I-25 Improvements Through the Colorado Springs Urbanized Area

Environmental Assessment

Appendix 6, Historic Resources Survey Report
Volume I

FEBRUARY 2004 UPDATE ON RESOURCE ELIGIBILITY

The February 2004 information below supercedes the May 2003 information that is found in this *Interstate 25 Environmental Assessment Historic Resources Survey Report, History and Survey Results, Volume II* regarding the following two resources*:*

Colorado College (5EP611)
The December 2003 information in this report indicates that that Colorado College was evaluated as being not eligible for listing to the National Register of Historic Places. In February 2004, the State Historic Preservation Officer (SHPO) commented that the College may be eligible. Additional investigation would be needed to determine eligibility. However, since the SHPO found that the I-25 Proposed Action would result in a finding of "no historic properties affected" for this resource, a determination of eligibility is not required for the I-25 Environmental Assessment.

Stratton Meadows (5EP4224)
The December 2003 information in this report indicates that the Stratton Meadows neighborhood was evaluated as being not eligible for listing to the National Register of Historic Places. In February 2004, the State Historic Preservation Officer (SHPO) commented that this neighborhood may be eligible, and additional investigation would be needed to determine eligibility. However, since the SHPO found that the I-25 Proposed Action would result in a finding of "no historic properties affected" for this resource, a determination of eligibility is not required for the I-25 Environmental Assessment.

INTERSTATE 25 ENVIRONMENTAL ASSESSMENT

Project Number 151077.13

HISTORIC RESOURCES SURVEY REPORT

HISTORY AND SURVEY RESULTS

VOLUME I

Prepared for CH2M HILL, Wilson & Company, and

Colorado Department of Transportation, Region 2

By

Barbara Norgren
Dawn Bunyak
Dianna Litvak

May 2003

TABLE OF CONTENTS

FIGURES

TABLES

HISTORIC RESOURCES SURVEY REPORT

1.0 INTRODUCTION

The Historic Cultural Resource Survey Report has been prepared as part of the El Paso County Interstate 25 (I-25) Corridor Environmental Assessment for Colorado Department of Transportation (CDOT) Pikes Peak Region II, CH2M HILL, and Wilson and Company. The purpose of this report is to present the results of the historic cultural resources survey for the I-25 corridor between State Highway 105 in Monument on the north and State Highway 16 on the south. The results of the Archaeological Resources Survey will be presented in a separate report prepared by Centennial Archaeology. The objective of the historic resources survey is to identify significant cultural resources and historic districts in the project area along the I-25 corridor that are over 45 years of age that may be eligible for listing or are listed in the National Register of Historic Places (NRHP) and/or the State Register of Historic Places (SRHP). Barbara Norgren, sub-consultant to CH2M HILL and assisted by Dawn Bunyak conducted the field survey, did the photography, and historic research. Dianna Litvak prepared the assessment of effects and mitigation section of the report. Each of the consultants meets the Secretary of Interior Professional Qualification Standards for history in the Code of Federal Regulations, 36 CFR Part 16. The consultants have over thirty years of collective experience working with Cultural Resources, Resource Surveys, and National Register documentation and nominations.

The report meets the requirements for compliance with Section 106 of the National Historic Preservation Act (as amended), the State Register Act, Article 80.1, the Advisory Council on Historic Preservation regulations, and those of the National Environmental Policy Act, 1962 (NEPA). The report also meets the requirements for survey reports specified in the Colorado Cultural Resource Survey Manual, Colorado Historical Society, Office of Archaeology and Historic Preservation. This document contains three major sections. Volumes I) The history and eligibility sections. Volume II) The evaluation of effects and recommended mitigation of adverse effects. Volumes III and IV) include the inventory forms for historic resources over 45 years of age.

The Environmental Assessment is a part of a long-term study of highway improvements along the I-25 corridor. The current historic resources survey has been conducted to locate historic resources in the project study area that are over 45 years of age or older and to determine eligibility of those resources for listing in the National Register of Historic Places and/or the State Register of Historic Properties. The historic resources survey will be integrated into the El Paso County Interstate 25 (I-25) Corridor Environmental Assessment document.

2.0 PROJECT STUDY AREA

Interstate 25 is the major north/south commercial corridor for interstate travel between New Mexico, Colorado, Wyoming, and Montana, as well as an international route through the United States to Mexico and Canada. It is the only direct link between the Front Range population centers that include Fort Collins, Denver, Colorado Springs, and Pueblo. The interstate serves a population of over 3 million that is expected to increase by 41 percent by the year 2025. I-25 provides an important transportation network for regional and local functions including economic, employment centers, and the national defense industry.

The project area extends along the I-25 corridor along the Front Range in El Paso County beginning at State Highway 105 in Monument, through the City of Colorado Springs, and south to State Highway 16 near Fountain. The project area can be found on the following USGS Quadrangle maps.

Monument Quad

T11S	R67W	Sec. 14,15, 22,23, 25, 26, 35, 36
T12S	R67W	Sec. 1, 12, 13
T12S	R66W	Sec. 6, 7, 18

Pikeview Quad

T12S	R66W	Sec. 19, 20 29, 30, 32
T13S	R66W	Sec. 5, 6, 7, 8, 18, 19, 30
T13S	R67W	Sec. 25, 36

Colorado Springs Quad

T14S	R67W	Sec. 1, 12, 13, 24
T14S	R66W	Sec. 7, 18, 19, 20, 29, 32, 33
T15S	R66W	Sec. 3, 4, 9, 10, 14, 15

Fountain Quad

T15S	R64W	Sec. 14, 23, 24, 25

2.1 Establishing the Area of Potential Effects (APE)

The Advisory Council for Historic Preservation (ACHP) defines the Area of Potential Effects as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” And, “is determined by locations where the undertaking results in disturbance of the ground, but also all locations from which elements of the undertaking may be visible or audible, and where there may be indirect as well as direct effects.”

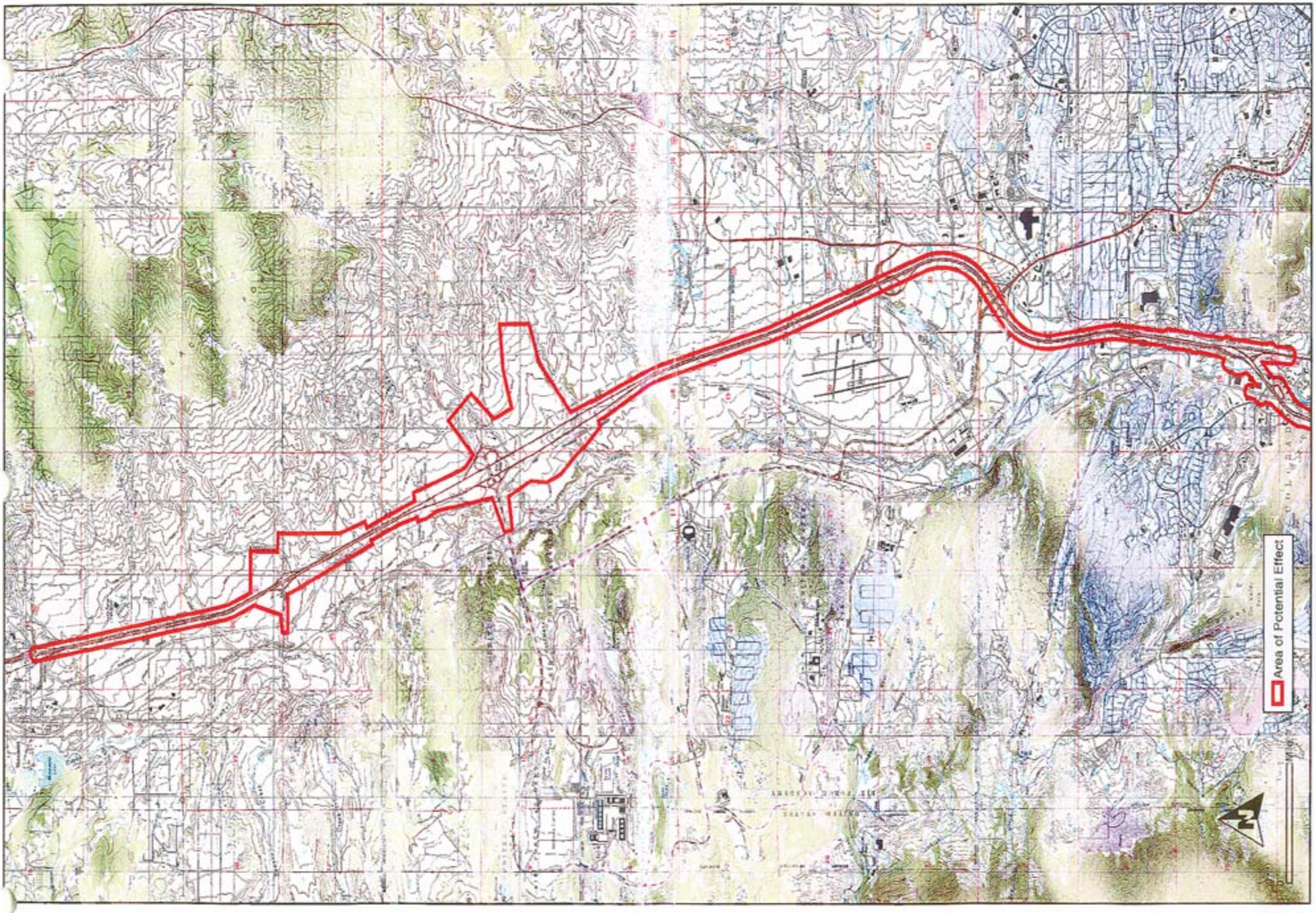
Additional guidance is found in Section106 of the National Historic Preservation Act:

- The APE must include any direct or indirect impacts that may be caused by the undertaking. In addition to determining direct impacts to any properties within the defined APE, visual and auditory indirect impacts will be analyzed for all eligible or listed historic properties that may be located adjacent to or beyond the defined APE limits.

The proposed APE for the historic cultural resources survey in the project study area varies depending on the specific area, the nature of the proposed work, and the density of possible historic resources within any given segment of the survey area. Areas with a low density of historic properties are defined as sparsely developed rural areas and these have a different APE range from the high density areas found in the historic core of Colorado Springs. In addition, the APE was expanded to allow for any related action, such as interchange reconstruction, frontage road relocation, alignment shifts, and potential for visual, cumulative, and auditory impacts beyond the established APE.

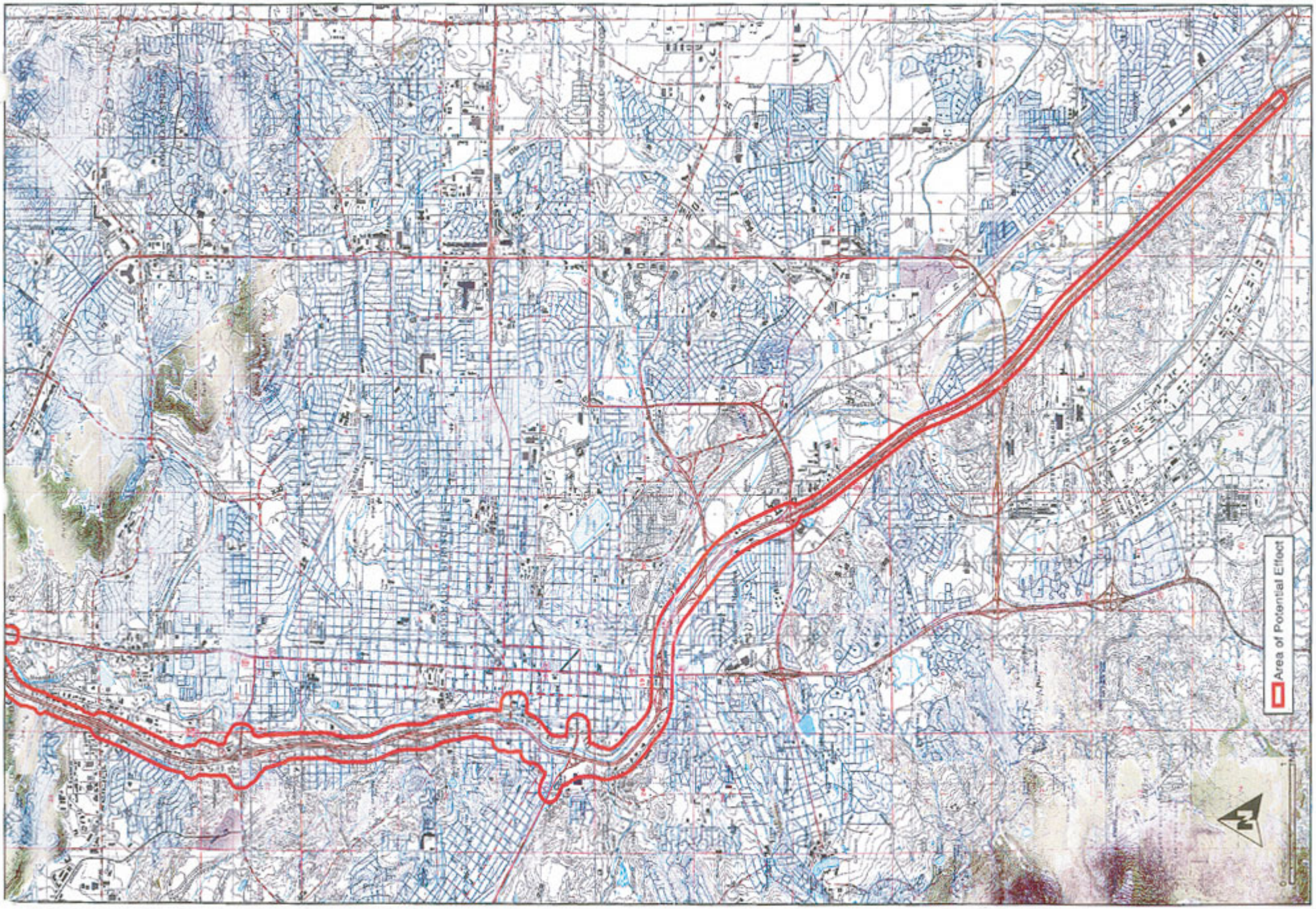
The APE for this project was established in a meeting with the State Historic Preservation Office (SHPO) representative, Kaaren Hardy, and project historians on March 27, 2001 as an area of 250 feet from the highway Right-of-Way (ROW) on both sides of the I-25 corridor in the less densely populated rural areas and 500 feet from the highway ROW in densely populated urban areas

A second meeting to confirm the limits of the APE was held on April 27, 2002, at the Colorado Department of Transportation (CDOT) Denver office with Kaaren Hardy, SHPO; Judy DeHaven and Dick Annand, CDOT, Region II; Chris Horn and Edrie Vinson, Federal Highways Administration (FHWA); Jane Crisler, Advisory Council for Historic Preservation (ACHP); and Barbara Norgren, Dawn Bunyak, and Dianna Litvak, historic resources consultants for the project. (See Figures 1a and 1b for APE maps.)



El Paso County Interstate 25
Environmental Assessment

Figure 1a
Historic Area of Potential Effect



El Paso County Interstate 25
Environmental Assessment

Figure 1b
Historic Area of Potential Effect

2.2 Proposed Work in the Project Area

The purpose of the proposed project is to improve north-south mobility in the I-25 corridor through El Paso County, for the benefit of local as well as inter-regional travel. Specific objectives designed to meet this purpose include:

- Mitigate current and projected traffic congestion on I-25 within the Pikes Peak Region through the year 2025,
- Improve mobility in the I-25 corridor, consistent with Colorado's Strategic Transportation Project Investment Program (Senate Bill 1) and the voter-approved TRANS referendum,
- Maintain transportation system linkages needed for regional economic vitality, serving employment and business centers, including downtown Colorado Springs and major defense installations,
- Be consistent with the goals of the regional transportation plans (i.e. PPACG TIP and Destination 2025 Plan), including the mandate to meet air quality conformity requirements, and
- Improve transportation system efficiency through transportation system management, in coordination with regional efforts to encourage use of alternate transportation.

