southeast of the northernmost building and consists of two apartments spread across eight bays.



Figure 78. 5EP5263, 2032 West Cucharras Street (from 21st Street facing east)

Eligibility Determination

The Mountain Ridge Apartments maintain an historical association with the development of motor lodges to support automobile tourism. The buildings display the boxy shape and side-gabled roofs of the Minimal Traditional architectural style. All three buildings are recommended eligible for the NRHP under Criteria A and C.

Effect Determination

The Proposed Action does not directly or indirectly affect 5EP5263. The property is located along 21st Street, north of Cucharras Street. The intersection of 21st and Cucharras Streets represents the tie-in of the proposed road improvements with the interchange at 21st Street (northbound off-ramp) with the existing roadway ROW. There is no direct effect on the historic property because roadway work would be limited to the existing ROW, and there would be no change in setting, access, or character of the house or its surroundings. A sidewalk would be constructed on the west side of the property along 21st Street. The sidewalk would be in roadway ROW and would be considered beneficial to the setting of the property. The apartment units face an interior courtyard away from 21st Street, which eliminates any potential visual effect of the US 24 bridge, which is to the side of the property, distant from the property, and the property would continue to be buffered by other residential properties closer to the bridge. The effect determination for 5EP5263 is No Historic Properties Affected.

7.6.3.7 5EP235.31, 2026 West Colorado Street

Site Description

5EP235.31 is a two-story, stucco clad, Mission style church with two towers on the east and west corners of the south façade built in 1920 (Figure 79). It is located at 2026 West Colorado Avenue, at the northern limits of the APE.



Figure 79. 5EP235.31, 2026 West Colorado Avenue

Eligibility Determination

The church was originally surveyed as part of the Westside survey in 1981 and at that time was determined officially eligible for nomination to the NRHP. This property is eligible for listing under Criterion C for architectural merit as it is a good example of the Mission style in a non-residential setting.

Effect Determination

5EP235.31 is located at the northeast corner of the intersection of Colorado Avenue and 21st Street. As shown in Figure 61, no project improvements would occur on or near to this property. There would be no physical effects to the property, and no change in setting or character. The determination of effect for this property is No Historic Properties Affected.

7.6.3.8 5EP5276, 1913 Sheldon Avenue and 5EP5264, 2027 West Cucharas Street

Site Descriptions

5EP5276 and 5EP5264 are both residential buildings constructed in 1949 and 1901, respectively. 5EP5276 is a wood-framed, one-story Victorian, and 5EP5264 is a wood-framed, one-story building clad in stucco with no discernible architectural style. Information about the properties was gathered from El Paso County Assessor records and other historical records. Physical access to the properties was limited as both properties are heavily screened from view by fences and vegetation.

Eligibility Determinations

Access to 5EP5276 and 5EP5264 was limited during the historic resources survey, and a full assessment of NRHP eligible was not possible for these properties. Fences and overgrown vegetation obscure the properties from street view, which prevented a complete analysis of the property's architectural integrity. These properties were, therefore, classified as Needs Data but are being treated as eligible for the NRHP for the purpose of effect determinations for this project.

Effect Determinations

Both 5EP5276 and 5EP5264 have been treated as eligible for the purpose of the effect determinations for the US 24 West project, although, as noted above, an NRHP eligibility determination could not be completed.

As shown in Figure 80, 5EP5276 is located on the south side of Sheldon Avenue in a cluster of four residential properties at the west end of the block. The property is not directly affected by the US 24 West project. The property is located outside of the immediate area of improvements, none of the properties surrounding 5EP5276 would be affected by the project, and no change in setting would occur. The effect determination for 5EP5276 is No Historic Properties Affected.

5EP5264 is located one lot east of the intersection of 21st Street and West Cucharas Street (see Figure 80). No immediate improvements are planned along Cucharas Street, and the improvements planned along 21st Street would be within existing roadway right-of-way. There would be no physical impact to the property and no change in setting that would indirectly affect the property. The effect determination for 5EP5264 is No Historic Properties Affected.

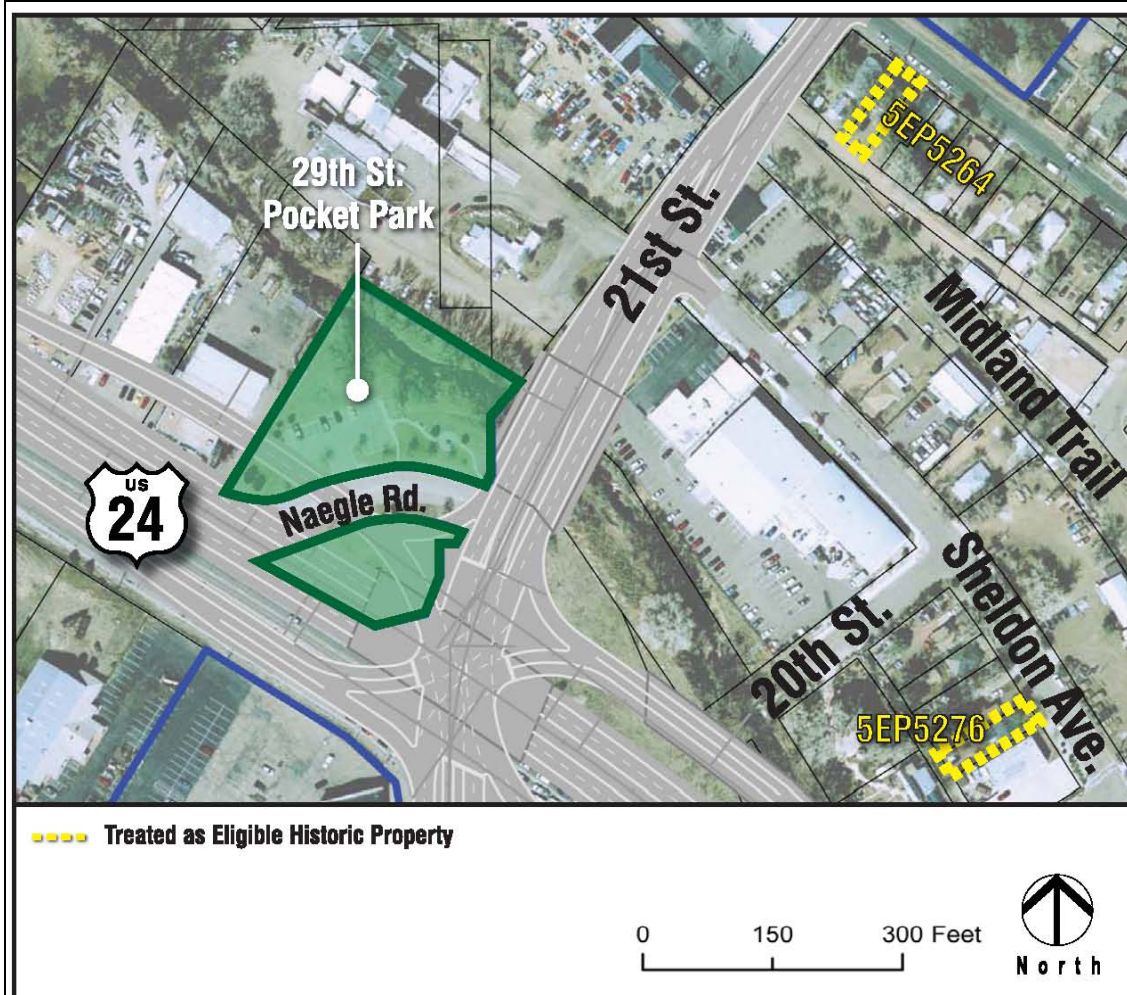


Figure 80. Locations of Properties Treated as Eligible for Effect Determination – 5EP5276 and 5EP5264

7.6.4 Properties near Ridge Road

Three historic properties, including two motor lodges and one residence, are present near the Proposed Action improvements at Ridge Road: 5EP5223, 5EP5218, and 5EP5216.

7.6.4.1 5EP5216, 3709 West Colorado Avenue and 5EP5223, 3441 West Colorado Avenue

As illustrated in Figure 82, two of the historic properties, 5EP5216 and 5EP5223, are outside of any roadway improvements and would not be directly or indirectly affected by the Proposed Action. The design does not require any property acquisition. The only potential change in setting is from the overpass at Ridge Road. The entrances for 5EP5216 and 5EP5223 are off of Colorado Avenue with the rear facades facing US 24. As shown in Figure 81, they are located distant (more than 900 and 500 feet, respectively) from the proposed overpass of Ridge Road. Coupled with the distance and orientation, other properties and vegetation between the historic properties and the highway separate the properties from the proposed overpass and screen the views from Colorado Avenue to the new overpass. For these reasons, determinations of effect for 5EP5216 and 5EP5223 are No Historic Properties Affected.