The Colorado Department of Transportation conducted a South Front Range Corridor Assessment Study to determine the transportation needs of the South Front Range from Denver to Pueblo. The study concluded that the corridor segments from Denver to Castle Rock and from Colorado Springs to Monument do not have the physical capacity to accommodate year 2020 demand and should be further examined to determine what improvements are needed. However, there was no overriding need for improvements to span the entire corridor (Denver to Pueblo) by the year 2020, or the entire Denver to Colorado Springs segment by the year 2020. As a result, independent studies were conducted to determine needed improvements between Denver and Castle Rock, and between Colorado Springs and Monument.

In 1992, the *Corridor Feasibility Study*: I-25 Colorado Springs assessed the Interstate 25 facility. As a result, many projects to improve safety, but not increase capacity, were undertaken and are currently underway or completed under Categorical Exclusions obtained through the Federal Highway Administration, the lead federal agency for the projects. In October 2000, Wilson and Company prepared a Mode Feasibility Alternatives Analysis for Interstate 25 that examined alternative routes, and other modes of transportation, such as public transportation and carpools. This analysis resulted in the Proposed Action that is the subject of the I-25 El Paso County Environmental Assessment, in addition to the No Action Alternative.

Capacity improvements in the I-25 corridor are needed to enhance current north/south mobility and to serve future demand in the rapidly growing Colorado Springs metro area. The present four-lane facility is inadequate to handle current traffic and will suffer congestion failure for 2025-projected traffic. More than 11-miles of the highway operate at Level of Service (LOS) E or lower. As the Pikes Peak region has continued to grow in population, I-25 has become the one of the region's most heavily traveled and congested corridors through the center of Colorado Springs during the morning and evening rush hours. It is inevitable that traffic will increase as the county's population reaches the projected 30% increase between 2000 and 2020.

The purpose of the historic cultural resources section of the I-25 Environmental Assessment is to determine if there are any potential environmental impacts to historic resources for a multi-phased approach to provide capacity improvements on I-25 between Monument (at the State Highway (SH) 105 Interchange), through the greater Colorado Springs area, and ending at the SH 16 Interchange. The following phases will be investigated as part of the EA components:

Phase 1: Widen I-25 to six lanes between South Circle Drive and Briargate Parkway.

Phase 2: Widen I-25 to six lanes from Briargate Parkway to the Monument (SH 105) interchange.

Phase 3: Additional carpool lanes between US 24 Bypass and Briargate Parkway and widen I-25 to six lanes from US 24 Bypass to South Academy Boulevard.

See the Effects and Mitigation section of this report for locations and descriptions of the proposed construction of the proposed action.

3.0 HISTORIC CONTEXT

3.1 Regional Background

The Pikes Peak region is blessed with natural wonders that were formed billions of years before any form of life existed in the area. Pikes Peak and the rest of the Front Range mountains are the result of an ancient seabed and later mountain building caused by uplift in the earth's crust. Red sandstone slabs were set on end during this creation period and created the spectacular area known as the Garden of the Gods. Centuries of wind and water erosion shaped the streams and riverbeds in the area, including Fountain and Monument creeks that flow through Colorado Springs.

3.1.1 El Paso County

The first humans to occupy the area that eventually became El Paso County were prehistoric nomadic tribes that followed migratory wild game. A Spaniard Cabaeza de Vaca, who lived with the Indian tribes sometime after 1825, left the first written record of occupation in the area. Nomadic tribes such as Ute, Comanche, Pawnee, Sioux, Cheyenne, and Arapahoe inhabited the land in the Pikes Peak Region making seasonal moves between the mountains and the plains. The Native

Americans dominated the area until the early nineteenth century when American explorers, fur traders, and trappers came into the region in search of pelts.

Then came the “Great Surveyors.” In 1806, Lieutenant Zebulon M. Pike led an expedition up the Arkansas River and discovered the mountain peak west of Colorado Springs that now carries his name. Lieutenant Stephen H. Long arrived in the area in 1820 by way of the Platte River and returned to the East following the Arkansas River. Colonel Henry Dodge came to the area in 1835 and was followed five years later by Lieutenant John Charles Fremont and his survey crews, who returned again for a second survey. The waterways that carved out the local creeks also provided a natural thoroughfare from the plains into the mountains west of Colorado Springs.

The trails used by the early explorers and trappers closely followed the riverbeds of the Arkansas and the Platte and two creeks, Monument and Fountain. The Cherokee Trail crossed the southern part of the county. Another historic trail followed Monument Creek that runs north south through Colorado Springs and roughly follows the present I-25 corridor. The trail is no longer visible due to the ravages of time and the construction of railroads and roads. The early Pueblo, Colorado City, and Denver stagecoach road partially followed this trail along Monument Creek, too. During World War I, portions of this stagecoach road were incorporated into the early automobile road that became known as the Great North South Road until route numbers were assigned and it became US 85-87.

The discovery of gold in the mid-nineteenth century brought thousands to the Pikes Peak region. Many gold-seekers returned to their eastern homes claiming the Pikes Peak gold rush was a hoax, but others remained and settled on homesteads out on the plains to farm and ranch or to live in the infant communities of Colorado City, Colorado Springs, and Pueblo.

When the new Colorado Territory was established in 1861, President Abraham Lincoln appointed William Gilpin as governor, who in turn appointed county commissioners for the newly established El Paso County, one of the original counties laid out by the Territorial Government in 1861. Colorado Springs became its county seat in 1873.

Colorado Springs is situated on a high plateau at the foot of Pikes Peak at an altitude of 5,900 feet above sea level. The area, commonly referred to as the Pikes Peak region, is located east of the Front Range of the Rocky Mountains with the Great Plains stretching out to the east. Pikes Peak and the Front Range mountains represent the western limits of El Paso County. Thirty miles to the east, the Platte River forms its eastern boundary. The small community of Palmer Lake, situated at an elevation of 7,237 feet, is the northern boundary and the southern boundary is Black Squirrel Creek that separates El Paso County from Pueblo County.

The county is recognized for its diversity of terrain. Altitudes range from 5,096 feet on the plains to 14,110 feet at the summit of Pikes Peak. It covers approximately 2,000 square miles. To the south

and east of Colorado Springs are the plains, once called the “Great American Desert” by early explorers. Ranchers and homesteaders settled this relatively flat terrain in the nineteenth century. The plains were ideal for grazing cattle and sheep. The Black Forest area, north and east of Colorado Springs, was an ideal farming and lumbering region. Farmers and ranchers settled the area south of Colorado Springs, in the vicinity of Cheyenne Canyon. To the west of present day Colorado Springs is Ute Pass, which was to become the route of the Midland Railroad and principle transportation artery into the lucrative mining districts of Cripple Creek, Leadville, and Aspen.

3.1.2 Early Euro-American Settlement of El Paso County

Settlers moved onto the plains of El Paso County following the Civil War. In the late 1860s, the United States Government offered a free quarter section of land in eastern El Paso County to people who would settle there and work the land for five years. These first homesteaders arrived with high hopes in the 1880s only to face the perils of drought, dust storms and blizzards. As many of the farms failed, due to the adverse conditions of climate and weather, the land was taken up by ranchers and used as rangeland for their cattle.

The Divide

The section of the county known as the Divide (named by surveyor and explorer Lt. John C. Fremont) is found north of Colorado Springs, west of present day town of Monument, and extends eastward out onto the plains. Due to its elevation, the weather is unpredictable and vastly different than surrounding terrain. The Divide frequently experiences rain, lightning, hail, floods, and snow. One of the earliest industries in the area was lumber. As early as 1870, freight outfits hauled railroad ties for the Kansas and Pacific Railroad and later the Denver and Rio Grande.[1] Surveyor Frederick V. Hayden recorded three mills on his 1877 survey map. At one time, this area provided lumber for railroad and mine construction in northern New Mexico, southern Colorado, Denver, and Colorado Springs. Many of the buildings in Denver and Colorado Springs were built with lumber from the Divide. The lumber industry waned in the 1920s. Another major industry in the area of the Divide was farming and ranching. Unlike other Colorado farm country that relied heavily upon irrigation, the Divide farmland produced large crops without irrigation. Farms on the Divide provided local markets with such crops as potatoes and grain. Cattle ranches and dairies also abounded in the area.

Monument

Monument was founded in 1869 and named for the rock formations to the west of town. Initially, it was identified as a ranching town and connected to the outside world via early stage lines, but the arrival of the railroad in the early 1870s altered the character of the town. A depot and a section

house were built and soon houses and businesses surrounded the station. In 1907, it had two railroad depots—the Santa Fe and the Denver and Rio Grande. Adjacent to the railroad, the town became the shipping point for the Divide potato farmers. Creameries in Monument served the area dairy farms and sold products to Colorado Springs and the growing resort community at Palmer Lake. A little town east of Monument, named Gwillimville, grew up around a cheese factory that the creameries most certainly supplied. The Tri Lakes Chamber of Commerce is now housed in the old Gwillimville School, which was moved to the present location overlooking highway 105. Today, the town continues to grow, but more as a bedroom community to Colorado Springs and a junction on Interstate 25.

Husted

Husted, a small ranch and lumber community, began to develop south of Monument. The town was named for Calvin R. Husted, who operated a nearby sawmill in the Black Forest. He lived in the area from about 1866 to 1878. The town grew with the introduction of the Atchison, Topeka, and Santa Fe Railroad and the Denver and Rio Grande, which provided a lumber and cattle loading stop on its route. A post office, church, and a few businesses surrounded the small, frame Santa Fe depot. The first post office was in the Denver and Rio Grande station. The post office closed in October 1920 with the decline of the town's economy and population. Even U.S. Highway 85-87 running through town could not keep the town alive. In the mid-1950s, the land surrounding Husted was bought by the U.S. Government to build the Air Force Academy. By this time, most of the town's buildings were either gone or in serious disrepair. The Husted site is in the vicinity of the interchange for the north entrance to the Academy.[2]

3.2 Historical Events

3.2.1 Railroad Building

The railroads may have been the single greatest influence on growth and prosperity in Colorado from 1870 into the early twentieth century. After the railroads reached Colorado, they spread throughout the state. Railroads promoted settlement and growth in Colorado Springs and other communities, not only along the Front Range and on the eastern plains, but in the mining regions of the mountains as well. Numerous rail lines eventually ran through the city, but two of the major railroads that primarily influenced Colorado Springs' growth were the Denver and Rio Grande and the Atchison, Topeka, and Santa Fe.

---

[1] El Paso County Land Use Development (CO), "Historic Sites and Structures: El Paso County, Colorado," by Elaine Freed and David Barber (1977), 13.

[2] Colorado, Department of Transportation, "Powers Boulevard Extension Survey Report, Project #STM M-240-014 (SUB 10531)," by Roxanne Eflin, May 4, 1995.

Colorado and El Paso County Railroads

In 1870, former employees of the Kansas Pacific Railroad, which had just completed the Kansas to Denver connection, organized the Denver and Rio Grande Railroad Company (D&RG) with aspirations of a southern route to the Pacific Ocean and to Mexico. Led by General William Jackson Palmer, the fledgling railroad company introduced a narrow-gauge track three feet wide that was cheaper to install than the standard gauge at 4 feet 8 ½ inch and more importantly it could tackle the tighter curves and steeper grades. The D&RG proposed route headed south from Denver to create the towns of Castle Rock, Palmer Lake, Colorado Springs, and El Moro. By January of 1872, rail cars were barreling down the line between Denver and Colorado Springs. With the discovery of gold and silver, the company soon veered west from its track in Pueblo to the silver city of Leadville and west from Walsenburg to the San Juan Mountains creating the towns of Alamosa, Antonito, and Durango. In 1881, Palmer proposed a route from Pueblo to Salt Lake City that would be a tributary to the mining districts and provide a direct route west. With the latter extension, the D&RG became the first railroad to cross Colorado and reach Utah in 1883 to beat its rivals. In 1901, Palmer sold his interest in the D&RG and concentrated on philanthropic efforts in his beloved hometown, Colorado Springs. In 1921, the D&RG was reorganized as the Denver and Rio Grande Western. When D&RGW owner Philip Anschutz purchased the Southern Pacific in the 1980s, the D&RGW identity was eventually replaced with the Southern Pacific logo.[3]

A second rail line that played an integral role in the development of southern Colorado was the Atchison, Topeka, and Santa Fe Railroad (Santa Fe). The railroad company was chartered in 1859 to build a line in Kansas between the towns of Atchison and Topeka and its first president was Cyrus Holliday from Pennsylvania. The company was reorganized in 1863 as the Atchison, Topeka, and Santa Fe Railroad Company with high hopes of reaching Santa Fe (New Mexico). The Kansas-based railroad created many Colorado towns, including Lamar, Las Animas, La Junta, and Granada. The line first reached a spot eleven miles west of the Colorado-Kansas border in 1873 where railroad company surveyors platted the town of Granada. Financial problems delayed the construction to La Junta until 1875, but the line quickly arrived in Pueblo in 1876. Between April and October 1887, the Denver & Santa Fe Railway Company (D&SF) began laying track south from Denver to Pueblo that paralleled the Denver and Rio Grande railway. In 1900, the Atchison, Topeka, and Santa Fe Railroad bought out the D&SF line. Eventually the Santa Fe had lines between Chicago, San Francisco, Galveston, El Paso, and Denver. In 1916, the Santa Fe constructed a “modern” railroad depot at 555 E. Pikes Peak; it is extant and in 2002 is a popular restaurant and shopping district. In 1944 the

[3] Thomas J. Noel, Paul F. Mahoney, and Richard E. Stevens, Historical Atlas of Colorado, (Norman, OK: University of Oklahoma Press, 1994) 28. For more history on the D&RG see Robert G. Athearn’s history, Rebel of the Rockies: A History of the Denver and Rio Grande Western Railroad (New Haven: Yale University Press, 1962).

Atchison, Topeka and Santa Fe was one of the four leading railroads operating in Colorado with some 617.32 miles of main track.

Along the course of its line, several small towns sprang up and disappeared over time. In the survey area north of Colorado Springs, the towns of Pring, Husted, Edgerton, and Pikeview have come and gone. The rail station at Pring, once located near the present Baptist Road Interchange, had its station moved in 1936 to north of Palmer Lake. As discussed earlier, Husted was removed with construction of the North Gate entrance to the U.S. Air Force Academy. Edgerton was found south of the Academy. Its post office was relocated to the south at Pikeview, which in turn disappeared with the shut down of the coalmines.

The parallel tracks of the Denver & Rio Grande and Santa Fe railroads between Denver and Colorado Springs were badly damaged after the 1965 Plum Creek flood. The last Santa Fe train to run between Denver and La Junta was in May 1971.[4] The Santa Fe tracks were abandoned and both the Santa Fe and D&RG used the D&RG rails. Later the El Paso County Commissioners bought the Santa Fe right of way from Palmer Lake to Colorado Springs for the new Santa Fe Regional Trail, a recreation trail for walkers and bikers.[5] Five major rail trestles and smaller bridges along the route were removed. A 6.5 mile section of the Santa Fe Regional Trail runs through the Air Force Academy.[6]

In the mid-1880s, a third railroad line, the Colorado Midland, ran west from Colorado Springs into the mountains through Ute Pass to Buena Vista on to Leadville and eventually to Glenwood Springs in 1887. The Colorado Midland Railway was James Hagerman's answer to carrying gold and silver ore from the mining camps to Front Range smelters and reduction works. Between 1883 and 1890, Hagerman constructed a 261-mile system across Ute Pass to the mining districts at Aspen, Leadville, and Cripple Creek. It was the first standard gauge railroad in the Colorado mountains. Contributing to the tourist resort image Colorado Springs so eagerly sought, the line offered "Gambler's Specials" to Cripple Creek and "Wildlife Excursions" into Eleven Mile Canyon between 1887 and 1918. The Colorado Midland Railroad Company was plagued by inept management and after several bankruptcies and reorganizations it finally was abandoned between 1949.[7]

---

[4] Colorado Springs *Gazette Telegraph*, 2 May 1971, p. 28.

[5] Colorado Springs *Gazette Telegraph*, 21 April 1981.

[6] Information taken from the Colorado Cultural Resource Survey, Linear Component Form for 5EP1003.9 filed at the Colorado Historical Society, Denver, Colorado.

[7] Personal correspondence with Chuck Yungkurth, Library Researcher at the Colorado Railroad Museum, Golden, Colorado, 19 August 2002; "Colorado Midland History," [http://www.crrm.org/railroad-equipment], 13 August 2002; and Rosemary and John Hetzler, Colorado Springs and Pikes Peak Country (Norfolk, Virginia: The Donning Company, 1981, 1989) 111.