Figure 82. Relationship between proposed US 24 overpass of Ridge Road to historic properties along Colorado Avenue

7.6.4.2 5EP5218, 3627 West Colorado Avenue

The property at 3627 West Colorado Avenue is a heavily wooded, multi-building motel complex (Timber Lodge) that is accessible via a single-car bridge over Fountain Creek (Figure 83). It is located in a light commercial setting north of US Highway 24 and south of West Colorado Avenue. The complex consists of 29 units, four of which are partially visible from Colorado Avenue. The main structure was constructed in 1885. It is a small rectangular, one-story, gable roofed building that is located in the northwestern portion of the property. The building is oriented roughly north-south, with the façade facing west. The moderately pitched gable roof is covered with composition shingles. The eaves overhand the wall by only a small amount. The walls of the structure are covered with log veneer that is stained a medium brown color. The ends of the logs are criss-crossed at the corners of the building to give the appearance of traditional notched log cabin construction. Many of the cottages on the property retain integrity from their original construction in the 1930s.



Figure 83. 5EP5218, Timber Lodge, 3627 West Colorado Avenue

The property is eligible for the NRHP under Criterion A for its association with the development of automobile tourism in Colorado and the United States. This industry flourished during the first half of the Twentieth Century and is evidenced by the number of motor lodges catering to individuals touring the country by vehicle. 5EP5218 is an increasingly rare example of this type of commercial operation.

Effect Determination

The Proposed Action would require acquisition of a small portion of property at the eastern end of the Timber Lodge property boundary (see Figure 81). The area of acquisition involves approximately 0.43 acres (14 percent) of the land area at the eastern border of the motor lodge property and does not include any buildings, structures, or features of historical importance. The acquisition is needed to accommodate floodplain improvements under the Ridge Road bridge over Fountain Creek located about 250 feet east of the property border. The action involves widening, deepening, and realigning the channel to carry the 100-year flood. No new physical infrastructure would be introduced, so the change in setting from existing conditions at the Timber Lodge is minimal, particularly because the changes would occur at the periphery of the property. As a mitigation measure, CDOT would replace the existing vegetation with similarly-sized trees to maintain the visual screen and wooded setting of the property. The acquisition of land would have no effect on the operation of the property as a motel and would not change its setting or character. The elevation of Ridge Road over US 24 would have a minor visual effect to the east side of the property, similar to what is described 5EP5216 and 5EP5223 and illustrated in Figure 81. The orientation of the buildings to the north minimizes this effect, as does the existing and proposed vegetative screening from the property's landscaping. The effect determination for this property is No Adverse Effect.

7.6.5 Potential Westside Historic District

The US 24 survey identified a potential residential historic district northwest of the intersection of I-25 and US 24. The boundaries have not been firmly defined but a windshield survey and historic research suggests the historic district could encompass as many as 60 subdivisions and thousands of properties in the area known historically and presently as the Westside (see Figure 27). Nearly all of the properties within the APE would be part of this larger historic district. As such, the effects to the district were assessed considering the effects to historic properties within the APE as compared to the broad neighborhood of the Westside. The effects to a potential historic district would be minimal, as only two historic residences at the periphery of this potential district (5EP5288 and 5EP5285) would be acquired and adversely affected. (The other Adverse Effect—acquisition is of a commercial industrial property [5EP5336]—does not contribute to this potential district.) Because the potential district comprises 60 subdivisions with thousands of individual houses, the loss of two properties would have a negligible effect on the district and would have no effect on the ability of the proposed district to convey its historic

significance. The changes to the roadway infrastructure also have only a minor effect to the potential historic district because (1) evolution of the road network has occurred throughout the history of the Westside development and is, therefore, consistent with its historical associations and development, (2) the primary changes proposed are to the US Highway 24 and its intersections with major arterials; these roadways are at the southern boundary of the potential district and do not affect many residential or commercial properties that make up the core of historic buildings associated with the district, and (3) the existing roadway system is maintained, with little change to access or traffic patterns through the heart of the proposed district. The overall effect determination for the district is No Adverse Effect.

7.6 Conclusions

The US Highway 24 West survey recorded 146 historic properties built prior to 1968 and found 19 architectural properties listed in or eligible for individual listing in the NRHP. The survey also identified a potential historic district in the Westside neighborhood. The boundaries of this potential district were not delineated but roughly could follow the lines of more than 60 subdivisions platted and developed at the turn of the century and encompassing thousands of residences and some commercial buildings. Two properties for which NRHP eligibility could not be determined due to restricted access and resulting lack of data are treated as eligible for the NRHP for the purpose of the Section 106 effect determinations.

Of the 21 individual historic properties assessed, the Proposed Action would have Adverse Effects to three (3) properties, No Adverse Effects to five (5) properties, and no effect (No Historic Properties Affected) to thirteen (13) properties.

- Three properties would have Adverse Effects: a commercial property located near the proposed 8th Street interchange (5EP5336) and two residential properties located near the proposed 21st Street interchange (5EP5288 and 5EP5285). All three properties are within the footprint of the US Highway 24 West Project and would need to be acquired.
- Two residential and three commercial properties would have No Adverse Effects. Acquisition of property (unimproved) was only required at one commercial property (5EP5218), while effects to other properties were from changes to visual setting. None of the indirect effects (or the direct effect of acquisition of a portion of the commercial property) resulted in changes that affected the character-defining features of the historic properties or diminish the qualities that make these properties eligible for the NRHP.

- Thirteen properties were outside the direct area of proposed roadway changes. These properties are not affected by the Proposed Action and received determinations of No Historic Properties Affected.

The potential Westside historic district would suffer a loss of two residential buildings (5EP5288 and 5EP5285) and minor changes to the roadway infrastructure within the district but these changes would not constitute an adverse effect to the district because neither the function nor layout of the roadway network are changed. The loss of two buildings also would have little effect on the district as a whole because the district encompasses thousands of properties, the acquired properties are located along the fringes of the district, and the district would still convey its historic importance. The determination for the Westside Historic District is No Adverse Effect.

8.0 BIBLIOGRAPHY

Abbott, Carl, Stephen J. Leonard, and David McComb. *Colorado: A History of the Centennial State*. Boulder: University Press of Colorado, 1994.

Abbot, Dan. *Colorado Midland Railway: Daylight Through the Divide*. Denver: Sundance Publications, Ltd., 1989.

Abele, Deborah E. *The Westside: An Introduction to Its History and Architecture*. Prepared for the City of Colorado Springs. Colorado Springs: Great Western Press, 1981.

Anderson, George L. "The El Paso Claim Club, 1859-1862." *The Colorado Magazine*. 13:2 (1936), 41-53.

Atheam, Robert. *The Denver and Rio Grand Western Railroad: Rebel of the Rockies*. Reprint ed. Lincoln: University of Nebraska Press, 1962.

_____. *The Coloradoans*. Albuquerque: The University of New Mexico Press, 1976.

Associated Cultural Resource Experts (ACRE). *Highways to the Sky: A Context and History of Colorado's Highway System*. Denver: Colorado Department of Transportation, 2002.

Bott, Anthony. "The Life and Reminiscences of Anthony Bott." Unpublished essay available at the City Planning Department, Colorado Springs, Colorado, n.d.

Cafky, Morris. *Colorado Midland*. Denver: World Press, 1965.

Cafky, Morris, and John Haney. *Pikes Peaks Trolleys*. Colorado Springs: Century One Press, 1983.

Carter, Harvey L., ed. *The Pikes Peak Region: A Sesquicentennial History*. Colorado Springs: Historical Society of the Pikes Peak Region, 1956.

Clason Map Company. "Clason's Road Map of Colorado." 1935. On-file at the Denver Public Library Western History Collection. Call number: CG 4311 P2 1935 C5.

Colorado Springs Gazette and *Colorado Springs Gazette-Telegraph (Gazette)*. Colorado Springs, Colorado.

Colorado State Division of Water Resources. Office of the State Engineer. Denver, Colorado.

Colorado State Highway Department. "Map of the State Highways of Colorado." 1930. On-file at the Denver Public Library Western History Collection. Call number: CG 4311 P2 1930 C6 H5.

_____. "Map of the State Highways of Colorado." 1936. On-file at the Denver Public Library Western History Collection. Call number: CG 4311 P2 1936 C6 H5.

Conoco Oil Company. "Road Map of Colorado." On-file at the Denver Public Library Western History Collection. Call number: CG 4311 P2 1936 G6.

Cooper, Casey. "History of the US Highway System: From Dirt Paths to Super Highways."
<http://www.gbcnet.com/ushighways/history/index.html> Accessed on 13 July 2006.

County of El Paso, Colorado. *El Paso Land Use Directory*. Colorado Springs: Century One Press, 1987.

Denver Post (Post). Denver, Colorado.

Crawford, Thomas W. "Field Notes of the Dependent Survey of the East, West, and South Boundaries and the Subdivision Lines and the Survey of Subdivisional Lines in Certain Sections Township 13 South, Range 68 West, July 19, 1937" On File in the General Land Office Records at the United States Department of the Interior, Bureau of Land Management, Lakewood, Colorado.

Ellis, Don. "Bott and Langmeyer Building Stone." *The Red Rock Rag*. A publication of Friends of Red Rock Canyon. 1:8 (December 2000).

_____. "The Red Rock Quarries." *The Red Rock Rag*. A publication of Friends of Red Rock Canyon. 2:11 (November 2001).

_____. "Colorado-Philadelphia and Standard Mills." *The Red Rock Rag*. A publication of Friends of Red Rock Canyon. 4:7 (July 2003).

Federal Writers Project, American Guide Series. *Colorado: A Guide to the Highest State*. New York: Hasting House Publishers, 1941.

Flaxman, Philip T. *Ent Air Force Base 1961 Directory and Guide*. Colorado Springs: P.T. Flaxman, 1961.

Fletcher, Ken P. *Centennial State Trolleys*. Golden: Colorado Railroad Historical Foundation, 1995.

Fraser, Clayton B. *Colorado Historic Bridges Survey*. 2000.

Fraser, Clayton B., and Jennifer H. Strand. *Railroads in Colorado, 1858-1948. Multiple Property Document Form*. Denver: Colorado Historical Society, 1997.

Griffiths, Mel, and Lynnell Rubright. *Colorado: A Geography*. Geographies of the United States. Boulder: Westview Press, 1983.

Hall, Michael. "A Brief History of Cabeza de Vaca and *La Relacion*." From *No Traveller Remains Untouched: Journeys and Transformations in the American Southwest*, 1995.
www.library.txstate.edu/swwc/cdv/about/brief_history.pdf Accessed on 13 July 2006.

Hill, David R. *Colorado Urbanization and Planning Context*. Denver: Colorado Historical Society, 1984.

Holleran, Michael. *Historic Context for Irrigation and Water Supply Ditches ad Canals in Colorado*. Denver: University of Colorado at Denver and Health Sciences Center, 2005.

Keck, C.M. "The Midland Highway." *Colorado Highways*. III:9 (September 1924), 3-14.

LeMassena, Robert A. *Rio Grande to the Pacific*. Denver: Sundance Limited, 1974.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1992.

McFarland, M. *Colorado Midland Quarterly*. Number 8. November 1982.

_____. *Colorado Midland Quarterly*. Number 9. February 1983.

McTighe, James. *Roadside History of Colorado*. Revised ed. Boulder: Johnson Books, 1989.

Mehls, Steven F. *Colorado Plains Historic Context*. Denver: Colorado Historical Society, 1984.

_____. *Colorado Mountains Historic Context*. Denver: Colorado Historical Society, 1984.

Miller, Lyle. *Cool Colorado: Automobile Culture in the Rocky Mountain West*. On-File at the Colorado Office of Archaeology and Historic Preservation. File Number EP.LG.R43. Society for Commercial Archaeology, 2000.

Noel, Thomas J., Paul F. Mahoney, and Richard E. Stevens. *Historical Atlas of Colorado*. Norman: University of Oklahoma Press, 1994.

Ormes, Mauly Dayton and Eleanor P. *The Book of Colorado Springs*. Colorado Springs: The Denton Printing Company, 1933.

Patterson, James R. "Breathing New Life into a "Ghost Town." *Empire Magazine (Denver Post)*. November 12, 1978:6-9.

Polk, R.L., & Co. *Colorado Springs, Colorado City and Manitou Springs City Directory*. Various years and editions, 1900-1970.

Reps, John W. *Cities of the American West: A History of Frontier Urban Planning*. Princeton, N.J.: Princeton University Press, 1979.

_____. *The Forgotten Frontier: Urban Planning in the American West Before 1890*. Columbia: University of Missouri Press, 1981.

Robinson, Charles Mulford. *A Report for the City of Colorado Springs, Colorado and the El Paso Good Roads Association on the Development of the Streets*. Colorado Springs: El Paso Good Roads Association. Western History Collection, Denver Public Library, 1905.

Rocky Mountain News (News). Denver, Colorado.

Sanborn-Perris Map Company. "Colorado City, Colorado;" "Colorado Springs, Colorado;" "Manitou Springs, Colorado." Fire insurance maps. Pelham, New York: Sanborn-Perris Map Company, 1883, 1890, 1892, 1897, 1902, 1907, 1907/revise 1961.

Sheldon, Albinus Z. "Field Notes of the Survey of the Subdivision Lines of Fractional Township 14 South, Range 67 West of the 6th Principal Meridian, Colorado Territory, August 27, 1863." On File in the General Land Office Records at the United States Department of the Interior, Bureau of Land Management, Lakewood, Colorado.

Simmons, R. Laurie, and Thomas H. Simmons. "Historical and Architectural Survey of Downtown Colorado Springs, 2003-04: Survey Report." Prepared for the City of Colorado Springs, Department of City Planning, May 2004.

Sprague, Marshall. *Newport in the Rockies: The Life and Goods Times of Colorado Springs*. Chicago: Swallow Press, 1980.

State Historical Society of Colorado. *A Guide to Colorado's Historic Architecture and Engineering*. Second Edition. 2003.

Suggs, George G., Jr. "Prelude to Industrial Warfare: The Colorado City Strike." *The Colorado Magazine*. 44:3 (1967), 241-262.

Ubbelohde, Carl, Maxine Benson, and Duane Smith. *A Colorado History*. Boulder: Pruett Publishing Company, 2006.

U.S. Board on Geographic Names. United States Geological Survey (USGS). Reston, Virginia. Accessed on May 22, 2007. <http://geonames.usgs.gov>

Ute Pass Wagon Road Company (UPWRC), "Minutes, 25 September 1865." Special Collections, Tutt Library, Colorado College, Colorado Springs.

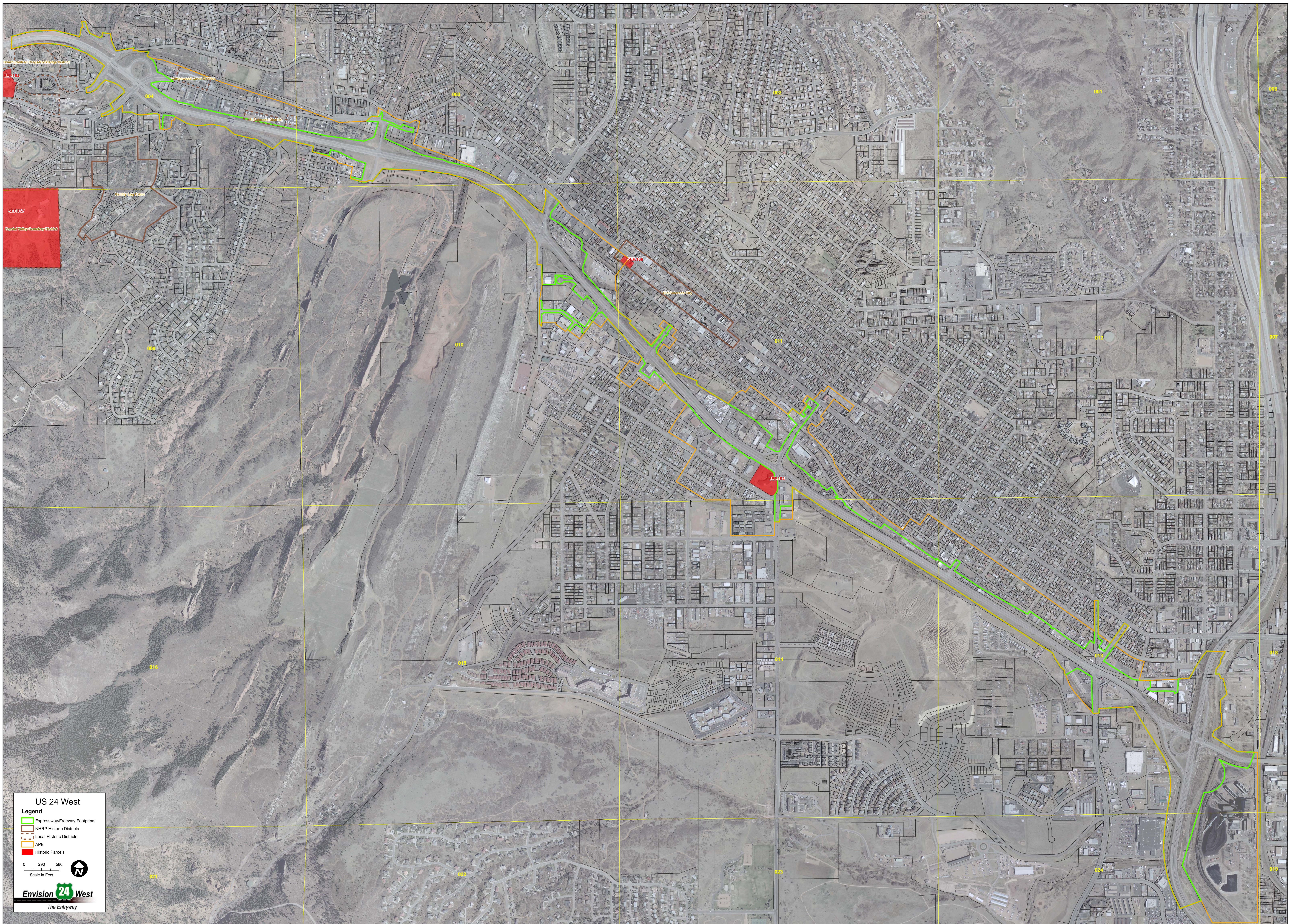
www.manitousprings.org. For a Summary of the History of Manitou Springs. Accessed on 13 July 2006.