The Railroad and Colorado Springs

In Cities of the American West: A History of Frontier Urban Planning, author John W. Reps contends that Colorado Springs is a good example of how the American urban West might have been if railroad companies had invested more forethought in town building. Reps asserts that due to “skillful planning, substantial investments in community facilities, and honesty in promotion of settlement and land sales” Colorado Springs became the epitome of a successful railroad town.

When Colorado Springs was platted, the railroad ran along the western edge of the city. However, over time the city expanded west until eventually the railroad ran directly through the center of the city and branch lines split the west side into north and south sections. Although the inhabitants of Colorado Springs became accustomed to their city being divided into sections, a 1912 report roundly criticized the location of the railroad operations and tracks that hampered residential development and destroyed views. In his 1912 report to the Colorado Springs officials, Charles M. Robinson, a civic architect and planner from New York, submitted a plan for city improvements. Robinson carefully outlined suggestions to beautify the city. One of Robinson’s suggestions was to remove the railroad tracks that divided the city. No tracks were removed until late in the twentieth century. Even though the rails of the Colorado Midland RR are now gone, the Westside neighborhood does not appear to be unified in any manner, more than likely due to the light industrial centers that divide the residential areas from one another. Although the railroads don’t play a major role in the city’s economic success story today, Colorado Springs’ identity is still clearly rooted in its railroad town history.

3.2.2 Mining

In Colorado, before there were railroads, there were mines. Although the labyrinth of Colorado railroad lines would lead people to believe that the railroad delivered labor and equipment to the mountains, which in turn unlocked the mining districts, the reverse is true. By foot, horse, and wagon, miners trudged into the Rocky Mountains searching the bonanza that would make them millionaires. As camps grew into towns and eventually cities, they presented rich opportunities for entrepreneurs in trade and real estate. Mining involved shipping large, cumbersome loads of food and basic necessities, as well as lumber and heavy equipment, in by horse, mule, or wagon. In turn, ore was hauled out by the same means. Weather and poor roads caused numerous interruptions. The high cost of hauling ore out of the mountains to smelters and markets dissuaded investors in Colorado mining districts until state officials successfully wooed entrepreneurs and railroad companies for service to its mining districts. By the 1870s, when a web of rail lines began to spread across the Colorado landscape, Colorado’s gold rush gave way to silver’s bonanza days. In El Paso County, the last and richest Colorado gold district patiently lay in wait on the 9,500-foot western flank of Pikes Peak.

Bonanza in Cripple Creek

In 1890, Bob Womack tending cattle on a ranch along Cripple Creek panned for gold in his spare time. When Womack discovered the El Paso lode in Poverty Gulch, the shack he lived in and the cattle ranch were overrun with Argonauts. The city of Cripple Creek was platted in 1891. The town of Victor soon followed. Three railroads rushed in and ore poured out. Although Cripple Creek became an instant city with hotels, saloons, streetcars, even a stock exchange, many of its millionaires built their permanent residences in Colorado Springs. As a result, the city benefited through donations from its new citizens. The new millionaires founded and endowed many of the city's institutions for art, education, and charity. Between 1890 and 1900, the population of Colorado Springs more than doubled and the city was one of the wealthiest in the country.

Cripple Creek gold also brought new life to Colorado City when it became an industrial center with ore-reduction mills and railroad shops for the railroads chugging in and out of the mining district. The mill workers and miners who lived in Colorado City and the west side of Colorado Springs found entertainment in the town's numerous saloons and dance halls. With the demise of Cripple Creek's mines in the 1920s, Colorado City and the Westside languished and had all but disappeared when it was annexed into the larger city known as West Colorado Springs.

Colorado Coal Fields

Precious metals were not the only natural resources mined in Colorado. Fossil fuels, such as oil, gas, and coal can be found throughout Colorado. With the introduction of the steam locomotive to Colorado, railroad companies creating subsidiary companies and company towns strategically ran sidings to any significant coal deposit. Colorado's coal mines are located in three general areas: a northern field in Jefferson, Boulder, and Weld counties; middle field in Fremont, Park, and El Paso counties; and southern field in Las Animas, Huerfano, La Plata, and Dolores counties. Almost all of this coal was bituminous or sub-bituminous. One of the biggest coal operators was the Denver and Rio Grande subsidiary, the Colorado Coal and Iron Company headquartered in South Pueblo. General Palmer formed the company in 1880.[8]

Coal Mining in the Colorado Springs Area

Mining in the Colorado Springs Coal Field began with the Gehrung Mine near Rockrimmon Road before 1873, but production did not begin in earnest in the area until the Franceville Mine opened in 1882 near present day Peterson Field. In the study area, the largest mines began between 1897 and 1902 and were primarily developed to support the mining industry in Cripple Creek. They include

[8] Carl Ubbelohde, Maxine Benson, and Duane Smith, A Colorado History (Boulder, Colorado: Pruett Publishing Co., 1976) 204-205.

Pikeview (Carlton), Williamsville (Altitude), Danville, Curtis, Keystone (Austin Bluffs), and the Rapson. Principal consumers were mills, smelters, and railroads. Coal was also used in Colorado Springs to generate electricity and to heat homes. Mining in the coalfield continued until 1969, but Pikeview was that last large mine to close in 1957. The Colorado Springs Coal Field produced 15.5 million tons of coal over an eighty-year period reaching its peak production in 1922 with 388,162 tons.[9]

The Pikeview Mine, previously the Carlton Mine, was the largest mine in the study area. It produced more that half of all the coal mined in the Colorado Springs Coal Field. A company town, Pikeview, was located due west of Pulpit Rock and north of Colorado Springs in the vicinity of Rockrimmon Boulevard. In 1899, the Pikes Peak Coal Company was organized after purchasing three mines including the Carlton. In 1917, A.E. Carlton, the owner of Golden Cycle Corporation, bought the Carlton Mine and the name was changed to Pikeview Mine. With his purchase, Carlton had an exclusive source of coal for his Golden Cycle reduction mill in Colorado City, his mines in Cripple Creek, the Midland Railroad and to heat the buildings in the company town of Pikeview. Production remained high throughout World War II and into the 1950s until industries and homes converted to gas for heating. A miners' strike in 1955 and a fire in 1956 spelled the end of mining at Pikeview. The mine closed on June 3, 1957. Carlton owned the mine until it closed in 1957. Carlton, who came to Colorado for his health, was one of the wealthiest men in the area.

3.2.3 Tourism in Colorado Springs

After the transcontinental railroad line made Colorado easily accessible to the rest of country, the state became a tourist destination. Tourism was promoted through the 1870s and 1880s by the railroad companies. Colorado Springs was a prime resort center during those years due to the proximity of many scenic and natural attractions, such as lofty Pikes Peak. Other scenic wonders included the Garden of the Gods, one of the most acclaimed sights around with its surreal red sandstone formations, and the mineral springs in the neighboring town of Manitou Springs, also established by Palmer's D&RG railroad line. In 1878, Colorado Springs could accommodate 25,000 tourists in hotels, boarding houses, and rental rooms. The Antlers Hotel, completed in 1883, was touted as among the best in the country.

Colorado Springs not only gained the reputation as a pleasure resort, but also as a health resort. It was believed the dry Colorado air helped to cure tuberculosis and other pulmonary diseases. People flocked to Colorado Springs and Denver hoping to be cured. Those that could not afford better accommodations lived in tents on the outskirts of the city. As more was learned about tuberculosis and its treatment, sanatoriums were built, such as the Glockner and Cragmor in Colorado Springs and Denver's National Jewish Hospital.

---

[9] "North Nevada/Rockrimmon Interchange," Historic Resources Survey Report prepared for Daniel, Mann, Johnson, &

3.2.4 Early Settlement of Colorado Springs

A number of historic events, especially westward expansion of the railroad and mineral discoveries in Colorado's Rocky Mountains, directly impacted the history of Colorado Springs. With the cry of "Gold!" miners, settlers, and developers rushed westward across the plains and into the Pikes Peak Region. As early as 1858, speculators considered the area ripe for development as a portal from the plains through the passes into South Park's mining camps at Tarryall, Hamilton, Fairplay, and Buckskin Joe. Plats were filed for the now defunct towns of El Paso and El Dorado City. However, El Paso never developed beyond one log cabin and a few small ragged tents. It was not until 1859 when a group of Denver businessmen formed the Colorado City Town Company and an outfitting station was successfully established to supply miners heading through Ute Pass into the South Park mining district. Colorado City grew rapidly during its first years, but its prosperity was short lived. The development of Colorado City was severely impacted by a declining population due to the outbreak of the Civil War and hostilities between local Native American tribes and white settlers, which frightened off miners and settlers alike. It was not until the late 1860s when a visionary with a dream and financial backing rode on horseback into the region.

General William Jackson Palmer came to Colorado to survey for the Kansas Pacific Railroad. Often referred to as the "Father of Colorado Springs," Palmer was born in Kent County, Delaware in 1836. His early training as a railroad-builder began at age 17 when he joined the Engineer Corps of the Pennsylvania Hempfield Railroad. He spent a year in England studying civil and mining engineering and locomotive technology. When Palmer returned to the United States, he became the personal secretary to J. Edgar Thomson, president of the Pennsylvania Railroad. Palmer went on to work closely with Andrew Carnegie on a western route from Pennsylvania. However, national events would briefly interrupt Palmer's career in railroad building.[10]

When the Civil War broke out, Palmer joined the Fifteenth Pennsylvania Volunteer Cavalry and rose quickly in the ranks to become a captain, colonel, and eventually a brigadier general in 1865. At the end of the war, after exemplary military service, General Palmer left the Army and was elected secretary and treasurer of the Kansas Pacific Railroad, which later became the eastern division of the Union Pacific Railroad.

When the Kansas Pacific rail line reached Denver in the fall of 1870 and the Union Pacific had decided on a more northern route on its course to meeting the Central Pacific Railroad in Utah, Palmer's job was completed. In early fall of 1870, Palmer and former employees of the Kansas

---

Mendenhall, Inc. by Barbara Norgren (IM 0251-328), March 2000.

[10] Biographical materials on General William Jackson Palmer were collected from a number of sources. For history on Palmer refer to the following works, Marshall Sprague, Newport in the Rockies: The Life and Good Times of Colorado Springs, revised ed. (Chicago: The Swallow Press, Inc., 1971), Robert G. Athearn, Rebel of the Rockies: A History of the Denver and Rio

Pacific organized the Denver and Rio Grande Railway Company. They had lofty aspirations of reaching as far south as Mexico City, not with the standard rail 4 feet 8-1/2 inch gauge, but by constructing the first narrow gauge railroad in Colorado. At 3 feet wide, the Denver and Rio Grande Railroad (D&RG) could be installed for about two-thirds the cost of the standard. Palmer had great faith in the narrow gauge line. It was standard in Europe and successfully climbed steeper grades and hung tighter to curves than the standard rail.[11]

While surveying a line between Denver and New Mexico for the Denver and Rio Grande Railroad, Palmer fell in love with the terrain south of Denver and Monument. At the base of Pikes Peak, Palmer recognized the potential for a city where the undulating plains were arrested in their westward progression by the majestic Rocky Mountains. Natural landforms, abundant waterways, and proximity to profitable, if inactive, mining districts were added bonuses. He was sure that the construction of a north-south railroad would increase land values and attract settlers to the area, who in turn would bring business to the railroad companies. However, Palmer's interest in the area did not lie strictly in its economic viability. Palmer was drawn to its beauty. Where others saw a bleak and desolate land along the creeks, Palmer envisioned a community as a "health and pleasure resort" where the genteel population of the East coast and Europe would flock to create a cultured colony in the West.

First Palmer had to purchase a town site. He disregarded the almost abandoned town of Colorado City and looked east to land closer to several creeks. The area was used primarily for grazing cattle by a few homesteaders found along Monument and Fountain Creeks; the rest was unclaimed government land. In 1869, Alexander Cameron Hunt arrived in the region on Palmer's behalf to purchase 320 acres for a town site. With the assistance of the County Clerk of El Paso County, Irving Howbert, Hunt and the Fountain Colony Company filed for acquisition of public land until they had accumulated approximately 10,500 acres.[12] The new city, Fountain Colony, later became known as Colorado Springs. For purposes of this report, the city will be from here on referred to as Colorado Springs.

On July 31, 1871, the first survey stake was driven at the corner of what would become Pikes Peak and Cascade Avenues in Colorado Springs. The terminus of Pikes Peak Avenue was calculated to provide a spectacular view of Pikes Peak. That same year, Palmer formed a land company, the Colorado Springs Company, to market and handle property sales for the new settlement. To buy lots in the new city, a membership was required. Membership in Colorado Springs required the purchase of a hundred-dollar land certificate plus purchase and/or construction of permanent buildings. Two

---

Grande Western Railroad (New Haven: Yale University Press, 1962), and Howard R. Lamar, ed., The New Encyclopedia of the American West (New Haven and London: Yale University Press, 1998).

[11] Historical Atlas of Colorado, 28.

[12] Deborah Abele, "Downtown Intensive Survey, Final Report," 1986, p8; and John W. Reps, Cities of the American West: A History of Frontier Urban Planning (Princeton, New Jersey: Princeton University Press, 1979) 583; and Ellis, 27.

thirds of the town lots and farm plots were sold at $100 per town lot, $175 per business lot, and $30 per acre for farmland. Approximately 159 structures were built by the end of the year.[13] Palmer had specific plans for his future city and hired planners, engineers, and visionaries from his comrades to develop the infrastructure of the initial 1,000-acre town site.

Educated and well traveled in Europe, Palmer closely followed popular European interest in the City Beautiful concept. He included elements found in fashionable resort towns, boulevards, parks, and extensive landscaping and vegetation. Colorado Springs was planned according to the grid street system found in eastern cities with wide thoroughfares that met to form rectangular lots and blocks. More and more western towns were laid out in a similar fashion. Colonel Greenwood, chief engineer of the railroad, laid out the town plan with blocks designed to be 400 feet long with lots measuring 50 feet wide by 190 deep.[14] The streets running east and west were 100 feet wide and the avenues running north and south were 140 feet wide. It is said that the unusually wide widths were intended to enable a horse and wagon to turn around without backing up.[15]

The streets were named for places that Palmer's railroad career had taken him and the western geography he found so fascinating. Western mountain chains, such as the Sierra Madre, Cascade, Tejon, Nevada, and Wahsatch, found their way onto street signs. Place names and the names of creeks, such as Huerfano, Cucharras, Vermijo, Kiowa, Bijou, Platte, and Boulder, graced the downtown streets. As the community expanded and streets were added, a more immediate and severe problem was a shortage of water.

Wells were driven to provide water to the earliest inhabitants of Colorado Springs. City Engineer, Nettleton, completed the El Paso Canal in 1871 to provide water to the city's growing population, water the trees Forester William Lennox planted along the thoroughfares at Palmer's request, and irrigate gardens residents eked out of the dry, arid land. The canal was an elaborate system of ditches from Fountain Creek near Colorado City to the northern part of the Colorado Springs near what is now Columbia Street. Roads, bridges, and parks were also included in the early improvements. Now all it needed was the arrival of the "genteel" masses Palmer so desired to inhabit his city.

Early Colorado Springs was promoted throughout the U.S. and Britain as a mecca for well-to-do citizens. Palmer hoped to attract people of social status and financial means, and who were of "good moral character and strict temperance habits." He intended the city to be "a place of schools, colleges, science….the most attractive place for homes in the West." Palmer chose to make his own

---

[13] Cities of the American West, 589.
[14] Ibid.
[15] North Nevada/Rockrimmon Interchangae, Historic Resources Survey.

home here and made substantial contributions to its welfare and beautification. He donated the land and funds to establish Colorado College in 1874 in conjunction with the Congregational Church.