Witzel, Michael K. *The American Motel*. Osceola, Wisconsin: MBI Publishing Co., 2000.

Zier, Christian, et al., *Historic Preservation Plan for Fort Carson Military Reservation*, Colorado. Fort Collins: Centennial Archaeology, Inc., 1987.

APPENDIX A

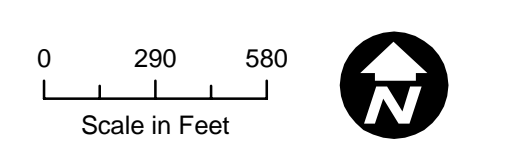
Location Maps



US 24 West

Legend

- Expressway/Freeway Footprints
- NHRP Historic Districts
- Local Historic Districts
- APE
- Historic Parcels



APPENDIX B

Previously Recorded Sites Located within Files Search

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Previously Recorded Sites Located within Files Search Parameters

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP184	404 Manitou Avenue	NR Listed
5EP194*	600 South 21st Street	NR Listed
5EP166	2801 West Colorado Avenue	NR Listed
5EP201	815 South 25th Street	NR Listed
5EP220	2902 West Colorado Avenue	NR Listed
5EP235.15*	1508 West Colorado Avenue	Officially Not Eligible
5EP235.26	518 South 26th Street	Officially Not Eligible
5EP235.28	2222 West Cucharras Street	Officially Not Eligible
5EP235.31*	2026 West Colorado Avenue	Officially Eligible
5EP235.32*	2102 West Colorado Avenue	Officially Not Eligible
5EP235.33	2108 West Colorado Avenue	Officially Not Eligible
5EP235.37	1304 West Cucharras Street	Officially Not Eligible
5EP235.38	1307 West Cucharras Street	Officially Not Eligible
5EP235.39	729 West Cucharras Street	Officially Not Eligible
5EP235.40	1211 West Cucharras Street	Officially Not Eligible
5EP235.55	1720 West Cucharras Street	Officially Not Eligible
5EP235.56	1722 West Cucharras Street	Officially Not Eligible
5EP235.63	602 South 26th Street	Officially Not Eligible
5EP235.92	1317 West Cucharras Street	Officially Not Eligible
5EP235.93	735 West Cucharras Street	Officially Not Eligible
5EP332	Old Colorado City Historic Commercial District ~ Old Colorado City	NR Listed
5EP332.1	2526 West Colorado Avenue	Within NR District
5EP332.10	2418 West Pikes Peak Avenue	Within NR District
5EP332.11	2400-2424 West Colorado Avenue	Within NR District
5EP332.12	2432-2434 West Colorado Avenue	Within NR District
5EP332.13	2506 West Colorado Avenue	Within NR District
5EP332.14	2508 West Colorado Avenue	Within NR District
5EP332.15	2510 West Colorado Avenue	Within NR District