In 1872, Palmer introduced Colorado Springs to his genteel, eastern-bred wife, Queenie. Although the railroad had begun service to the area and a commercial district was rising out of the plains, Queenie was not impressed with the infant "city" and within a relatively short time returned to the East or Europe to live. It was not until the silver strikes of 1878 and 1879 in nearby Leadville and later Cripple Creek's rise as a gold mine of wealth that the city began to flourish when mining magnates looked to Colorado Springs to build their magnificent mansions and yet remain close to their interests in nearby mining centers. Specialty shops rose among the common businesses that included stables, groceries, meat markets, and hardware stores. A city architect, George Summers, was hired to oversee the design and construction of residences and commercial buildings fitting a growing "genteel" population who arrived by train in ever expanding numbers due to Dr. William Bell's highly successful boosterism among his and Palmer's friends and colleagues in the East and England. While attending a homeopathic convention in St. Louis, Dr. Bell, an Englishman, saw an advertisement for a photographer to accompany a Kansas Pacific Railroad survey and he applied for the job. In August 1867, Bell set out with Palmer's surveying expedition and at the conclusion of it wrote New Tracks in North America to record the process of American railroad building. The text was not only an informative treatise on American railroad construction, but also a powerful boosterism tool for Colorado Springs and other railroad towns.[16] So many settlers arrived from England that the city was often referred to as "Little London," especially after the city's first police department uniforms resembled the traditional London bobby.

The city was designated a temperance community and anyone selling liquor on their premises would be required to forfeit their property. Colorado Springs was not far from the nearly defunct mining town of Colorado City, located west of Palmer's growing city. With the founding of a "dry" Colorado Springs, Colorado City once again prospered by selling liquor in saloons and gambling establishments that were prohibited in Colorado Springs. Colorado City eventually became an industrial center with mills and smelters, because manufacturing was banned in the city limits of Colorado Springs.

Regardless of Queenie Palmer's opinion of the burgeoning city of Colorado Springs, it was an immediate success and within six months of its founding, it boasted 800 residents and more than 1,050 buildings including a newspaper. The population reached 3,000 souls by 1874, and there were schools, churches, fine shops, and restaurants. Within ten years the city had a great number of

[16] Cities of the American West, 589 and Newport in the Rockies, 17.

substantial business buildings, three newspapers, an opera house, hotels, and many grand residences. The wide streets were lined with maple, locust, and elm trees shading the sidewalks.[17]

The heart of the Colorado Springs business district in the early 1870s was Cascade Avenue between Pikes Peak and Huerfano (now Colorado Avenue) Streets. The downtown quickly expanded, especially after a devastating fire on October 7, 1876, which destroyed many of the frame, commercial buildings along Cascade Avenue and Tejon Street, encourage the construction of masonry buildings. They gave the town a more permanent appearance. The residential development steadily expanded north and west as the infant city grew from its several hundred inhabitants in 1872 to over four thousand by the end of the decade.

3.3 Colorado Springs: 1880s Resort Town to Modern Metropolis

The mining, railroad, and tourism industries stimulated the economic growth and real estate development of Colorado Springs at the end of the nineteenth century. Whether it was a booming mining industry in the Pikes Peak Region that drew the railways into the area or the boom was a result of the arrival of the railroads, Colorado Springs became a destination. A number of railways joined the Denver and Rio Grande Railway Company beginning in 1878 with the Atchison, Topeka, and Santa Fe Railroad soon followed by the Denver and New Orleans line in 1882 and Colorado Midland Railroad in 1883. All were vying for passengers and hauling contracts. With the expansion of the railroad, even more people flocked to Colorado Springs. Many individuals came to prospect and when they found the claims snapped up became laborers in the mines or manufacturing industry in the region. Others came for the restorative air of the Rocky Mountains.

During the late nineteenth century, the development of the local health industry blossomed, as the Rocky Mountains and arid western destinations became a refuge for people who had trouble breathing. As gasping patients left polluted eastern cities for the clean western clime, the Colorado Springs Company quickly began to distribute promotional literature stressing the refreshing mountain air found in Colorado Springs. “Lungers” came by wagon and train to find a cure for their ailments. At first boarding houses were built to meet the needs of arriving invalids, but as their numbers swelled, businessmen invested in building hospitals and sanatoriums on free land offered especially for that purpose by the Colorado Springs Company. The company realized they and Colorado Springs could make a good deal of money on the growing and highly lucrative health industry. Because the cost of transportation and stays at sanatoriums were out of the reach of many individuals stricken by tuberculosis and other ailments, most “lungers” who arrived in Colorado Springs were well-to-do individuals. Many of the patients who were cured of their ailments remained in Colorado Springs and became leading and influential citizens.

---

[17] North Nevada/Rockrimmon Interchange, Historic Resources Survey Report.

However, not all new residents were invalids seeking a cure. With the promotion of the region through boosterism in eastern newspapers and railroad pamphlets, tourism flourished and a number of resort hotels were built. Tourists would arrive by train and stay for weeks, even months, visiting local attractions. Many returned again and again or even chose to settle in the region. To meet the growing housing needs, a building boom of sorts took place.

3.3.1 Residential Development in Colorado Springs

Colorado Springs has had three major building booms after its initial founding. The first, in the 1890s, came after gold was discovered in Cripple Creek. The second was during World War II with the military's presence at Ent Air Field and Camp Carson, now Fort Carson. The third period of growth began about 1954 with 1) the announcement of the construction of the Air Force Academy (completed in 1959); 2) Fort Carson turned into a permanent military installation; and 3) Peterson Air Field developed into one of the earliest bases of the newly created U.S. Air Force. With each period of development, Colorado Springs' suburbs appeared.

There are four major chronological periods of American suburbanization: 1) Railroad and Horsecar Suburbs (1840s to 1890s), 2) Streetcar Suburbs (1888-1920s), 3) Early Automobile (1920s to 1945), and 4) Freeway Suburbs (1945 to 1960s). Each of these suburban periods produced its own characteristic landscape with distinctive stages of development. A transportation network for vehicles allowed residential development upon available rural land, which was soon followed by construction of community facilities such as churches, schools, and commercial centers.[18]

Residential development occurs in layers. The first layer establishes the use of land for residences. Second is the plan by which the land is divided and designed, including streets, pedestrian paths, and utilities. The third or final layer consists of the dwellings, garages, and community facilities, even fences.

There are three recognized stages of land development in the United States. The process is loosely divided into three overlapping stages: subdivider, homebuilder, and community builder. The subdivider stage (1870s until the 1920s) was identified as a developer or "subdivider" who acquired land, surveyed it, and developed a plan for lots and roads, and who may or may not improve the site with amenities and services. The lots were sold to prospective owner-residents who contracted builders to construct a house. Other lots were purchased by a speculator, who bought a few parcels to build houses and then sell the package to a homeowner. Subdividers operated on a small scale. The second stage was the homebuilder phase when subdividers began to build homes in their subdivisions and sold the package. They competed with others in the market by including a number

[18] The Department of Interior, National Park Service, National Register Bulletin: A Context and Guidelines for Evaluating America's Historic Suburbs by Dr. David L. Ames (Washington: Government Printing Office, 2002) 11-13.

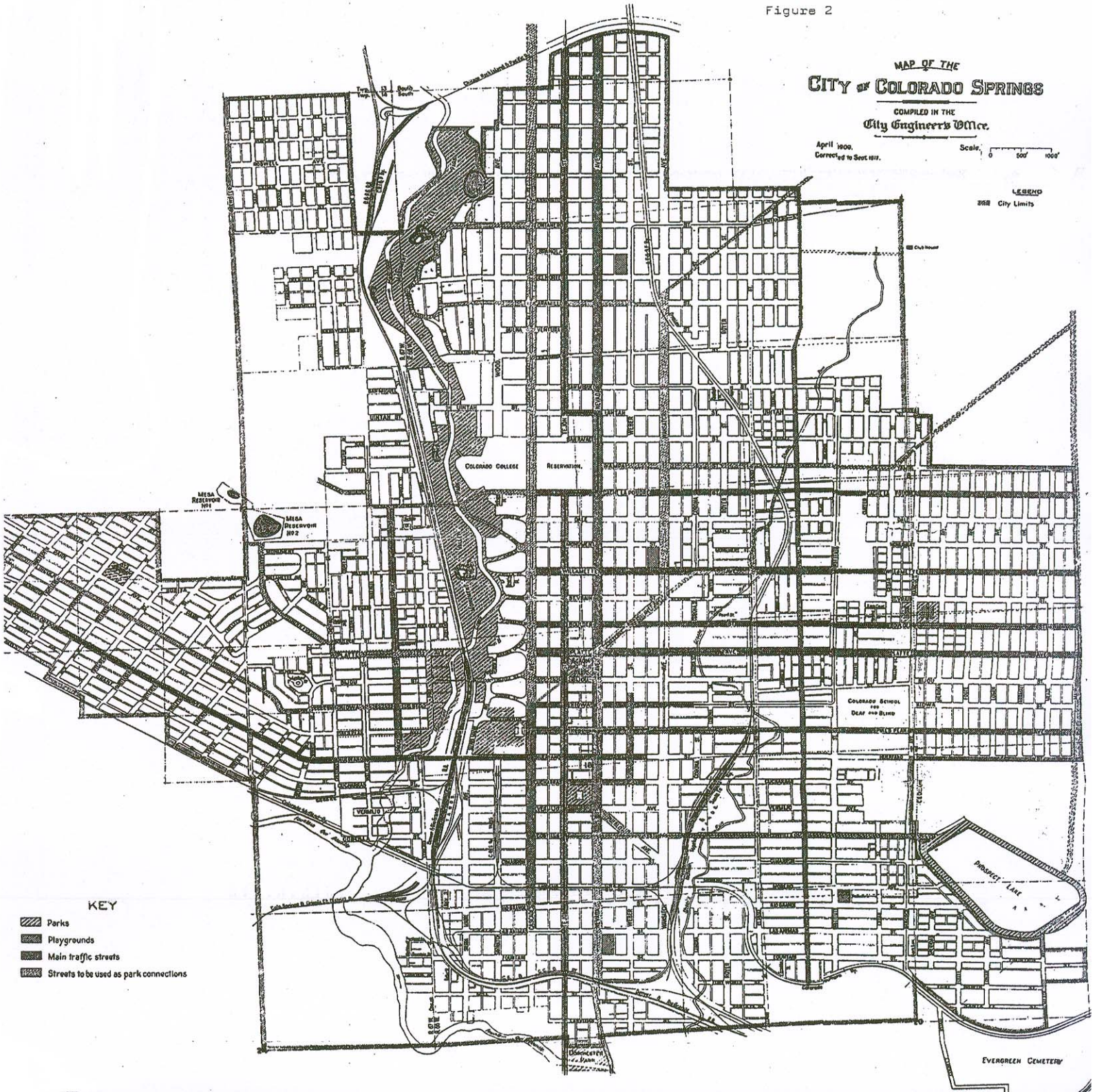
of improvements, such as graded and paved roads, sidewalks, and landscaping. This period is generally represented from the late 1920s to the 1940s. The third stage began in the 1930s and continues today; it is the community builder phase. These are large-scale operators who purchase sizeable parcels of land and develop integrated communities on it according to a master plan that includes residential dwellings, community services (e.g. schools and churches), and commercial property. They advertise a way of life.[19] All three stages of the land development process in urban centers can be identified in the historical growth of Colorado Springs.

Because Colorado Springs is a relatively new city compared to eastern cities and did not expand as rapidly as Denver, the suburban phenomenon is a relatively new concept in the history of the city. Demarcation of its older suburban areas is not as visible as in other urban centers; nonetheless, it does not mean that Colorado Springs lacks a suburban context. One must only peer a little closer at the records and maps to distinguish its residential development.

As the city expanded away from the main commercial and industrial areas, on the more rural fringe of the city, residential areas were developed. With the development of transportation technology, notably the electric streetcar and the mass-produced automobile, Colorado Springs' residents moved further and further away from the downtown area into residential or "suburban" zones. (See Figure 2).

[19] Historic Suburbs, 51-53.

Figure 2


MAP OF THE
CITY OF COLORADO SPRINGS
COMPILED IN THE
City Engineer's Office.
April 1900.
Corrected to Sept. 1912.
Scale, 0 500' 1000'
LEGEND
City Limits
MESA RESERVOIR NO1
MESA RESERVOIR NO2
COLORADO COLLEGE
RESERVATION.
COLORADO SCHOOL FOR DEAF AND BLIND
PROSPECT LAKE
EVERGREEN CEMETERY
KEY
Parks
Playgrounds
Main traffic streets
Streets to be used as park connections

3.3.2 Architecture in 1901

When the Colorado Springs Century Chest was opened in 2001, it was found to contain letters from residents who described life in nineteenth-century Colorado Springs. Among those written documents was one Thomas MacLaren, one of Colorado Springs' most talented and prolific architects. In his August 1901 letter he described the architecture of Colorado Springs. MacLaren was born in Scotland in 1863, moved to Colorado Springs in 1894, and died there in 1928.[20]

Today, one of the most notable things about the residential architecture in Colorado Springs is the preponderance of white frame houses both large and small. The Old North End Historic District may be the most representative neighborhood for elegant and large frame residences. In fact, MacLaren noted in 1901 that there were no more than 20 masonry residences in the whole city and their not-so-successful designs had been adapted from frame buildings. He also commented on the styles of the buildings noting that in 1901 there was not yet an indigenous Colorado design. He asserted that at that time all of the residences were built for people who moved to Colorado from other states and brought their own styles with them. MacLaren also noted that the prevailing styles were Colonial Revival and a number of Tudor half-timbered houses belonging to residents from England. General Palmer also had a fondness for English architecture that is reflected in the half-timbered design of this office in Monument Valley Park.

However, contrary to MacLaren's opinion about the lack of a Colorado style, Colorado Springs appears to have developed a somewhat indigenous architecture by using a great deal of native stone in foundations, porches, and the walls surrounding picturesque frame cottages. These houses, found mostly in the city's older neighborhoods, are rustic buildings similar to those in mountain resorts. For example, some of these designs are found the small San Miguel neighborhood, as well as Brookside, Ivywild, and along the road to Cheyenne Canyon. In his letter, MacLaren noted that no more than one quarter to one third of the city's buildings were designed by qualified architects. The rest were more likely designs from the popular pattern books of the time and built by a contractor.

While the majority residential buildings were built of wood, the downtown business blocks were constructed with more substantial stone or brick, many of which were architect designed. To MacLaren's mind, the Antler's hotel was the most important commercial building in Colorado Springs that had been constructed up to 1901. Designed by Denver architect, by Frederic Sterner, it replaced the original frame Antlers Hotel that burned to the ground circa 1898. The new Sterner building, on the original site of the Antlers Hotel, was touted to be fully fireproof. Sadly, it was demolished in 1964 to rise again as the Antlers Adams Mark Hotel.

---

[20] Judith Reid Finley, Time Capsule 1900: Colorado Springs a Century Ago (Colorado Springs, Colorado: Pastwords Publication, 1998) 89-97.

Many of the downtown buildings had modern conveniences. The commercial buildings were heated by steam, had electricity, and the taller ones even had elevators. Most of the private residences were heated by coal and had a combination of electric and gaslights. The larger more expensive houses boasted gas or electric ranges, hot water heaters, dumb waiters, speaking tubes, and laundry chutes to the basement where the laundry was done.

MacLaren put forth his ideas for a Colorado style to blend in with the landscape. He suggested buildings be built with low pitch roofs of red tile with deep eaves, walls of buff or white concrete stucco or brick with decorative friezes, and porches and balconies. These houses would be reminiscent of Spanish or Italian architecture. Whether influenced by MacLaren's ideas or not, any number of large and small houses with tile roofs and stucco walls were later built throughout Colorado Springs neighborhoods up to the 1940s.

3.3.3 Subdivisions and Additions

As MacLaren noted in his century letter, during the 1880s, a number of substantial homes designed by architects were constructed north of the main commercial district. Previously, the south end of Colorado Springs was the primary residential district. However, residential development shifted in Colorado Springs with the establishment of Glockner Sanatorium (which became Penrose Hospital) and Colorado College in the north. An increase in railroad and manufacturing operations, constructed in the south, prompted those in the upper socio-economic bracket to build their homes in the north end away from the pollution and noise of the rail yards and closer to the cultural center of Colorado Springs. At the same time, the working class moved into the south end closer to their jobs or potential places of employment. By 1890, Colorado Springs' population had tripled. It was transformed from a frontier settlement into a resort community with modern conveniences, such as the telephone, gaslights, and a horse-drawn streetcar service.