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP332.16	2512-2514 West Colorado Avenue	Within NR District
5EP332.17	2516 West Colorado Avenue	Within NR District
5EP332.18	2520 West Colorado Avenue	Within NR District
5EP332.19	2522 West Colorado Avenue	Within NR District
5EP332.2	2428-2430 West Colorado Avenue	Within NR District
5EP332.20	2528 West Colorado Avenue	Within NR District
5EP332.21	2530 West Colorado Avenue	Within NR District
5EP332.22	2532 West Colorado Avenue	Within NR District
5EP332.23	2602 West Colorado Avenue	Within NR District
5EP332.24	2611 West Colorado Avenue	Within NR District
5EP332.25	2601 West Colorado Avenue	Within NR District
5EP332.26	115 South 26th Street	Within NR District
5EP332.3	2527-2530 West Colorado Avenue	Within NR District
5EP332.4	2502-2504 West Colorado Avenue	Within NR District
5EP332.5	2605 West Colorado Avenue	Within NR District
5EP332.6	2524 West Colorado Avenue	Within NR District
5EP332.7	2518 West Colorado Avenue	Within NR District
5EP332.8	Dr. Gavin's Cabin within Bancroft Park	Within NR District
5EP332.9	Bancroft Park Bandshell ~ Bancroft Park Cabin	Within NR District
5EP334	Keithly Log Cabin Development District	
5EP347	1402 Calvert Street	Officially Not Eligible
5EP351	1404 Calvert Street	Officially Not Eligible
5EP353	Rampart Range Road – Historical Archaeology	Officially Not Eligible
5EP365	Garden of the Gods, Historical Archaeology	
5EP376	Golden Cycle Mill, Historical Archaeology	
5EP384.2*	Colorado Midland Railroad, Historical Archaeology	Officially Not Eligible
5EP384.3	Colorado Midland Railroad, Historical Archaeology	Field Not Eligible
5EP384.6	Colorado Midland Railroad, Historical	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
	Archaeology	
5EP385	Colorado Springs – Cripple Creek, Historical Archaeology	Field Eligible
5EP451	2411 West Colorado Avenue	Officially Not Eligible
5EP579	3142 West Colorado Avenue	Officially Not Eligible
5EP587	2005 West Colorado Avenue	Officially Not Eligible
5EP596	119 South 26th Street	Field Not Eligible
5EP597	1 South 24th Street	State Register Listed
5EP598	2818 West Pikes Peak Avenue	Field Needs Data
5EP599	2 South 25th Street	Field Needs Data
5EP600	2802 West Colorado Avenue	Keeper – Officially Eligible
5EP601	2400 West Colorado Avenue	Field Not Eligible
5EP604	1208 West Pikes Peak Avenue	Officially Not Eligible
5EP605	1823 West Kiowa Street	Officially Not Eligible
5EP643	402 South Conejos Street	Officially Eligible
5EP648	2220 North Walnut Street	Officially Not Eligible
5EP772	2409 West Colorado Avenue	Officially Not Eligible
5EP838	121 South 7th Street	No Determination
5EP873	2824 West Pikes Peak Avenue	Officially Not Eligible
5EP875	1626 West Cucharras Street	Officially Not Eligible
5EP891	1720 West Vermijo Avenue	Officially Not Eligible
5EP906	2215 West Bijou Street	Officially Not Eligible
5EP914	1718 West Vermijo Avenue	Officially Not Eligible
5EP923	1727 West Vermijo Avenue	Officially Not Eligible
5EP964	2415 Hagerman Street	Officially Not Eligible
5EP966	1717 West Vermijo Avenue	Officially Not Eligible
5EP976	3410 West Colorado Avenue	Officially Not Eligible
5EP977	3416 West Colorado Avenue	Officially Not Eligible
5EP989	2130 West Kiowa Street	Officially Not Eligible
5EP990	515 West Pikes Peak Avenue	Officially Not Eligible
5EP994	2317 West Cucharras Street	Officially Not Eligible
5EP1047	621 West Platte Avenue	Officially Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP1059	2426 West Platte Avenue	Officially Not Eligible
5EP1062	1017 West Kiowa Street	Officially Not Eligible
5EP1098	736 West Cucharras Street	Officially Not Eligible
5EP1100	2007 West Colorado Avenue	Officially Not Eligible
5EP1101	3362 West Bijou Street	Officially Not Eligible
5EP1102	2908 West Bijou Street	Officially Not Eligible
5EP1103	3506 West Pikes Peak Avenue	Officially Not Eligible
5EP1110	302 El Paso Boulevard	Field Eligible
5EP1111	328 El Paso Boulevard	No Determination
5EP1113	23 Manitou Avenue	Field Eligible
5EP1116*	215 South 15th Street	Officially Not Eligible
5EP1117	505 West Bijou Street	Officially Not Eligible
5EP1183	16 North 24th Street	Officially Not Eligible
5EP1184	616 West Platte Avenue	Officially Not Eligible
5EP1185	1122 Vermijo Street	Officially Not Eligible
5EP1186	614 West Platte Avenue	Officially Not Eligible
5EP1189	224 North Chestnut Street	Officially Not Eligible
5EP1190	1125 West Colorado Avenue	Officially Not Eligible
5EP1196	507 North 23rd Street	Officially Not Eligible
5EP1197	2119 Bott Avenue	Officially Not Eligible
5EP1244	1007 West Pikes Peak Avenue	Officially Eligible
5EP1245	1005 West Cucharras Street	Officially Not Eligible
5EP1246	720 West Cucharras Street	Officially Not Eligible
5EP1247	315 North 25th Street	Officially Not Eligible
5EP1256	1812 West Cucharras Street	Officially Not Eligible
5EP1257	1611 West Vermijo Avenue	Officially Not Eligible
5EP1259	17 North 34th Street	Officially Not Eligible
5EP1260	2 South 8th Street	Officially Not Eligible
5EP1268	122 South 16th Street	Officially Not Eligible
5EP1270	2710 West Bijou Street	Officially Not Eligible
5EP1271	1820 West Bijou Street	Officially Not Eligible
5EP1272	2321 West Cucharras Street	Officially Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP1282	2306 West Platte Avenue	Officially Not Eligible
5EP1291	1120 West Colorado Avenue	Officially Not Eligible
5EP1292	2411 Robinson Street	Officially Not Eligible
5EP1294	5 North 8th Street	Officially Not Eligible
5EP1298	1111 Westend Avenue	Officially Not Eligible
5EP1299	1210 West Pikes Peak Avenue	Officially Not Eligible
5EP1302	2507 West Vermijo Avenue	Officially Not Eligible
5EP1303	1631 West Pikes Peak Avenue	Officially Not Eligible
5EP1304	713 South 25th Street	Officially Not Eligible
5EP1305	112 North 30th Street	Officially Not Eligible
5EP1306	817 West Colorado Avenue	Officially Not Eligible
5EP1336	915 West Colorado Avenue	Officially Not Eligible
5EP1337	1625 West Vermijo Avenue	Officially Not Eligible
5EP1385	2814 West Kiowa Street	Officially Not Eligible
5EP1386	2823 West Pikes Peak Avenue	Officially Not Eligible
5EP1421	2011 West Colorado Avenue	Officially Not Eligible
5EP1422	2021 West Colorado Avenue	Officially Not Eligible
5EP1424	2423 Wheeler Avenue	Officially Not Eligible
5EP1425	2423 ½ Wheeler Avenue	Officially Not Eligible
5EP1429	2-2A Manitou Avenue	Field Not Eligible
5EP1430	3 Manitou Avenue	Field Not Eligible
5EP1431	4 Manitou Avenue	Field Not Eligible
5EP1432	26 Manitou Avenue	Field Not Eligible
5EP1433	27 Manitou Avenue	Field Not Eligible
5EP1434	28-30 Manitou Avenue	Field Not Eligible
5EP1435	32 Manitou Avenue	Field Not Eligible
5EP1436	45 Manitou Avenue	Field Not Eligible
5EP1437	48 Manitou Avenue	Field Not Eligible
5EP1438	52 Manitou Avenue	Field Not Eligible
5EP1439	54 Manitou Avenue	Field Not Eligible
5EP1440	102-106 Manitou Avenue	Field Not Eligible
5EP1441	107 Manitou Avenue	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP1442	108 Manitou Avenue	Field Not Eligible
5EP1443	120 Manitou Avenue	Field Not Eligible
5EP1444	123 Manitou Avenue	Field Not Eligible
5EP1445	132 Manitou Avenue	Field Not Eligible
5EP1446	134 Manitou Avenue	Field Not Eligible
5EP1447	135 Manitou Avenue	Field Not Eligible
5EP1448	135 Manitou Avenue	Field Not Eligible
5EP1449	137 Manitou Avenue	Field Not Eligible
5EP1450	141 Manitou Avenue	Field Not Eligible
5EP1451	142 Manitou Avenue	Field Not Eligible
5EP1452	201 Manitou Avenue	Field Not Eligible
5EP1453	202 Manitou Avenue	Field Not Eligible
5EP1454	215 Manitou Avenue	Field Not Eligible
5EP1455	229 Manitou Avenue	Field Not Eligible
5EP1456	301 Manitou Avenue	Field Not Eligible
5EP1457	304 Manitou Avenue	Field Not Eligible
5EP1458	307-311 Manitou Avenue	Field Not Eligible
5EP1459	320 Manitou Avenue	Field Not Eligible
5EP1460	326 Manitou Avenue	Field Not Eligible
5EP1461	327 Manitou Avenue	Field Not Eligible
5EP1462	328 Manitou Avenue	Field Not Eligible
5EP1463	335 Manitou Avenue	Field Not Eligible
5EP1464	337 Manitou Avenue	Field Not Eligible
5EP1465	339 Manitou Avenue	Field Not Eligible
5EP1466	341 Manitou Avenue	Field Not Eligible
5EP1467	347 Manitou Avenue	Field Not Eligible
5EP1468	351 Manitou Avenue	Field Not Eligible
5EP1469	354 Manitou Avenue	Field Not Eligible
5EP1470	Mayfair Bridge	Field Eligible
5EP1471	401 Manitou Avenue	Field Not Eligible
5EP1472	404 Manitou Avenue	Field Not Eligible
5EP1473	419 Manitou Avenue	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP1474	423 Manitou Avenue	Field Not Eligible
5EP1484	City Limits Gateways	Officially Not Eligible
5EP1664	823 West Pikes Peak Avenue	Officially Not Eligible
5EP1665	412 North 24th Street	Officially Not Eligible
5EP1666	540 West Boulder Street	Officially Not Eligible
5EP1739	3625 West Pikes Peak Avenue	Officially Not Eligible
5EP1742	2510 West St. Vrain Street	Officially Not Eligible
5EP1751	723 West Colorado Avenue	Officially Not Eligible
5EP1769	1520 West Cucharras Street	Officially Not Eligible
5EP2089	713 West Cucharras Street	Officially Not Eligible
5EP2090	101 North 7th Street	Officially Not Eligible
5EP2092	2724 West Pikes Peak Avenue	Officially Not Eligible
5EP2105	412 West Platte Avenue	Officially Not Eligible
5EP2128	336 El Paso Boulevard	Field Eligible
5EP2161	Archaeological	Field Needs Data
5EP2165	Archaeological	Field Eligible
5EP2168	Historical Archaeology	Field Not Eligible
5EP2193	2901 West Uintah Street	Officially Not Eligible
5EP2195	2720 West Kiowa Street	Officially Not Eligible
5EP2219	910 West Colorado Avenue	Officially Not Eligible
5EP2221	215 North 23rd Street	Officially Not Eligible
5EP2224	214 South 18th Street	Officially Not Eligible
5EP2226	415 West Bijou Street	Officially Not Eligible
5EP2227	419 West Bijou Street	Officially Not Eligible
5EP2229	806 Columbine Avenue	Officially Not Eligible
5EP2236	2 South 11th Street	Officially Not Eligible
5EP2449	2226 West Colorado Avenue	Officially Not Eligible
5EP2462	2801 West Kiowa Street	Officially Not Eligible
5EP2700	1638 West Cucharras Street	Officially Not Eligible
5EP2701	2113 West Kiowa Street	Officially Not Eligible
5EP2702	1725 West Vermijo Avenue	Officially Not Eligible
5EP2705	107 North 30th Street	Officially Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP2884	2915 West Colorado Avenue	Officially Not Eligible
5EP2902	2913 West Colorado Avenue	Officially Not Eligible
5EP2903	2911 West Colorado Avenue	Officially Not Eligible
5EP3130	216 North 7th Street	Officially Not Eligible
5EP3145	2508 West Kiowa Street	Officially Not Eligible
5EP3147	2216 West Pikes Peak Avenue	Officially Not Eligible
5EP3151	2726 West Bijou Street	Officially Not Eligible
5EP3152	3138 West Colorado Avenue	Officially Not Eligible
5EP3160	211 North Walnut Street	Field Not Eligible
5EP3166	2223 West Colorado Avenue	Officially Not Eligible
5EP3356	2411 Bott Avenue	Officially Not Eligible
5EP3361	1705 West Cucharras Street	Officially Not Eligible
5EP3487	104 North Walnut Street	Officially Not Eligible
5EP3541	1724 West Vermijo Avenue	Officially Not Eligible
5EP3544	12 South 13th Street	Officially Not Eligible
5EP3585	Rio Grande Railroad Overpass~I-17-DJ, Historical Archaeology	Officially Not Eligible
5EP3662*	25 th Street Bridge	Officially Not Eligible
5EP3725	2224 West Cucharras Street	Officially Not Eligible
5EP3783	2631 West Pikes Peak Avenue	Officially Not Eligible
5EP3857	7 North Spruce Street	Officially Not Eligible
5EP3858	418 West Colorado Avenue	Officially Not Eligible
5EP3859	431 West Colorado Avenue	Officially Not Eligible
5EP3860	18 North Spruce Street	Officially Not Eligible
5EP4118.1	US 24 – Segment, Historical Archaeology	Field Eligible
5EP4205	401 West Bijou Street	Officially Eligible
5EP4206	411 West Bijou Street	Officially Not Eligible
5EP4207	420 West Bijou Street	Field Not Eligible
5EP4208	422 West Bijou Street	Officially Eligible
5EP4227	316 Platte Avenue	Officially Not Eligible
5EP4228	426 West Bijou Street	Field Not Eligible
5EP4229	432 West Bijou Street	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility</i>
5EP4230	423 West Bijou Street	Field Not Eligible
5EP4231	425 West Bijou Street	Officially Not Eligible
5EP4232	431 West Bijou Street	Officially Not Eligible
5EP4233	420 West Pikes Peak Avenue	Field Not Eligible
5EP4234	424 West Pikes Peak Avenue	Field Not Eligible
5EP4236	501 West Colorado Avenue	Officially Not Eligible
5EP4237	505, 507 Cucharras Street	Officially Not Eligible
5EP4301	1 South Walnut Street	Officially Not Eligible
5EP4302*	220 South Chestnut	Officially Not Eligible
5EP4303*	221 South Chestnut Street	Officially Not Eligible
5EP4331	503 West Colorado Avenue	Officially Not Eligible
5EP4437	1711 West Colorado Avenue	Officially Not Eligible
5EP4715.2	WPA Rockwork Walls – East Side Segment, Historical Archaeology	Officially Eligible
5EP4715.3	WPA Rockwork Walls – East Side Segment, Historical Archaeology	Officially Eligible
5EP4716.2	WPA Rockwork Walls – West Side Segment, Historical Archaeology	Officially Eligible
5EP5886	714 South 26th Street	Officially Not Eligible

*Denotes a property which was reevaluated during this survey.