With the Cripple Creek gold strike, in only five years, the population tripled again. In 1900, the census reported 21,085 people. Colorado Springs' population became more heterogeneous as laborers and gold magnates flocked to the city. There was a great competition for housing. Rents rose. Hotels and boarding houses sprang up. The city suffered growing pains and residential development spread north, south, and west.

The south and southwest areas of Colorado Springs continued to grow as the primary industrial centers. A fire that started in the Denver and Rio Grande freight yard on October 1, 1898, spread quickly into nearby businesses and destroyed seven blocks between Pikes Peak Avenue and Vermijo Street and Cascade Avenue and the D&RG railroad tracks. Businessmen were not deterred; the entire area was rebuilt by 1901. The commercial district of Colorado Springs was not the only area to experience a building boom.

3.3.4 Mesa Springs

Boundaries

For purposes of this report the area that is referred to as Mesa Springs can be found between Fillmore Street on the north and Uintah Street on the south with Interstate 25 as the boundary on the eastside and Mesa Road on the west. It is made up of numerous older and newer subdivisions and additions, beginning in the north at present day Fillmore Street with Baker's Subdivision (developed in the 1950s), Mesa Springs Addition (developed in the 1950s), Roswell City Addition (platted on 12 December 1888), and Moline Addition (platted on 21 December 1901).

Development

The oldest area in Mesa Springs was platted in 1888 as an addition to Roswell City to the east. As with the rest of Colorado Springs, residential development boomed between 1890 and 1900, so much so that on the 1900 census, Roswell City boasted a population of 448 people. Within in a short time the Moline Addition was added. Many of the citizens in the area were laborers with a few professionals listed in the city directory. The houses in this area are modest cottages and vernacular architectural styles.

The area grew slowly and reflected the boom and bust period of Colorado Springs' economic development. After 1910, little residential development took place in Mesa Springs until the mid-1950s and was primarily in the northern area with the addition of two subdivisions, Baker and Mesa Springs. Walter D. Baker, a prominent real estate developer, and John H. Strauss, a local horse rancher, platted the land north of the Roswell Addition and within a short time were selling lots to local builders. Two principal builders in Baker's Subdivision were James H. Gahart and William M. Metzlar. Gahart was a general contractor from the 1950s into the 1970s. William Metzlar was also a general contractor that worked in the Colorado Springs is from the 1950s into the 1980s.

Born in Illinois in 1894, Baker came to Colorado Springs in the 1920s for treatment of tuberculosis. Walter D. Baker was founder and president of the Baker Realty Company and Armit-Baker Insurance. In the 1950s, with the introduction of the Federal Housing Administration, Baker became a loan agent for low-interest mortgages for the working class and military personnel. Baker played an important role in the post-WWII development of Colorado Springs and the northern area of Mesa Springs. The houses in this particular development were stock building plans and are all ranch designs.

When the houses in the Baker and Mesa Springs subdivisions were built in the 1950s, Fillmore Street did not extend west of Monument Creek. The residents entered the area from the east and south at Polk Street. In the 1950s, when Interstate 25 was constructed and again with highway improvements in the 1990s, many of the houses were removed. Infill has taken place in many of the older subdivisions, as well as in the post-WWII development area. Due to the different periods of

construction (1890-1910s, 1950s, and 1980s), the survey area defined as Mesa Springs does not have one particular architectural style and as a result does not have a particular neighborhood identity, as does the Westside development south of it.

3.3.5 Westside Development

In the 1860s, flour mills, meat packing plants and stockades, lumber yards, glassworks, and the Hassell Foundry and Iron Company developed along the Denver and Rio Grande and later Colorado Midland Rail lines. Breweries and saloons outlawed in Colorado Springs were roundly received in "wet" Colorado City. Railroads carried ore out of the mining districts and supplies into them. Local businesses needed laborers and laborers ultimately desired homes within walking distance of their place of employment. The Westside sprang up along the tracks and westward almost overnight.

Boundaries

The boundaries of the present day Westside are aligned with the natural landforms west of Colorado Springs, namely the Mesa, Monument Creek, and Fountain Creek. It is located west of Monument Creek, I-25, and the D&RG rail lines and extends to Colorado City and beyond. On the north, it swings around the Mesa and ends approximately at Uintah Street. On the south, the boundary extends to Cimarron Street and Fountain Creek.

Development

In a 1980s survey, Historian Deborah Abele declared, "the Westside contains one of the largest collections of late nineteenth century and early twentieth century residences in the Pikes Peak Region." The Westside is not one neighborhood, but a series of subdivisions, additions, and towns that were eventually incorporated into Colorado Springs in 1917. The area contains approximately 6500 structures, including houses, commercial businesses, schools, and churches, with over half of the resources built before 1900. There was a building boom in 1899, which was by far the principal year of residential construction in the Westside. The Westside was built primarily as a working class and moderate-income residential area and this holds true today.

An original settler in the area west of Colorado Springs was rancher Anthony Bott. Some time in the 1860s, H.M. Fosdick surveyed and platted the area for residential use. In 1873, Bott's Addition to Colorado City was Platted. Local farm and ranch land was acquired, planned, and developed. The Westside was built during the "Subdivider Stage" which explains the diverse architectural styles that result in a cottage next to a substantial house. Because it was primarily a working-class area, modest residences are the norm.

On the Westside, commercial buildings are found primarily on the major thoroughfare. Industrial areas are south closer to the rail lines. Flannigan, Colton, and Whittmore built the first flourmill in

1862 and a meatpacking plant followed it in 1863. During a mining boom period, mills and reduction works entered the area. In the 1880s, William Hassell came to Colorado to seek a cure for his tuberculosis. After he recovered, Hassell built the Hassell Iron Works in the Westside providing not only iron products for the local mining industries, but also fine iron fencing for Colorado Springs' residents. Many fine examples of these fences can still be found in Colorado Springs and other Colorado communities.

Between 1873 and 1913, some fifty subdivisions and additions were platted on the Westside of Monument Creek. Several towns (LaVergne, West Colorado Springs, East Colorado City, and Ramona) appear and disappear in this developmental period. The first addition to Colorado Springs, the Parrish Addition adjacent to the D&RG right of way, was platted in May 1874 and declared to be the first westward expansion of Palmer's "new" community.[21] Beginning in 1887, Colorado Springs annexed portions of the Westside and continued its annexation until 1917 when it annexed Colorado City.

The gold bust periods in 1903, 1912, and 1918 and the enactment of liquor and gambling laws during the Temperance Movement seriously affected the socio-economic development of the Westside. In the 1920s, the streets of Colorado Springs were still unpaved; sidewalks were slate stones or gravel walkways; one in ten residents owned a car; and five liveries were still listed in the city directory. The city itself was not advancing into the twentieth century. The local economy languished and the Great Depression sent it into a tailspin in the 1930s. By the 1920s and 1940s, there was a visible decline in the Westside mainly due to limited housing demands or available lots on which to build. Only a few hundred houses were built between 1915 and 1940. Despite an upturn in the economy in the 1940s with the introduction of several military posts in the area, the Westside stagnated. 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. In the 1970s, local citizens engaged in revitalization measures, but it was met with limited response. Today the area is again undergoing resurgence partly due to its separation from the City of Colorado Springs and because of its architecturally interesting houses and unique feeling and association with Colorado Springs' history.[22]

Westside Today

The area has a mixed land use with residential, commercial, industrial, institutional, and public lands. It is laid out on a grid pattern adjacent to the streams and mesa. The streets are roughly parallel to

[21] Deborah Abele, The Westside: Introduction to Its History and Architecture (Colorado Springs, Colorado: City of Colorado Springs, 1986).
[22] The Westside, 15.

the creeks. Spruce and Walnut Streets are the only wide streets and reflect the Colorado Springs influence and connection. Buildings are oriented towards pedestrian or slow vehicular traffic. There are few architect designed houses and most are indicative of architectural pattern book styles. The general character of the area is Victorian. Architectural styles include frame Victorians, hipped-roof cottages, Dutch Colonial Revival, Spanish Colonial, Craftsman Bungalows, and Vernacular. Westside retains the atmosphere of a small town.

3.3.6 North End Historic District - 5EP333

This area is in the northern section of Colorado Springs and is separated from the modest homes in the Westside by Monument Creek and I-25. It contains large mansions and two-and-a-half-story Victorian houses on large lots. This area would become synonymous with wealth. The district was listed in the National Register of Historic Places on December 17, 1982.

Boundaries

The boundaries of present day North End are approximately north of Uintah Street and south of Madison Street with the western boundary the houses on the west side of Wood Avenue and the eastern boundary, the houses along the east side of Nevada Avenue.

Development

In the 1870s and 1880s, very little residential construction took place north of the Colorado Springs commercial area, except for the construction of a small, co-educational liberal arts college founded as Colorado College and supported by the Congregational Church. Colorado College President Edward Payson Tenney took a risk and bought real estate north of the college as a money-making investment. Tenney envisioned a prestigious residential area and called it New Massachusetts after his home state. When residential lots did not sell as quickly as needed to pay the interest on the loan, Tenney's speculation collapsed in 1884 and the college's Board of Trustees demanded his resignation. The college languished until the Cripple Creek gold boom brought money and people to Colorado Springs. The college has since flourished and is a leading academic institution in the twentieth century.

The newly created Cripple Creek millionaires and middle-class beneficiaries of the mining industry did not want to bring their families to the "bawdy" mining camps and looked to Colorado Springs to build stock exchanges, management companies, and their houses. The city at the railhead readily provided access to their mining interests. The population of Colorado Springs doubled. In researching the history of the North End Historic District, Colorado College Professor Robert Loevy found that nearly 400 mining companies lined Tejon Street during this period. The new arrivals bought lots north of

Colorado College and large houses and mansions sprang up on the grassy lands north of Colorado Springs.[23]

The land just north of Colorado College was called the Mayfair Addition. Between 1890 and 1910, elaborate Victorian houses with fine ornamentation were constructed on these large lots. At one point more than fifty millionaires lived in the North End and a good many built on Wood Avenue, which was crowned with the moniker, “Millionaires’ Row.” Wood Avenue was named for D. Russ Wood, an early realtor in Colorado Springs. A number of Colorado Springs’ philanthropists lived in this district and contributed large sums of money to the college, tubercular hospitals and sanitariums, and the city’s charitable organizations, as well as building many of the impressive brick downtown structures.

In 1890, Dr. Boswell P. Anderson founded Glockner Hospital. A number of convalescent homes were built near the hospital on North Nevada Avenue. The hospital was named in memory of Dr. Albert Glockner of Pittsburgh, Pennsylvania. It eventually became known as Penrose Hospital and is a leading institution in Colorado Springs. With the health industry and medical facilities arrived an influx of doctors and their families into the surrounding North End district. Patients who came to Colorado for lung ailments built homes near the hospital.

As the North End expanded, so did the college. As the city grew, there were more young people available to attend college. As the college’s reputation grew with William Frederick Slocum at its head, students came from all over the United States. Slocum added faculty and buildings as the student body increased. Over time many of the faculty and administrators at the college built homes nearby. Residents from the south end of Colorado Springs also moved into the North End area. The population of the North End became an eclectic mix of professionals made up of doctors, lawyers, businessmen, educators, and college administrators. The district still reflects this same blend of residents. Even the introduction of electric streetcars in the northern neighborhood did not impact the quiet residential streets.

By the end of the nineteenth century, Colorado Springs had its first electric street car line. Construction of the Rapid Transit Railway in 1888 provided transportation between houses in the north end and the downtown business center. The Tejon Street Line ran north from the downtown area to Cache la Poudre where it headed east to Nevada Ave then swung north to Uintah Street and rolled back to Tejon Street to continue its terminus at Harrison Street and the Rock Island Railroad tracks. The circuitous route around Colorado College was due in part to the college’s reluctance to have the street cars roll through the middle of campus on Tejon, so the college constructed Palmer Hall in the middle of Tejon Street. The line provided a convenient transportation network for most residents because the neighborhood primarily runs north and south and not east and west making the

[23] Robert Loevy, “A History of the Old North End Neighborhood in Colorado Springs, Colorado(?),” TMs (photocopy), 2-4.

line easily accessible by foot. The street car lines operated until 1932 when they were converted to bus lines. The last street car ran on April 30, 1932. With the Depression and World War II came changes to neighborhood in the North End.

North End Today

With the end of gold mining at Cripple Creek in the 1920s, Colorado Springs entered a depression and continued to suffer as the national economy entered its own Great Depression. Building construction in the North End came to an abrupt end. As the national economy rebounded after the Depression and with World War II, enrollment at Colorado College increased. College administrators bought homes that bordered the campus and converted them into dormitories, offices, and classrooms. The campus expanded between San Rafael and Uintah streets. During the war, major military facilities appeared around Colorado Springs resulting in a housing shortage that impacted the North End. Speculators bought once glorious mansions and converted them into apartments. After the war, in-filling of modern construction began to take place particularly in the section west of the Old North End District and adjacent to Monument Valley Park. The houses west of Wood Avenue along the park are a variety of architectural styles built on large lots. Notable residents from this area included General Palmer's daughter, the Armstrong family who had close ties to Colorado College, Jess Lewis, secretary treasurer of Van Briggle Pottery, and Dr. Philip Loomis a renowned iris breeder.

During the post-WWII period, neighborhood residents created an association to protect the character of their neighborhood and utilized zoning laws to retain single-family residential codes. The association continued to grow and keep a vigilant eye on their neighborhood. In the 1980s, with the aid of the association, the neighborhood was listed in the National Register as the Old North End Historic District. The Victorian architectural jewels of the North End are excellent representations of the residences built during Colorado Springs' nineteenth-century development. Even though one is driving a modern automobile down the wide, landscaped streets, one almost expects to see white-clad "genteel" ladies exiting their houses for a stroll down the avenue or perhaps to have tea on the verandah.

3.3.7 San Miguel District – 5EP4200

To the west of the North End neighborhood and north of Uintah Street is a tiny neighborhood sandwiched between Monument Creek and Interstate 25 and the railroad tracks. It is a working and middle class neighborhood with a small assortment of architectural styles.

Boundaries

The San Miguel neighborhood is defined as the area north of Uintah Street, west of Monument Creek, and east of Interstate 25 and the railroad tracks. The two principle streets in the neighborhood: San Miguel Street and Glen Avenue.

Development

A 1907 Sanborn Fire Insurance Map did not even bother to include San Miguel east of the Denver and Rio Grande railroad tracks, even though many of the houses were built between 1888 and 1908. However, a 1909 City Engineer's Office Map clearly shows Glen Avenue with its distinctive jog and San Miguel. Although the first house was built in 1888 at what is presently 1224 Glen Ave, the subdivision was not platted until August of 1898 when ten more houses were built in the Classic Cottage style. In 1901, three more plats were filed for Harrison's Resubdivision, Scholz & Hinckley's Subdivision, and Scholz Subdivision. Despite these filings, only two more houses were constructed. Either the location was undesirable or the Gold Bust of 1903 severely affected construction in San Miguel.

Between 1904 and 1907, General William Jackson Palmer's crews began construction on Monument Valley Park. The park parallels Monument Creek for two miles and borders the San Miguel neighborhood on the east. When the walking trail on the west side of Monument Creek and a handsome rock entranceway to Monument Valley Park were built adjacent to the neighborhood, five more dwellings were built. Perhaps the park was an incentive to move into the neighborhood, but the creek and railroad tracks restricted any large expansion.

Just outside the southern boundary of the district, General Palmer donated in 1907 land for the Van Briggle Memorial Pottery building constructed at the corner of Uintah Street and Glen Avenue. Nicholas Van den Arend designed the elaborate brick building with its unusually shaped stacks and elegant, exterior tile work. In 1968, the building was sold to Colorado College when the Van Briggle Company moved to a larger plant located in the Colorado Midland Roundhouse near Colorado City. By 1928, the last house in San Miguel District was built raising the total to twenty-five houses in the San Miguel neighborhood.

San Miguel Today

With construction of the Uintah Street Bridge and Interstate 25, two commercial establishments appeared on Uintah Street. A service station and a commercial strip with three shops provide a buffer between busy Uintah and the neighborhood. The service station is no longer in business, but the commercial businesses draw in customers from the busy thoroughfare. In the 1990s, Colorado Springs Parks and Recreation built management offices and a maintenance yard immediately north of San Miguel District.