APPENDIX C

**Resources Built In or Before 1968 within the Area of Potential Effects, Not
Previously Recorded**

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Resources Built In or Before 1968 within the Area of Potential Effects, Not Previously Recorded

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
3709 West Colorado Avenue	5EP5216	Domestic, Hotel	1948
3703 West Colorado Avenue	5EP5217	Domestic, Hotel	1925
3627 West Colorado Avenue	5EP5218	Domestic, Hotel	1937
3625 West Colorado Avenue	5EP5219	Commerce/Trade, Restaurant	1956
3601 West Colorado Avenue	5EP5220	Commerce/Trade, Specialty Store	1954
3501 West Colorado Avenue	5EP5221	Domestic, Hotel	1909
3445 West Colorado Avenue	5EP5222	Domestic, Hotel	1914
3441 West Colorado Avenue	5EP5223	Domestic, Single Dwelling	1900
3431 West Colorado Avenue	5EP5224	Domestic, Multiple Dwelling	1948
3427 West Colorado Avenue	5EP5225	Domestic, Single Dwelling	1907
3421 West Colorado Avenue	5EP5226	Domestic, Multiple Dwelling	1894
2102 West Cucharras Street	5EP5227	Domestic, Single Dwelling	1899
3436 West Colorado Avenue	5EP5228	Commerce/Trade, Specialty Store	1955
3454 West Colorado Avenue	5EP5229	Domestic, Single Dwelling	1922
3419 West Colorado Avenue	5EP5231	Domestic, Multiple Dwelling	1900
3023 West Colorado Avenue	5EP5232	Domestic, Camp	1954
2718 West Vermijo Avenue	5EP5235	Domestic, Single Dwelling	1948
2712 West Vermijo Avenue	5EP5236	Domestic, Single Dwelling	1945
212 South 27th Street	5EP5237	Domestic, Single Dwelling	1930
212 South 26th Street	5EP5238	Domestic, Multiple Dwelling	1888
301 South 26th Street	5EP5239	Domestic, Single Dwelling	1895
307 South 26th Street	5EP5240	Domestic, Single Dwelling	1947
310 South 24th Street	5EP5241	Domestic, Single Dwelling	1922
2407 West Vermijo Avenue	5EP5242	Domestic, Single Dwelling	1905
2400 Naegele Road	5EP5243	Commerce/Trade, Specialty Store	1964

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
2301 West Vermijo Avenue	5EP5244	Domestic, Single Dwelling	1900
2231 West Vermijo Avenue	5EP5245	Domestic, Single Dwelling	1895
2229 West Vermijo Avenue	5EP5246	Domestic, Single Dwelling	1914
2264 Naegele Road	5EP5247	Commerce/Trade	1967
2210 Naegele Road	5EP5248	Commerce/Trade	1967
3521 West Colorado Avenue	5EP5249	Commerce/Trade, Specialty Store	1939
3710 Red Canon Place	5EP5250	Domestic, Single Dwelling	1899
3704 Red Canon Place	5EP5251	Domestic, Single Dwelling	1899
3608 West High Street	5EP5252	Commerce/Trade, Specialty Store	1958
327 South 18th Street	5EP5253	Domestic, Single Dwelling	1890
2201 West Vermijo Avenue	5EP5255	Domestic, Multiple Dwelling	1929
212 South 21st Street	5EP5256	Commerce/Trade, Specialty Store	1945
202 South 21st Street	5EP5257	Commerce/Trade	1925
2106 West Cucharras Street	5EP5258	Domestic, Single Dwelling	1900
2111 West Colorado Avenue	5EP5259	Domestic, Single Dwelling	1895
2025 West Colorado Avenue	5EP5261	Commerce/Trade, Specialty Store	1968
2031 West Colorado Avenue	5EP5262	Commerce/Trade, Specialty Store	1943
2032 West Cucharras Street	5EP5263	Domestic, Multiple Dwelling	1955
2027 West Cucharras Street	5EP5264	Domestic, Single Dwelling	1900
2029 West Cucharras Street	5EP5265	Domestic, Single Dwelling	1900
2018 Sheldon Avenue	5EP5267	Domestic, Single Dwelling	1895
2008 Sheldon Avenue	5EP5268	Domestic, Single Dwelling	1894
2005 Sheldon Avenue	5EP5270	Commerce/Trade, Warehouse	1958
1921 Sheldon Avenue	5EP5273	Domestic, Single Dwelling	1889
1919 Sheldon Avenue	5EP5274	Domestic, Single Dwelling	1894
1915 Sheldon Avenue	5EP5275	Commerce/Trade, Business	1949
1913 Sheldon Avenue	5EP5276	Domestic, Single Dwelling	1949

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
1826 Woodbine Avenue	5EP5277	Domestic, Single Dwelling	1909
1904 Sheldon Avenue	5EP5278	Domestic, Single Dwelling	1904
1826 Sheldon Avenue	5EP5279	Domestic, Single Dwelling	1909
1824 Sheldon Avenue	5EP5280	Domestic, Single Dwelling	1941
1814 Sheldon Avenue	5EP5281	Domestic, Single Dwelling	1939
1808 Sheldon Avenue	5EP5282	Domestic, Single Dwelling	1909
312 South 18th Street	5EP5283	Domestic, Single Dwelling	1899
320 South 18th Street	5EP5284	Domestic, Single Dwelling	1909
1815 Sheldon Avenue	5EP5285	Domestic, Single Dwelling	1899
1813 Sheldon Avenue	5EP5286	Domestic, Single Dwelling	1894
1811 Sheldon Avenue	5EP5287	Domestic, Single Dwelling	1897
1803 Sheldon Avenue	5EP5288	Domestic, Single Dwelling	1897
323 South 18th Street	5EP5289	Domestic, Multiple Dwelling	1913
319 South 18th Street	5EP5290	Domestic, Single Dwelling	1890
301 South 18th Street	5EP5291	Commerce/Trade, Warehouse	1954
400 South 16th Street	5EP5292	Commerce/Trade, Warehouse	1956
1525 West Vermijo Avenue	5EP5293	Domestic, Single Dwelling	1953
1513 West Vermijo Avenue	5EP5294	Domestic, Multiple Dwelling	1956
1511 West Vermijo Avenue	5EP5295	Domestic, Single Dwelling	1890
1507 West Vermijo Avenue	5EP5296	Domestic, Single Dwelling	1900
1501 West Vermijo Avenue	5EP5297	Domestic, Single Dwelling	1900
220 South 15th Street	5EP5298	Domestic, Single Dwelling	1900
214 South 15th Street	5EP5299	Domestic, Single Dwelling	1900
1505 West Cucharras Street	5EP5300	Domestic, Single Dwelling	1904
1501 West Cucharras Street	5EP5301	Domestic, Single Dwelling	1890
1508 West Cucharras Street	5EP5302	Domestic, Single Dwelling	1899
1504 West Cucharras Street	5EP5303	Domestic, Single Dwelling	1895
116 South 15th Street	5EP5304	Domestic, Single Dwelling	1903
1507 West Colorado Avenue	5EP5305	Commerce/Trade, Specialty Store	1908
1501 West Colorado Avenue	5EP5306	Domestic, Multiple Dwelling	1901
1502 West Colorado Avenue	5EP5308	Commercial	1910

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
1420 West Colorado Avenue	5EP5309	Commercial and Domestic, Single Dwelling	1906
1419 West Colorado Avenue	5EP5310	Domestic, Single Dwelling	1884
1423 West Colorado Avenue	5EP5311	Commerce/Trade, Business	1899
1431 West Colorado Avenue	5EP5312	Commerce/Trade, Specialty Store	1945
1420 West Cucharras Street	5EP5313	Domestic, Single Dwelling	1919
115 South 15th Street	5EP5314	Domestic, Single Dwelling	11899
119 South 15th Street	5EP5315	Domestic, Single Dwelling	1889
1426 West Cucharras Street	5EP5316	Domestic, Single Dwelling	1889
123 South 15th Street	5EP5317	Domestic, Single Dwelling	1889
1417 West Cucharras Street	5EP5318	Domestic, Single Dwelling	1889
1423 West Cucharras Street	5EP5319	Domestic, Single Dwelling	1890
1429 West Cucharras Street	5EP5320	Domestic, Single Dwelling	18889
1431 West Cucharras Street	5EP5321	Domestic, Single Dwelling	1925
1422 West Vermijo Avenue	5EP5322	Domestic, Single Dwelling	1909
219 South 15th Street	5EP5323	Domestic, Single Dwelling	1889
223 South 15th Street	5EP5324	Domestic, Single Dwelling	1889
1435 West Vermijo Avenue	5EP5325	Domestic, Single Dwelling	1924
1229 West Vermijo Avenue	5EP5326	Domestic, Single Dwelling	1924
1227 West Vermijo Avenue	5EP5327	Domestic, Single Dwelling	1900
1223 West Vermijo Avenue	5EP5328	Domestic, Single Dwelling	1900
1221 West Vermijo Avenue	5EP5329	Domestic, Single Dwelling	1895
1205 West Vermijo Avenue	5EP5330	Domestic, Single Dwelling	1905
1203 West Vermijo Avenue	5EP5331	Domestic, Single Dwelling	1907
1133 West Vermijo Avenue	5EP5332	Domestic, Single Dwelling	1907
302 South 11th Street	5EP5333	Commercial, Warehouse	1956
1011 West Vermijo Avenue	5EP5334	Vacant	1954
302 South 10th Street	5EP5335	Commerce/Trade, Warehouse	1959
301 South 10th Street	5EP5336	Commerce/Trade, Warehouse	1950
900 West Vermijo Avenue	5EP5337	Commerce/Trade	1953
210 South Limit Street	5EP5338	Domestic, Single Dwelling	1946

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
206 South Limit Street	5EP5339	Domestic, Single Dwelling	1951
204 South Limit Street	5EP5340	Domestic, Single Dwelling	1955
209 South Limit Street	5EP5341	Domestic, Single Dwelling	1918
801 West Cucharras Street	5EP5342	Commerce/Trade, Specialty Store	1951
630 West Vermijo Avenue	5EP5343	Commerce/Trade, Warehouse	1957
628 West Vermijo Avenue	5EP5344	Commerce/Trade, Warehouse	1961
624 West Vermijo Avenue	5EP5345	Commerce/Trade, Warehouse	1952
623 West Vermijo Avenue	5EP5346	Commerce/Trade, Warehouse	1953
611 West Vermijo Avenue	5EP5347	Commerce/Trade	1952
610 West Vermijo Avenue	5EP5348	Commerce/Trade, Warehouse	1952
331 South Chestnut Street	5EP5350	Commerce/Trade	1958
308 South Chestnut Street	5EP5351	Commerce/Trade	1963
306 South Chestnut Street	5EP5352	Commerce/Trade	1957
302&304 South Chestnut Street	5EP5353	Commerce/Trade	1959
1806 Sheldon Avenue	5EP5354	Domestic, Single Dwelling	1909
2130 Bott Avenue	5EP5355	Commerce/Trade	1955
2200 Bott Avenue	5EP5356	Commerce/Trade	1962
400 Bott Avenue	5EP5357	Commerce/Trade, Specialty Store	1900
2384 Naegele Road	5EP5358	Commerce/Trade	1968
725 West Cimarron Street	5EP5359	Domestic, Hotel	1965
700 Conejos Street	5EP5360	Government, Public Works	1940
2110 Naegele Road	5EP5363	Commerce/Trade	1964
2120 Naegele Road	5EP5361	Commerce/Trade	1965
240 South 21 st Street	5EP5362	Commerce/Trade	1959

APPENDIX D

**Architectural Resources Recommended Not NRHP-Eligible within the Area
of Potential Effects**

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

Inventory Data of Architectural Resources Recommended Not NRHP-Eligible

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5EP235.15	1508 West Colorado Avenue	Late Victorian in vinyl	1889	Officially Not Eligible
5EP384.2	N/A	Railroad	1886	Officially Not Eligible
5EP1116	215 South 15th Street	Late Victorian clad in Lap	1889	Officially Not Eligible
5EP3662	25th Street and Fountain Creek	Steel and girder bridge	1915	Officially Not Eligible
5EP4302	220 South Chestnut Street	No Style clad in Stucco, Concrete Block	1956	Officially Not Eligible; Loss of Integrity
5EP4303	221 South Chestnut Street	No Style	1962	Officially Not Eligible; Loss of Integrity
5EP5217	3703 West Colorado Avenue	No Style clad in Wood	1925	Field Not Eligible; Loss of Integrity
5EP5219	3625 West Colorado Avenue	Rustic Style clad in Log	1956	Field Not Eligible
5EP5220	3601 West Colorado Avenue	Pueblo Revival Style clad in Stucco	1954	Field Not Eligible
5EP5221	3501 West Colorado Avenue	No Style clad in Stucco	1909	Field Not Eligible; Loss of Integrity
5EP5222	3445 West Colorado Avenue	Hipped-Roof-Box clad in Stucco	1914	Field Not Eligible
5EP5224	3431 West Colorado Avenue	No Style clad in Stucco	1948	Field Not Eligible; Loss of Integrity
5EP5225	3427 West Colorado Avenue	No Style clad in Wood	1907	Field Not Eligible; Loss of Integrity