Turning off the busy thoroughfare of Uintah Street, visitors enter the quiet and peaceful neighborhood of small Classic Cottages and modest vernacular houses. It has been a predominantly working class neighborhood with machinists, teamsters, and masons as renters and owners, who perhaps worked in nearby Westside's industrial area. Today its residents continue to be mainly of the working and

middle classes. Due to the neighborhoods secluded location, the district has retained its unique character.

3.3.8 Ivywild and Brookside

Boundaries

The present day neighborhoods of Ivywild and Brookside are located south and west of Interstate 25. The western boundary ends approximately at Eighth Street with the southern boundary at Cheyenne Boulevard and St. Elmo Avenue.

Development

On the outskirts of southern Colorado Springs, formerly ranching country was being developed into an area for "country places" near the mouth of Cheyenne Canyon. One of the earliest builders of country homes was Colonel John Bacon, who built Glendale at Cheyenne Road and Cascade. S.P. Mederia, manager of Cripple Creek's Union Pacific Mine and Milling Company, who built a Queen Anne style house on Cheyenne Boulevard, soon followed him. Subdivisions like Lihue were platted in 1889 opening the way for more residential construction.[24]

By the turn of the century, William Scott Stratton's Colorado Springs and Suburban Railway ran its electric trolley cars to the company's terminus at North and South Cheyenne Canyons. Stratton built a beautiful park near the terminus to draw citizens out of the city and into the natural beauty the canyons afforded. Stratton built a large pavilion so that summer band concerts could be held. Picnickers and hikers enjoyed the park and surrounding woods. With the streetcar, Ivywild, and eventually Brookside, became easily accessible for those who wanted to live outside of the city.[25]

The neighborhoods of Ivywild and Brookside are perhaps one, if not the first, streetcar suburbs of Colorado Springs. Subdividers and homebuilders both vied for the consumer market. As the area urbanized, cottages and commercial development joined the large country homes. The streetcar also allowed the working and middle classes to dream of a home out of the city and in a natural setting. The small, pattern book houses sit on standard fifty-foot frontage lots. Because of their pattern book styles, many of the dwellings have common features. The small, one-story dwellings have hip, front and side gabled roofs, and porches with manufactured trim and round columns. Dwellings in Ivywild and Brookside include cottages, bungalows, and Queen Anne. As the area expanded west into the canyon, more elaborate houses were going up in the country club estate Broadmoor. (Because the Broadmoor area is outside the survey's boundaries, no history will be provided.)

---

[24] Historic Sites and Structures, 41-47; tax assessor records; Colorado Department of Transportation, "Nevada/Tejon Interchange, I-25 in Colorado Springs, Project #IM 0252-309, by Dianna Litvak, 5 October 1999.

[25] Finley, Time Capsule, 25-26.

Ivywild and Brookside Today

Mid to late twentieth-century commercial development and construction of Interstate 25 destroyed many of the residential homes and original commercial structures in the area, except for a pocket of distinctive turn-of-the-century cottages south of Tejon and south of Brookside. There are few architect-designed houses and most of the dwellings are indicative of architectural pattern book styles. The area surveyed has entered a period of decline. Current highway improvements and through traffic has impacted the ambience of the neighborhood. Residential and commercial construction further south has surrounded one of Colorado Springs' first historic "streetcar" suburbs impacting its association as a "country place" residential community.

3.3.9 Colorado Springs' Parks

General Palmer's vision for an ideal community included establishing parks for its people and he deeded to the city of Colorado Springs more than two thousand acres of parkland from 1871 to 1907. Acacia (North) Park was the first park in the city's park system and was included in the original town site plat of Colorado Springs in 1871. It remains a popular central gathering place in the downtown. Antlers Park was donated to the city in 1882 by the Colorado Springs Company. It is located between Antlers Hotel and the railroad depot. Joseph and Mark Dorr donated Dorchester Park to Colorado Springs in 1892. Palmer purchased land to develop other parks, such as Pioneer Square (South), North Cheyenne Canon, Prospect, Palmer Park, and Bear Creek Canon. To create and beautify his planned park system, General Palmer hired engineers, planners, gardeners, foresters, and laborers to create havens of naturalized settings within the city and its environs. Two parks are within the current project area: Monument Valley and Dorchester.[26] The crown jewel in Palmer's park system was Monument Valley Park. (See Figure 3.)

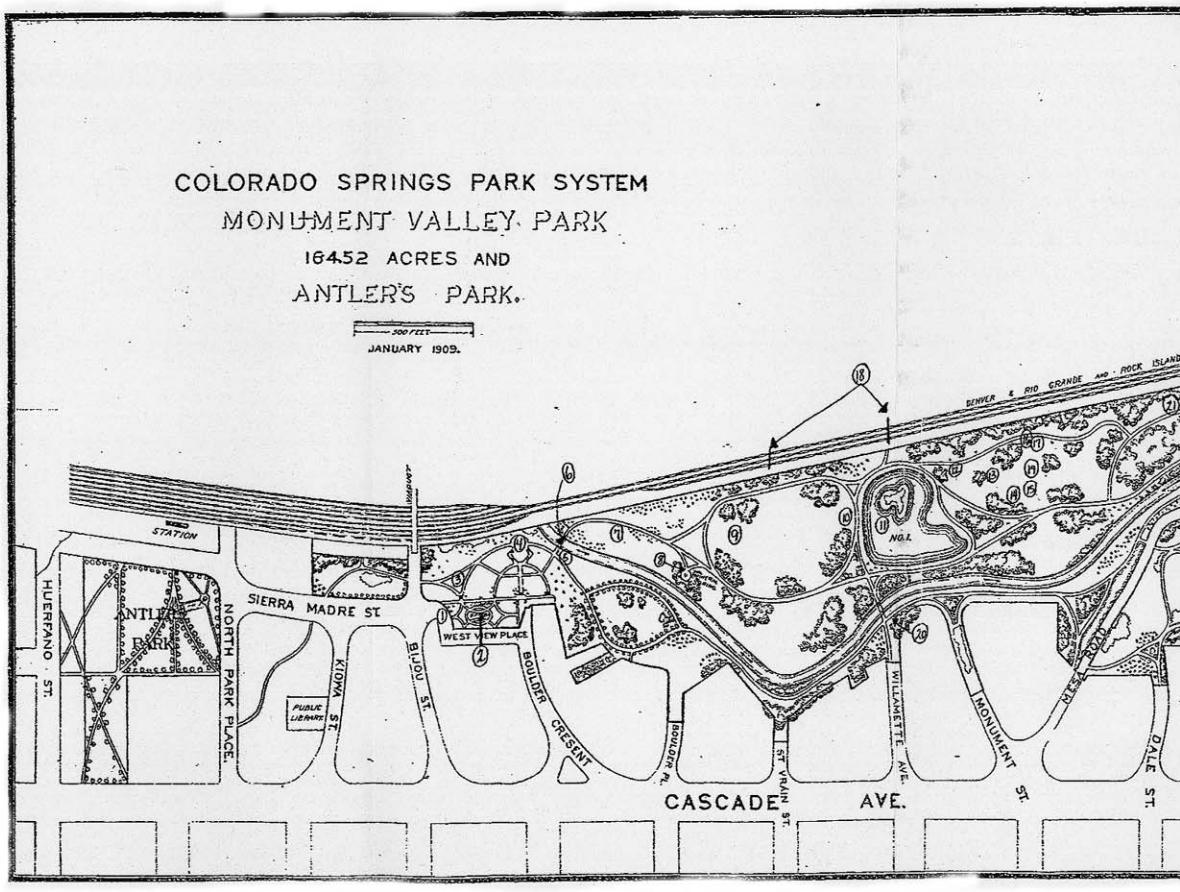
Monument Valley Park is unique among the parks in Colorado Springs in landscape design and layout. Monument Valley Park was more than a neighborhood park that appealed to citizens from all over the city. The park incorporates Monument Creek as part of its extensive linear designed landscape. It is the only urban linear park constructed in the city in the early years of 1900 and was the largest park in the heart of the city.

[26] "Historic Parks of Colorado Springs, Colorado," [http://www.springsgov.com/Page.asp?NavID=945], November 2001.

Figure 3

Feature Number	Historic Feature
1	Bijou St. Rock Entrance
2	Modern Fountain & Formal Gardens
3	Formal Flower Gardens
4	Overlook and Rose Garden
5	WPA Plaques
6	Small Pedestrian Bridge
7	Plymouth Rock & Trees
8	Tahama Spring
9	Baseball Field & Volley Ball Court
10	WPA Drinking Fountain

Feature Number	Historic Feature
11	Shadow Lake (Lake No. 1)
12	Penrose Pavilion
13	Playground & Basketball Courts
14	Penrose Bathhouse & Swimming Poo
15	Carlton Band Shell
16	Sound Wall & Pedestrian Overpass
17	Restrooms
18	Historic Railroad Underpasses
19	Tennis Courts
20	Willamette St. WPA Entrance

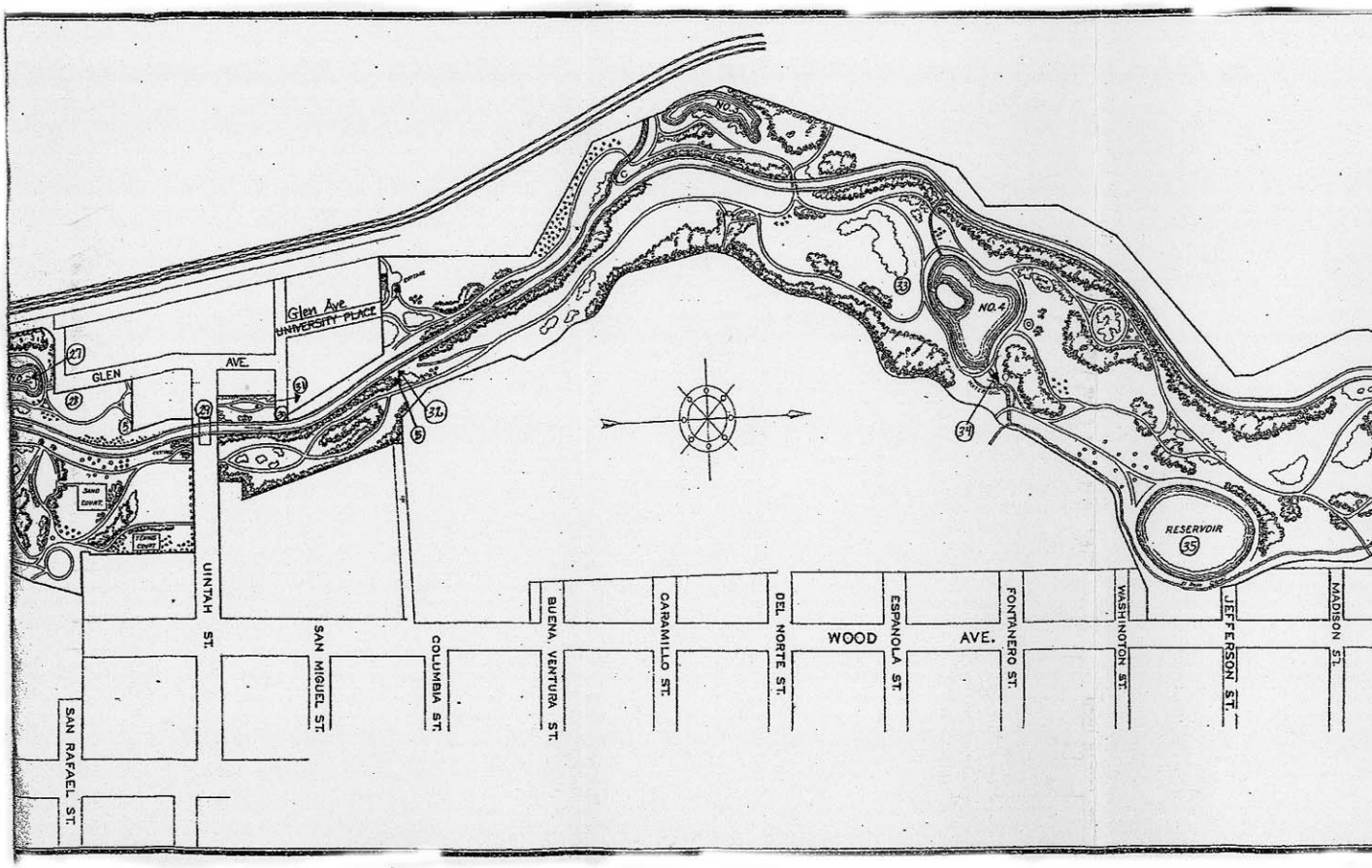


Historic Feature

Modern Parking Lot
Rustic Dry-Laid Wall
Cache la Poudre Bridge
Giddings Fountain
Palmer's Office & Greenhouses
Horticulture Center Building
Duck Pond (Lake No. 2)
Sun Dial
Uintah Street Bridge
San Miguel St. Entrance

Feature Number	Historic Feature
31	San Miguel St. Rockwork Pond & Island
32	Columbia St. WPA Entrance

Feature Number	Historic Feature
33	Softball Field, Playground & Picnic Area
34	Geologic Column, 3 Stone Bridges & Canal
35	Reservoir



Monument Valley Park

Boundaries

Monument Valley Park is an urban park near the downtown area of Colorado Springs, El Paso County, Colorado. The two-mile linear park follows the course of Monument Creek that divides present-day Colorado Springs. The park's northern boundary begins at Monroe Street and ends on the south at Bijou Street. In a 1908 Park Commission Report, the members of the commission said the park contained 164.52 acres, 5.74 acres of lakes, and 8.72 miles of gravel walks in a linear distance of 10,950 feet or a little over two-miles in length. The park is situated between the Denver and Rio Grande railroad tracks on the west and a low bluff on the east running parallel to the creek. The urban park is a popular destination for downtown business people and inhabitants from the neighborhoods that border the park.[27]

History

Prior to the development of Monument Valley Park, a twenty-acre section of land commonly referred to as Willow Park lie along Monument Creek. The undeveloped land sported native trees, wild shrubs and vines.[28] As late as 1900, families in Colorado Springs owning cattle hired a herdsman to collect their cows, lead them to a grassy grazing area and return them in the evenings in time for milking. The North End residents' cows grazed on the banks of the Monument Creek in the vicinity of Willow Park.[29] General William Jackson Palmer saw this area for its potential. Invalids, especially those with lung ailments, flocked to Colorado Springs for its mild climate and dry air. Sanitaria were springing up in the city, as well as neighboring towns. A park central in location and near the sanitaria could conceivably aid in the "lungers'" rehabilitation by offering places to stroll or lounge in the sun in open meadows. Palmer saw a need for "public parks for breathing spaces, recreation and healthful resorts" not only for Colorado Springs' ailing, but also for all of its citizens. In 1902, General Palmer donated 692 acres of land to the city and within five years, this dormant parcel was developed into the largest gem in Colorado Springs' park system.

In order to develop Willow Park into the present-day Monument Valley Park, Palmer enlisted the aid of General Robert Cameron, a general planner, and Edmond Van Diest, an engineer who would

---

[27] Colorado Springs (Colorado) Parks and Recreation Department, "Parks Commission Report of 1908" and Colorado Springs (Colorado) Parks and Recreation Department, "A Living Legacy: The Story of Parks and Recreation in Colorado Springs," (Colorado Springs, Colorado: Parks Department, August 1996) 8-9. From this point on the report will be cited as Park Commission Report of 1908.

[28] Edgar T. Ensign's letter in the book, The Century Chest Letters of 1901: A Colorado Springs Legacy (Colorado Springs, Colorado: Colorado College, 2001) 61.

[29] Time Capsule 1900, 8.

design and oversee the construction of the park.[30] Palmer, Cameron, and Van Diest designed the park to include natural as well as planned formal areas along its two-mile course that parallels Monument Creek. General Palmer's office and greenhouse (extant in 2002) were centrally located in the park where he could keep an eye on the development of the park. Upon its completion in 1907, Palmer deeded the park to the city and a parks commission was created to oversee the continued development of the city's parkland. Over the years, several Colorado Springs philanthropists donated funds to build a pavilion, bathhouse and pool, and a band shell for concerts.

In 1935, a devastating flood ripped through Colorado Springs. When the water receded, it left millions of dollars in damage. The Works Progress Administration (WPA) sent in laborers to assist city employees in repairing the damage to the park and building floodwalls along Monument Creek through the park and beyond to the south in the event of another devastating flood. WPA masons and laborers added some very unique naturalized elements, such as walls and markers, to the park, which are attractive additions to Palmer's planned park. In recent years there has been some new construction in the park, such as the sound wall and the I-25 pedestrian overpass added in the 1990s as mitigation for safety improvements to I-25. The recreational facilities added since the 1980s at the north end of the park include a playground and soccer field and formal gardens and a fountain at the south end, but these are still in keeping with the original recreational and design intent of the park.

Other parks in Colorado Spring and surrounding area include:

Acacia Park (1871) at 115 E. Platte Ave. is a one block square urban park of 3.67 acres. It originally had a shell for band concerts and a square dance floor, both of which are now gone and there is now a large modern fountain near Pikes Peak Ave.

Antlers Park (1882), behind the Antlers Hotel, was donated to the city by the Colorado Springs Company in 1882 and additional land was added later. Covering about 4 acres, Antlers Park lost some of its original setting when the new Antler's Hotel built a multi-story parking garage along the park's north boundary.

Alamo Park (1903) or Courthouse Park covers one square block of 3.67 acres. The old El Paso County Court House is sited in the center of this park.

Dorchester Park (1892)

In 1892, Joseph and Mark Dorr chiseled 4.7 acres of land out of their ranch land and donated it to the city of Colorado Springs for a public park, with the stipulation if the park was ever neglected the land

[30] Marshall Sprague, One Hundred Plus: A Centennial Story of Colorado Springs (Colorado Springs, Colorado: Colorado

reverted to the Dorr family and its heirs.[31] Joseph Dorr, a Des Moines lawyer, was an early pioneer in Colorado Springs, who arrived in 1870, and later moved his practice to Colorado City and Colorado Springs. A water rights lawyer in Des Moines, Joseph helped establish rights for the water company that serviced nearby Ivywild and Cheyenne Canyon residents. In addition to practicing law, Dorr and his son owned a cattle ranch at the confluence of the Fountain and Cheyenne Creeks from which they donated the parkland.[32] A 1908 Park Report reported that allotment gardens were available for local children (the gardens are not extant).

Over time an additional three acres were added to the park between South Nevada and South Tejon streets. Sprague Street is on its northern boundary and the creek on its southern. Over the years, several floods along the creek have washed away some of the earlier features added during the Palmer Park Beautification Era. Today the quiet and peaceful park features two pavilions, a playground, restrooms, and a new community center away from the hubbub of the interstate.

Prospect Lake Park, now called Memorial Park, was originally 70 acres with 35 of this taken up by the lake. The lake irrigated Evergreen Cemetery and also was used for swimming with a sandy beach, extant 1930s bathhouse, playgrounds, and picnic area. It was not fully developed until after World War II, when the size increased to 193 acres and many newer structures were built. Activities include the Colorado Springs Balloon Classic, the Sertich Ice Center, the Olympic Velodrome, and a pool and fitness center.

Palmer Park on Austin Bluffs was selected by Palmer in 1907 as a 692-acre park site overlooking the city of Colorado Springs. This is a rural, natural park with limestone formations and covered with pine trees and scrub oaks. It was originally intended for horse back riding and hiking with no motorized vehicles. Later the city built roads through the park for vehicles and installed picnic tables and fireplaces.

Cheyenne Canyon Park, donated to the city by Palmer in 1907, is also a rural park with natural vegetation in a foothills setting with hiking trails, picnic tables, and fireplaces in the area of Helen Hunt Falls.

Garden of the Gods was begun with the donation to the city of 480 acres by heirs of Charles Perkins of Iowa. Later 300 acres were purchased by the city from Curt Goerke. The CCC worked here to grade and gravel roads in 1937-1938. This is a natural landscape with fantastic red rock formations.

Springs Centennial, Inc., 1990) 3 and the Colorado Springs *Gazette,* 8 August 1937.

[31] *Colorado Springs* (Colorado) *Gazette*, 8 August 1937 and 3 November 1905.

[32] Denise R. Oldach, editor, Here Lies Colorado Springs: Historical Figures Buried in Evergreen and Fairview Cemeteries. (Colorado Springs, Colorado: Fittje Brothers Printing Company, 1995), 39.

Garden of the Gods is the most spectacular of the natural rural parks in the system with its fantastic monolithic red rock formations. This park has evolved over time with the paving and construction of roads and a new visitor center.

3.4 Colorado Springs 1900 to 1940

After the turn of the century, Colorado Springs' economy would be severely impacted by the Cripple Creek gold bust. The money that Cripple Creek millionaires infused Colorado Springs' economy with dried up as the quality and quantity of gold ore diminished. Labor problems only magnified the problems. As the ore dwindled, so did the need for the railroad companies and many dissolved. World War I halted any remaining mining activity. Between 1910 and 1920, the population of the city decreased, until it annexed the depressed Westside and Colorado City in 1917.[33]

Streets were unpaved with most of them surfaced with oil and gravel. By 1923, only Tejon Street, Cascade Avenue, and Nevada Avenue were paved in the downtown district. Colorado Avenue was paved all the way to Manitou Springs. Henry Ford's relatively inexpensive, factory-made automobile forever changed the country when the age of the automobile began and liveries and stables faded away. Streetcars lost their popularity. Automobile associations formed to lobby for better roads for auto enthusiasts. With the new and improved roads, tourism surged, as day and weekend trips became the American past time of the middle class and roads improved throughout the United States and Colorado.

3.4.1 History of Colorado Road System

Beginning with the Colorado Territorial Legislature, Coloradoans grumbled about the roads in Colorado. The Highway Act of 1863 established the first system of territorial roads and appointed overseers to keep the public highways in their jurisdiction in good condition. Subsequent legislation required reporting to the board of commissioners once a year, chartering toll road companies, and regulating road building standards. As early as 1864, a territorial road ran between Denver through El Paso County and south to Pueblo.

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 state passed legislation to establish and regulate territorial roads,

[33] Abele, "Downtown Intensive Survey," 27.

which in effect created the state's first integrated road system.[34] Many of today's highways closely follow the roads established by the Assembly.

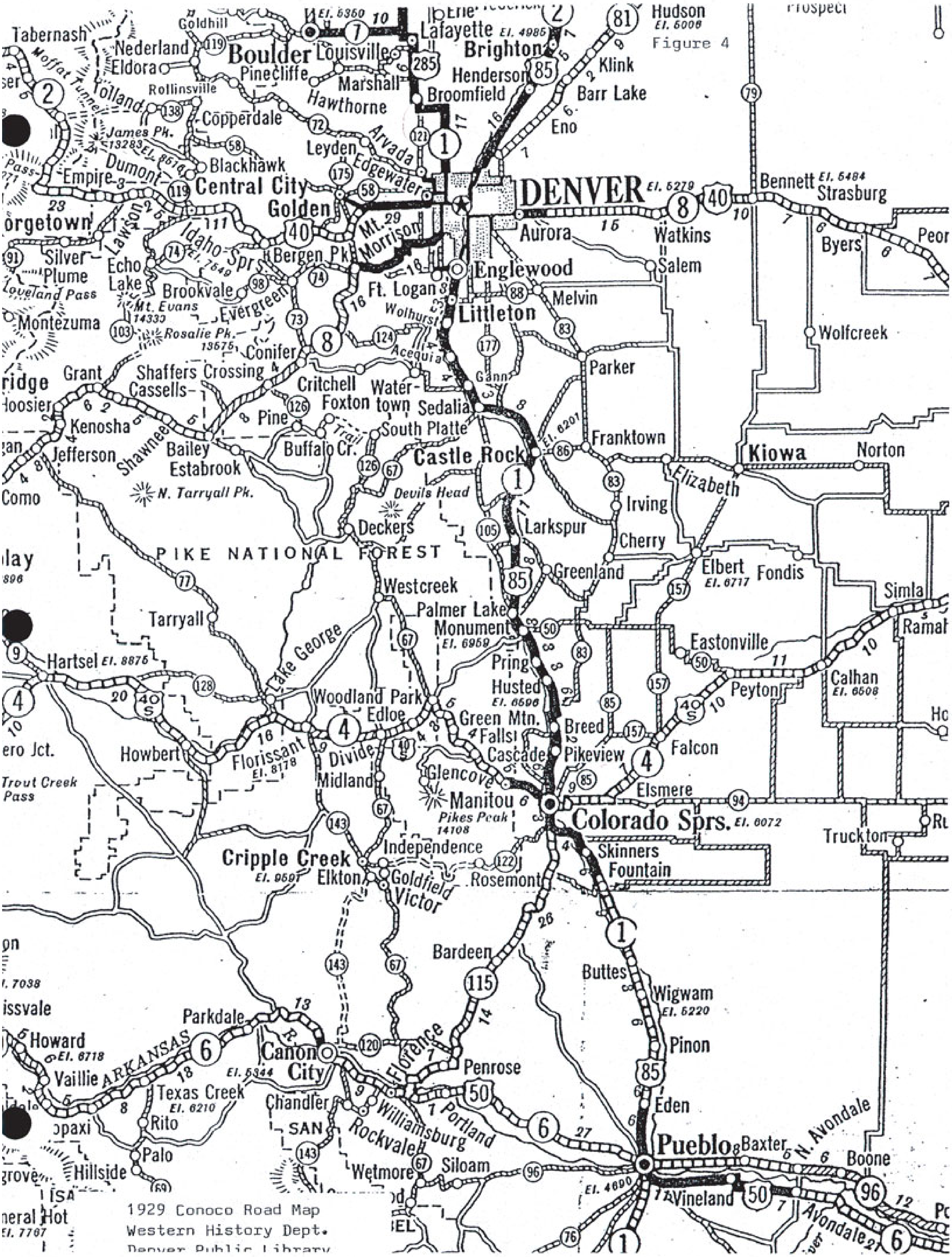
The road system in Colorado was primitive by today's standards. In 1907, the State Legislature authorized construction of a north-south road from Wyoming in the north to New Mexico in the south. Actual construction to connect the various roads already in use did not begin until May 1908. Between 1909 and 1910, a Denver to Colorado Springs road was constructed, which followed the earliest Native American trails, wagon roads, and stage coach lines. In 1910, the State Legislature designated state route numbers; routes 2, 3, and 4 were part of the north-south road. The "Great North & South Highway" would extend 326 miles. It linked many of the state's most important cities: Fort Collins, Denver, Colorado Springs, Pueblo, and Trinidad. Most of the road was dirt well into the 1920s.[35] By the end of the summer in 1928, a 73-mile long concrete road opened between Denver and Colorado Springs. With the elimination of "dusty roads," tourists flocked to Colorado Springs.[36] Cottage camps, precursors of the modern motel, sprang up, and by 1930, Colorado Springs had thirty-seven camps available for the automobile tourist.

[34] Wallis M. Reef, "The Development of Colorado's State Highway System," *The Look Around*. Vol. 29, no. 1 (January-February (1964): 10.

[35] Colorado Department of Education, Colorado Historical Society, National Register Multiple Property Documentation Form, *Highway Bridges in Colorado, 1880-1958* by Clayton Fraser (Denver, 2001) 33-34.

[36] *The Denver Post*, 10 August 1928.

Figure 4



1929 Conoco Road Map
Western History Dept.
Denver Public Library

3.5 Colorado Springs: World War II

By 1940, Colorado Springs was struggling to survive. The housing market was over saturated. Houses were vacant. Americans read the papers with apprehension. Would they or would they not be drawn into the war raging in Europe. That uncertainty discouraged Americans from traveling and tourism dropped off in the Colorado Springs area. Four local businessmen lobbied for community support to apply to Congress for a military installation to be built in Colorado Springs. After the majority of the community accepted the idea, Russell Law, Douglas Jardine, J. Raymond Lowell, and Dr. George Dwire approached Colorado legislators to lobby for Colorado Springs in Congress.

Colorado Springs had an attractive package incentive to offer Congress. The city had purchased the 5,533 acre Cheyenne Valley Ranch south of town. Colorado's climate and prairies were ideal for large-scale training operations. The city guaranteed the installation would have lifetime water rights and utilities would be introduced to the site. The U.S. Corps of Engineers from the Omaha office visited the site. However, it was not until that fateful day on December 1941 in Pearl Harbor that Congress made its decision and they acted quickly.

With the outbreak of World War II, the economic climate of Colorado Springs drastically changed. The first installation to arrive in Colorado Springs was Camp Carson (later Fort Carson), a U.S. Army training facility. It was later followed by Colorado Springs Army Air Field (later Ent Air Force Base). Their introduction prompted a second building boom in Colorado Springs with a growing military presence in and around the City. With the birth of the U.S. Air Force in 1947, the U.S. military presence in Colorado Springs took a significant turn. The military became solidly entrenched in Colorado Springs' history and growth.

3.5.1 Fort Carson

In 1942, the U.S. War Department established Camp Carson, south of Colorado Springs, and named it for the legendary frontier scout, Kit Carson. The camp became a training facility for a modern, mechanized army. Along with the city's donation of 5,533 acres, the U.S. government bought additional parcels of land increasing the size of the military reservation to approximately 60,000 acres in El Paso, Fremont, and Pueblo counties. The Omaha based U.S. Corps of Engineers arrived to begin construction of the base installation. Contractors came from Colorado, Nebraska, and Iowa to build the installation to the chant of "Work Boys, we'll drown them in our sweat" and "Nail down the planks—Here come the Yanks." Motivated by their patriotism, the contractors quickly built facilities for over 35,000 enlisted men, 1,818 officers, and 592 nurses. Nevertheless, the installation was built only to last for five years. The buildings, including the hospital, were only semi-permanent structures. It was to be only a WWII base. The Army would have to revisit their decision in later years.

Over its years of operation, Camp Carson was home to several military units. At its peak in 1943, the Army trained 43,000 soldiers at Camp Carson. Camp Carson's hospital was the largest during WWII. A Calvary with mules arrived. Later, in 1943, a prisoner of war camp for German, Italian, and Japanese prisoners was added. When it closed July 21, 1946, the prisoners were released to return to their homeland or they could remain in the United States. When the Army deactivated Camp Hale and its 10th Mountain and Cold Weather Training Unit, Camp Carson created a Mountain and Cold Weather Training Detachment. They trained troops for the Korean War, the only unit of its kind in the Army. When the detachment transferred to Alaska, the Camp Hale training site was used by the Carson Ski Teams. Camp Hale again closed in 1965 and the Army traded it for land south of Fort Carson. With subsequent U.S. involvement in world conflicts, troops trained in simulated villages built at various sites on the reservation. Many units passed in and out of Camp Carson in the course of its history.

604th and 605th Field Artillery and Mule Haven Ltd.

When the Field Artillery, 604th and 605th, arrived with their mules, barns and additional barracks were hastily constructed. The mules were a welcome addition to the camp. They carried packs into the mountains and contributed later to the construction of the NORAD Combat Operation Center. In 1956, helicopters replaced the mule. The Field Artillery Battalion and Quartermaster Company were deactivated. The barns at Fort Carson were razed in 1970.

Al Kaly Temple in Pueblo, affiliated with Al Kaly of Colorado Springs, organized a mounted patrol and bought 25 of the decommissioned mules. To house their newly-formed patrol, Mule Haven Corporation bought five acres of land south of Colorado Springs to house the animals and leased twenty-three acres of grazing land. In 1968, the Temple's mounted patrol was the only mule train of the 183 Shrine Temple mounted patrols. The patrol participated in drill competitions and parades around the county, state, and region, including President John F. Kennedy's inaugural parade. In 1975, the patrol had 40 members from Pueblo, Canyon City and Colorado Springs, and 35 mules. Members purchased, cared for, and trained their own mules. In 2002, Mule Haven continues to operate out of the old Sinton Dairy Farm south of Colorado Springs and adjacent to I-25.