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5EP5226	3421 West Colorado Avenue	No Style clad in Stucco	1894	Field Not Eligible; Loss of Integrity
5EP5227	2102 West Cucharas Street	Other Style clad in Stucco	1899	Not Eligible
5EP5228	3436 West Colorado Avenue	No Style clad in Concrete	1955	Field Not Eligible; Loss of Integrity
5EP5229	3454 West Colorado Avenue	Bungalow clad in Aluminum	1922	Field Not Eligible
5EP5231	3419 West Colorado Avenue	Other Style clad in Stone	1900	Field Not Eligible
5EP5232	3023 West Colorado Avenue	No Style clad in Aluminum	1954	Field Not Eligible; Loss of Integrity
5EP5235	2718 West Vermijo Avenue	No Style clad in Stucco	1948	Field Not Eligible; Loss of Integrity
5EP5236	2712 West Vermijo Avenue	Rustic Style clad in Log	1945	Field Not Eligible
5EP5237	212 South 27th Street	No Style clad in Asbestos	1930	Field Not Eligible; Loss of Integrity
5EP5238	212 South 26th Street	Bungalow clad in wood	1888	Field Not Eligible
5EP5239	301 South 26th Street	Late Victorian clad in Wood	1895	Field Not Eligible
5EP5240	307 South 26th Street	Craftsman clad in Stucco	1947	Field Not Eligible
5EP5241	310 South 24th Street	Minimal Traditional clad in Wood	1922	Field Not Eligible
5EP5242	2407 West Vermijo Avenue	No Style clad in Wood	1905	Field Not Eligible; Loss of Integrity
5EP5243	2400 Naegele Road	No Style clad in Stucco	1964	Field Not Eligible; Loss of Integrity
5EP5244	2301 West Vermijo Avenue	Classic Cottage clad in Wood	1900	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5EP5245	2231 West Vermijo Avenue	Late Victorian clad in Wood	1895	Field Not Eligible
5EP5246	2229 West Vermijo Avenue	No Style clad in Wood	1914	Field Not Eligible; Loss of Integrity
5EP5247	2264 Naegele Road	Other Style clad in Metal	1967	Field Not Eligible
5EP5248	2210 Naegele Road	A-Frame clad in Stucco and PermaStone	1967	Field Not Eligible
5EP5249	3521 West Colorado Avenue	Cottage clad in Vinyl	1939	Field Not Eligible
5EP5250	3710 Red Canon Place	No Style clad in Vinyl	1899	Field Not Eligible; Loss of Integrity
5EP5251	3704 Red Canon Place	Other Style clad in Wood	1899	Field Not Eligible
5EP5252	3608 West High Street	No Style clad in Stucco	1958	Field Not Eligible; Loss of Integrity
5EP5253	327 South 18 th Street	Other: Gable Front and Wing	1902	Field Not Eligible
5EP5255	2201 West Vermijo Avenue	Bungalow clad in Stucco	1929	Field Not Eligible
5EP5256	212 South 21st Street	Mixed Style clad in Brick	1945	Field Not Eligible
5EP5257	202 South 21st Street	No Style clad in Concrete and Metal	1925	Field Not Eligible; Loss of Integrity
5EP5258	2106 West Cucharras Street	Late Victorian clad in Stucco	1900	Field Not Eligible
5EP5259	2111 West Colorado Avenue	Other Style clad in Stucco	1895	Field Not Eligible
5EP5261	2025 West Colorado Avenue	No Style clad in Stucco	1968	Field Not Eligible; Loss of Integrity
5EP5262	2031 West Colorado	Early 20th Century	1943	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
	Avenue	Commercial clad in Brick		
5EP5265	2029 West Cucharas Street	Bungalow clad in Vinyl and Stucco	1900	Field Not Eligible
5EP5267	2022 & 2018 Sheldon Avenue	Hipped Roof Box clad in Wood	1895	Field Not Eligible
5EP5268	2008 Sheldon Avenue	No Style clad in Asbestos	1894	Field Not Eligible; Loss of Integrity
5EP5270	2005 Sheldon Avenue	No Style clad in Concrete Block and Metal	1958	Field Not Eligible; Loss of Integrity
5EP5273	1921 Sheldon Avenue	Other: Hall and Parlor clad in Wood and Vinyl	1889	Field Not Eligible
5EP5274	1919 Sheldon Avenue	Hipped-Roof-Box clad in Brick	1894	Field Not Eligible
5EP5275	1915 Sheldon Avenue	Other Style clad in Stucco	1949	Field Not Eligible
5EP5277	1826 Woodbine Avenue	Hipped-Roof-Box clad in Wood	1909	Field Not Eligible
5EP5279	1826 Sheldon Avenue	No Style clad in Aluminum and Brick	1909	Field Not Eligible; Loss of Integrity
5EP5280	1824 Sheldon Avenue	Mediterranean clad in Stucco	1941	Field Not Eligible
5EP5281	1814 Sheldon Avenue	No Style clad in Asbestos	1939	Field Not Eligible; Loss of Integrity
5EP5282	1808 Sheldon Avenue	Queen Anne clad in Brick	1909	Field Not Eligible; Loss of Integrity
5EP5283	312 South 18th Street	Hipped-Roof-Box clad in Wood	1899	Field Not Eligible
5EP5284	320 South 18th Street	Hipped-Roof-Box clad in Asbestos	1909	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5EP5286	1813 Sheldon Avenue	Other Style clad in Vinyl	1894	Field Not Eligible
5EP5287	1811 Sheldon Avenue	Other Style clad in Stucco	1895	Field Not Eligible
5EP5289	323 South 18th Street	No Style clad in Horizontal Siding and Brick	1913	Field Not Eligible; Loss of Integrity
5EP5291	301 South 18th Street	Other Style clad in Horizontal Metal	1954	Field Not Eligible
5EP5292	400 South 16th Street	Other Style clad in Concrete Block	1956	Field Not Eligible
5EP5293	1525 West Vermijo Avenue	Usonian Style clad in Stucco	1953	Field Not Eligible
5EP5294	1513 West Vermijo Avenue	Other Style clad in Stucco	1956	Field Not Eligible
5EP5295	1511 West Vermijo Avenue	I-House clad in Metal	1890	Field Not Eligible; Loss of Integrity
5EP5296	1507 West Vermijo Avenue	No Style clad in Vinyl	1900	Field Not Eligible; Loss of Integrity
5EP5297	1501 West Vermijo Avenue	Hall and Parlor clad in Shingles	1900	Field Not Eligible; Loss of Integrity
5EP5298	220 South 15th Street	No Style clad in Metal	1900	Field Not Eligible; Loss of Integrity
5EP5299	214 South 15th Street	No Style clad in Stucco	1900	Field Not Eligible; Loss of Integrity
5EP5300	1505 West Cucharras Street	No Style clad in Vinyl	1904	Field Not Eligible; Loss of Integrity
5EP5301	1501 West Cucharras Street	Late Victorian clad in Asbestos	1890	Field Not Eligible
5EP5304	116 South 15 th Street	Hipped Roof Box clad in Vinyl	1903	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5EP5305	1507 West Colorado Avenue	Late Victorian clad in Stucco	1908	Field Not Eligible
5EP5308	1502 West Colorado Avenue	Early 20th Century Commercial clad in Brick and Stucco	1910	Field Not Eligible
5EP5309	1420 West Colorado Avenue	Colonial Revival clad in Vinyl	1906	Field Not Eligible
5EP5311	1423 West Colorado Avenue	Classic Cottage clad in Asbestos	1899	Field Not Eligible
5EP5312	1431 West Colorado Avenue	20th Century Commercial clad in Stucco and Concrete Block	1945	Field Not Eligible
5EP5313	1420 West Cucharras Street	No Style clad in Stucco	1919	Field Not Eligible; Loss of Integrity
5EP5314	115 South 15th Street	Other Style clad in Wood	1899	Field Not Eligible
5EP5315	119 South 15th Street	Bungalow clad in Vinyl	1889	Field Not Eligible
5EP5316	1426 West Cucharras Street	Colonial Revival clad in Wood	1889	Field Not Eligible
5EP5317	123 South 15th Street	Late Victorian clad in Vinyl	1889	Field Not Eligible
5EP5318	1417 West Cucharras Street	Mixed Style clad in Stucco	1889	Field Not Eligible
5EP5321	1431 West Cucharras Street	Bungalow clad in Stucco	1925	Field Not Eligible
5EP5324	223 South 15th Street	Hipped-Roof-Box clad in Brick	1889	Field Not Eligible
5EP5325	1435 West Vermijo Avenue	No Style clad in Wood and Stucco	1924	Field Not Eligible; Loss of Integrity
5EP5326	1229 West Vermijo	No Style clad in Wood	1924	Field Not Eligible;

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
	Avenue	and Stucco		Loss of Integrity
5EP5327	1227 West Vermijo Avenue	Other Style clad in Stucco	1900	Field Not Eligible
5EP5328	1223 West Vermijo Avenue	Hipped-Roof-Box clad in an unknown siding	1900	Field Not Eligible
5EP5329	1221 West Vermijo Avenue	Mixed Style clad in Stucco	1895	Field Not Eligible
5EP5330	1205 West Vermijo Avenue	Craftsman Bungalow clad in Stucco	1905	Field Not Eligible
5EP5331	1203 West Vermijo Avenue	Late Victorian clad in Stucco and Vinyl	1907	Field Not Eligible
5EP5332	1133 West Vermijo Avenue	Hipped-Roof-Box clad in Vinyl	1907	Field Not Eligible
5EP5333	302 South 11th Street	Quonset clad in metal and Concrete Block	1956	Field Not Eligible
5EP5334	1011 West Vermijo Avenue	No Style clad in Concrete Block	1954	Field Not Eligible; Loss of Integrity
5EP5335	302 South 10th Street	No Style clad in Brick	1959	Field Not Eligible; Loss of Integrity
5EP5337	900 West Vermijo Avenue	No Style clad in Metal	1953	Field Not Eligible; Loss of Integrity
5EP5338	210 South Limit Street	Ranch clad in Stucco	1946	Field Not Eligible
5EP5339	206 South Limit Street	Minimal Traditional clad in an unknown siding	1951	Field Not Eligible
5EP5340	204 South Limit Street	Minimal Traditional clad in Vinyl	1955	Field Not Eligible
5EP5341	209 South Limit Street	No Style clad in Brick and Stucco	1918	Field Not Eligible; Loss of Integrity
5EP5342	801 West Cucharas Street	Commercial, False Front clad in Stucco	1951	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5EP5343	630 West Vermijo Avenue	International clad in Concrete Block	1957	Field Not Eligible
5EP5344	628 West Vermijo Avenue	No Style clad in Concrete Block	1961	Field Not Eligible; Loss of Integrity
5EP5345	624 West Vermijo Avenue	No Style clad in Metal	1952	Field Not Eligible; Loss of Integrity
5EP5346	623 West Vermijo Avenue	Quonset clad in Stucco	1953	Field Not Eligible
5EP5347	611 West Vermijo Avenue	No Style clad in Concrete	1952	Field Not Eligible; Loss of Integrity
5EP5348	610 West Vermijo Avenue	No Style clad in Metal	1952	Field Not Eligible; Loss of Integrity
5EP5350	331 South Chestnut Street	No Style clad in Concrete Block	1958	Field Not Eligible; Loss of Integrity
5EP5351	308 South Chestnut Street	International Style clad in Concrete Block	1963	Field Not Eligible
5EP5352	306 South Chestnut Street	International Style clad in Concrete	1957	Field Not Eligible
5EP5353	302 & 304 South Chestnut Street	No Style clad in Concrete Block	1959	Field Not Eligible; Loss of Integrity
5EP5354	1806 Sheldon Avenue	Late Victorian clad in Stucco	1909	Field Not Eligible
5EP5355	2130 Bott Avenue	No Style clad in Metal	1955	Field Not Eligible; Loss of Integrity
5EP5356	2200 Bott Avenue	No Style clad in Metal	1900	Field Not Eligible; Loss of Integrity
5EP5357	400 Bott Avenue	No Style clad in Stone		Field Not Eligible; Loss of Integrity
5EP5358	2384 Naegele Avenue	International Style clad in Concrete Block		Field Not Eligible
5EP5359	725 West Cimarron	International Style clad	1965	Field Not Eligible

Historic Resources Survey, US 24 West, Colorado Springs, Colorado

<i>Site Number</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
	Street	in Brick		
5EP5360	700 Conejos Street	Mixed Style clad in Brick	1940	Field Not Eligible
5EP5361	2110 Naegele Road	Other Style clad in Metal	1964	Field Not Eligible
5EP5362	2120 Naegele Road	No Style clad in Concrete	1965	Field Not Eligible; Loss of Integrity
5EP5363	240 South 21 st Street	No Style clad in Concrete	1959	Field Not Eligible; Loss of Integrity