Camp Carson Today

After WWII, the Camp was threatened with closure several times, but rode the tide to become a permanent installation and the name was changed to Fort Carson. The military reservation has now increased to a land base of 138, 523 acres. In 1974, it deeded land to Colorado Springs for the Pikes

Peak Community College. Today Fort Carson continues to play a major role in the economy of Colorado Springs and is active in the community through its many volunteer organizations.[37]

3.5.2 Ent Air Force Base

In 1941, the Army Air Corps had 114 U.S. airfields with 47 projected. After Pearl Harbor and between 1941 and 1942, the numbers rose to 345 main bases, 116 sub-bases, and 322 auxiliary fields.[38] On April 24, 1943, the Army Air Corps announced it was moving the 2nd Air Force headquarters from Fort George Wright, Washington, to Colorado Springs and the Colorado Springs Army Air Field was established southwest of the city on the present Fort Carson Military Reservation. The base headquarters was a four-and-a-half-story Methodist tubercular sanatorium (built in 1926), which was located at Union and Boulder Street in Colorado Springs. Less than a month later, ten officers and 40 enlisted men opened the temporary headquarters, while waiting for new structures to be built. Personnel arrived in June of 1943 to live in the Army's tent camp. From 1943 to 1946, the Second Air Force trained photo reconnaissance pilots and technicians at Colorado Springs Air Base (AB).[39]

In 1946, the 2nd Air Force deactivated and the 15th Air Force of the Strategic Air Command arrived. In September 1947, Congress created the U.S. Air Force branch of the armed services. Three years later, the Colorado Springs AB was deactivated when the 15th Air Force was relocated to March AFB, California. On January 11, 1951, AB was reactivated and renamed Ent AFB after Major General Uzai Girard Ent, commander of the 9th Air Force in WWII. General Ent suffered paralyzing injuries in a 1946 aircraft accident and lived in Colorado Springs until his death in 1948.

Ent AFB became the headquarters of the Air Defense Command, which was relocated from Mitchel AFB, New York. It was the Air Force component of the North American Aerospace Defense Command (NORAD), which warns of attacks from air or space on North America. Ent AFB became a permanent military installation on July 31, 1954. When the military had obviously outgrown the in-town base (it leased 22 off-site buildings), Ent Air Force Base closed in 1975 and its operations were consolidated into Peterson Field.[40] Ent AFB donated 36 acres in 1978 to the U.S. Olympic Training Site.

3.5.3 Peterson Air Force Base

Peterson Field, established on May 6, 1942, east of Colorado Springs, supported all the flying activities related to the Colorado Springs Army Air Base. Peterson Field also served as the municipal

---

[37] Much of the information about Fort Carson came from its website found at www.carson.army.mil; Dick and Wendy Spurr's Historic Forts of Colorado (Grand Junction, Colorado: Centennial Publications, 1994), 15-18; the Colorado Springs *Gazette-Telegraph* 31 July 1968, 17 January and 26 July 1975, and 2 January 1977; and the Pueblo *Chieftain* 5 July 1975 and 7 January 1977.

[38] "Joe McCusker's List of Air Force Bases," [http://www.airforcebase.net/usaf/joeslist.html], August 2002.

[39] "Ent Air Force Base," Air Defense Command, Office of Information, Ent AFB, Colorado, Fact Sheet No. 100-1, March 1963.

airport for Colorado Springs, which had been in operation since 1926. The Original Colorado Springs Municipal Airport, 5EP774, was listed in the National Register of Historic Places on November 15, 1996. Peterson Field was named in 1942 for 1st Lieutenant Edward J. Peterson, the first pilot killed in line of duty at the previously known Colorado Springs Army Air Field. Lt. Peterson, a native of Colorado, was flying a P-38 Lightning when he crashed on take off on August 8, 1942.[41] In 1943, the Army Air Corps designated the base a training facility for heavy bomber combat crews. The 214th Combat Crew Training School trained crews for the B-24 Liberator. As WWII continued, the base's mission changed to training fighter pilots. In 1945, Peterson Field was deactivated and the property turned over to the City of Colorado Springs.

With the birth of the U.S. Air Force, the base was reactivated and deactivated several times with the arrival and departure of several combat wings. On January 1, 1951, the 4600th Air Base Group activated and later achieved wing status in 1958. On April 1, 1975, the Air Force redesignated the wing as the 46th Aerospace Defense Wing. A year later the base was renamed Peterson Air Force Base. Peterson AFB became the hub of the Air Forces space activities in the early 1980s.[42]

The military has long held an influence in the socio-economic climate of Colorado Springs beginning with the Pike's Peak Rangers and Company B of the State Militia in the 1870s. It is hard to imagine what Colorado Springs would be like today if those four local businessmen were not successful in their bid for WWII military installations. However, the U.S. military and Colorado Springs' relationship did not end with Germany and Japan's WWII surrender.

3.6 Colorado Springs: Post WWII to Present Day

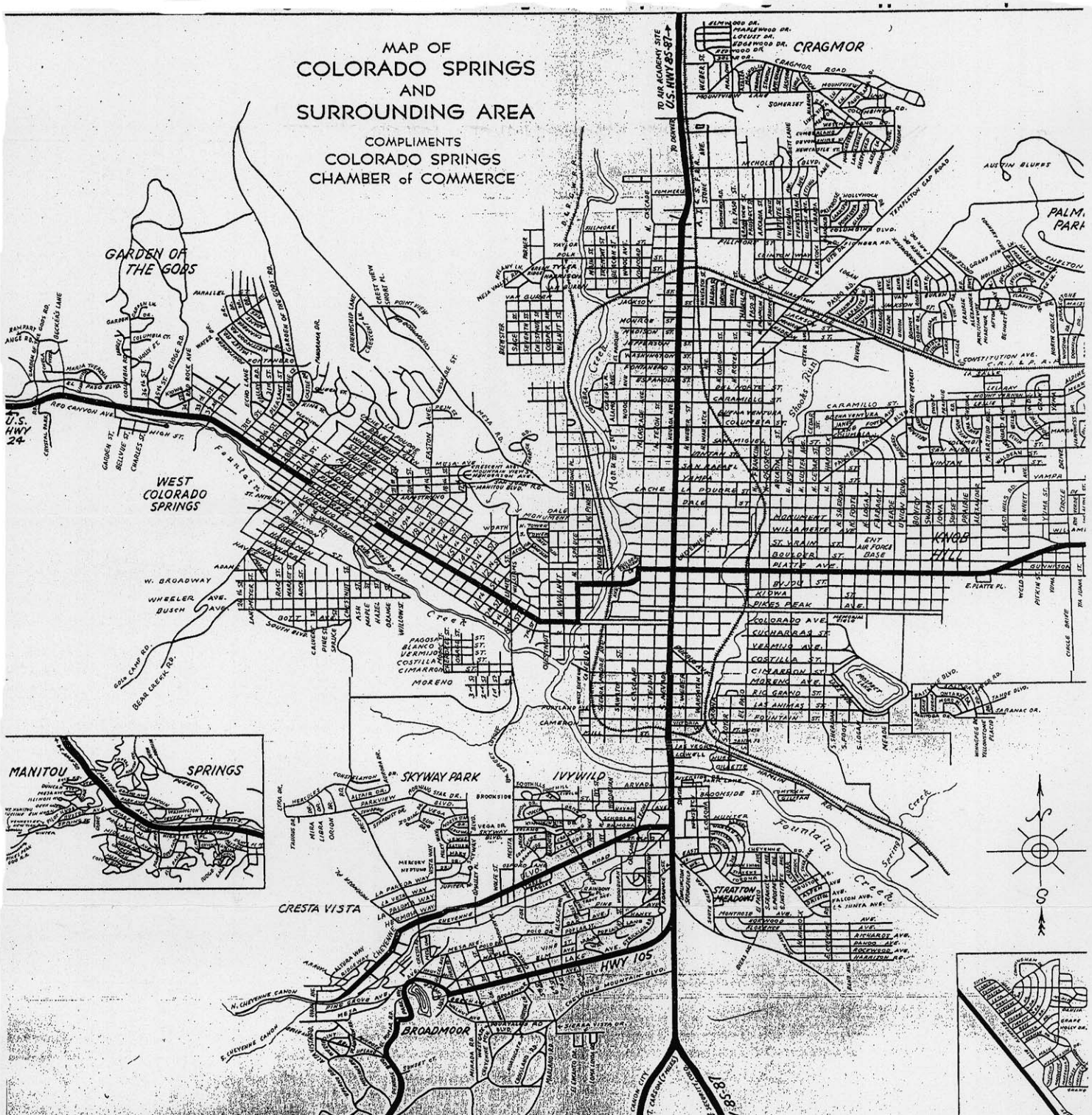
As mentioned before, Colorado Springs has had three big building booms after its initial founding. The first boom was during the Cripple Creek gold rush in the 1890s. The second was during World War II with the military presence near Colorado Springs at Ent Air Force Base and Camp Carson, now Fort Carson. The third period of growth, that continues today, began in the 1950s. (See Figure 5.)

---

40 Colorado Springs *Gazette-Telegraph*, 24 August 1997.

41 "Ent Air Force Base," by Col. James R. Gunn, Jr., July 1958. On file at the Penrose Public Library, Carnegie Library Special Collections, Colorado Springs, Colorado.

42 "Peterson History," [http://www.spacecom.af.mil/21sw/Peterson/Peterson_history/Peterson_history.html], 11 July 2002.


MAP OF
COLORADO SPRINGS
AND
SURROUNDING AREA
COMPLIMENTS
COLORADO SPRINGS
CHAMBER of COMMERCE
CRAGMOR
GARDEN OF THE GODS
WEST COLORADO SPRINGS
MANITOU SPRINGS
SKYWAY PARK
IVYWILD
CRESTA VISTA
STRATTON MEADOWS
BROADMOOR
KNOB HILL
AUSTIN BLUFFS
HWY 105
U.S. HWY 24
TO AIR ACADEMY SITE U.S. HWY 85-87
TO DENVER

The economy of Colorado Springs has fluctuated with each military downsizing and threatened closures of military institutions. As troops and their families moved in and out of the Colorado Springs' military installations, it affected the local housing market. During downsizing, many men were forced to sell their houses only for the closing costs! However, when Fort Carson and Peterson AFB became permanent installations and the troops arrived, they found that there was a housing shortage. Colorado Springs builders scurried to meet the demand and out-of-town contractors arrived to cash in on the market. New developments appeared in the south and west near the bases. To add to the housing problem, Colorado Springs was chosen to be the future site of the Air Force Academy, completed in 1959.

One of the first subdivisions built to accommodate the military population was Stratton Meadows.

3.6.1 Stratton Meadows

Boundaries

The Stratton Meadows Subdivision is in the southern part of the Colorado Springs area and south and west of Interstate 25. It is located in what was a rural area south of the city of Colorado Springs and Ivywild/Brookside neighborhood. Stratton Meadows was developed in the early-1950s with small tract houses principally to house military families. The majority of these homes are found between E. Cheyenne Road and Lake Ave and I-25 and Southgate Rd/Nevada Ave. This area was not developed until the 1950s during the Freeway Suburbs Era (1945-1960s).

Freeway Suburbs Era

During the Freeway Suburbs Era, the automobile allowed lower density developments and subdivisions outside urban centers. Developers purchased previously agricultural land with a developed planned community in mind. The infrastructure of the planned community was installed, houses constructed, and the developer sold a way of life to the consumer. The largest surge of suburbanization came after the Second World War fueled by advances in transportation technology (automobiles, macadam roads, and highways), the Baby Boom after the war, and a housing shortage. One study found that in1944 there were 114,000 housing starts and by 1950, over 1,692,000![43]

The majority of suburbs built immediately after the Second World War was as a result of federal subsidies and affordable housing. At the close of the Second World War, Congress passed legislation that provided low-interest VA mortgage loans for millions of returning soldiers. With a small down payment, financial institutions provided loans for the balance of the cost. The Housing Act of 1949 was meant to encourage and stimulate home construction that provided a "decent home and suitable living environment for every American family." Despite low cost loans, rising wages for the American

worker, and certainty in the job market pushing up the demand for houses, there was a backlog of approximately four million dwellings.[44]

Then, in 1951 and 1952, the Armed Forces branches initiated an aggressive program to encourage construction of affordable housing in 194 critical defense areas across the nation. The program offered incentives to builders to encourage immediate construction of houses with a goal of 94,531 units by the end of the year 1952. As of February 1952, 35,796 units were under construction and 17,948 completed.[45] Colorado Springs was designated one of the critical areas. With his past connections to the U.S. Army Air Force, Robert Anderson of Anderson Construction (located in Colorado Springs) was probably aware of the Armed Forces' program and was one of many builders who became involved in it.

Development

Robert Anderson, originally a native of Detroit, Michigan, gained early experience in the construction industry in Michigan before entering the U.S. Army Air Force in 1942 where he furthered his construction skills, even receiving the Army's Legion of Merit for construction achievements at various military bases and installations. In 1944, Anderson was transferred to Colorado Springs as a construction superintendent for the Army Air Force. In late 1945, after his discharge from the service, Anderson began a construction business in Colorado Springs, but it was not until 1946, when the federal government lifted wartime emergency construction bans, that the company began to flourish. Anderson purchased property south of Colorado Springs area betting on the needs for housing at nearby military installations of Camp (later Fort) Carson and the survival of Peterson Field (Army Air Base).

Anderson marketed his planned community at Stratton Meadows as affordable and well-constructed units for the Defense worker and personnel in the Armed Forces. He was able to offer an affordable house because of the growing pre-fabricated housing industry. Anderson turned to National Homes Corporation, a pioneer in the pre-fabricated housing industry, in Lafayette, Indiana, to buy houses. The houses were identified as "thrift homes."

The construction of pre-fabricated houses, unlike conventional house construction where the house is built board by board on site, uses mass-production techniques. Stock building plans cut architectural costs, while providing uniformity in the industry. Pre-fabricated homes were of the "ranch" type. So that the homes would not be exactly alike, the plans included many choices of floor plans and exterior

---

[43] Evaluating America's Historic Suburbs, 57.

[44] U.S. Department of Interior, National Park Service, National Register Bulletin: A Context and Guidelines for Evaluating America's Historic Suburbs by Dr. David L. Ames (Washington: Government Printing Office, 2002) 56.

[45] *Colorado Springs* (Colorado) *Gazette Telegraph*, 2 February 1952, p. 19.

designs. The style was touted to be “smart and modern.” They were built at National Homes Corp. facilities and transported to Colorado Springs where Anderson Construction put the kits back together again.

As a trend, suburbanization cuts across lines of social class and income from the wealthy to the working class. The majority of suburbs built immediately after the Second World War, such as Stratton Meadows, were primarily working and lower middle class due to the number of federal subsidies and affordable houses due to low construction costs. Early Freeway Suburbs generally reflect five similar characteristics: peripheral location to urban centers, low density, architectural similarity (nearly identical), mass-production techniques used in construction of said houses, and developments tend to be racially and economically homogeneous.[46]

The large suburban developments tended to be large enough to support an elementary school, have open space such as a park, and provide periphery commercial sites. They were also designed to reduce through traffic with streets that were only wide enough for local traffic thus keeping major traffic patterns outside of the neighborhood. All of these characteristics are embodied in Stratton Meadows. An elementary school is within walking distance of virtually every home in the neighborhood. There are several churches located in the north part of the neighborhood and a park is centrally located. Stratton Meadows is near urban streets, state highways, and the interstate. Before Interstate 25 was built in 1956, the principal entrance into the subdivision was off E. Cheyenne Road and Route 6 Nevada Avenue (U.S. 85-87) and Southgate Road.

Stratton Meadows Today

The community was developed all at once and there is no infill in the neighborhood as seen in other areas in and near Colorado Springs. It was primarily built for Defense workers and working class families. Today it remains a working class and racially diverse neighborhood. Stratton Meadows continues to reflect the characteristics of so many planned subdivisions and suburbs that grew out of the second suburban boom after the Second World War. At the same time as Stratton Meadows was developing, the north area of Colorado Springs was experiencing a growth.

3.6.2 U.S. Air Force Academy

The United States Air Force was created as a separate service body on July 26, 1947 by the National Security Act, signed by President Harry S. Truman. The decisive role air power played in World War II convinced the U.S. government that the long-range bomber had emerged as the most important strategic weapon. An academy to train future leaders of the U.S. Air Force was imperative. In 1949 the first Secretary of Defense James Forrestal, appointed Robert L. Stearns, president of the

[46] Evaluating America’s Historic Suburbs, 20-21 and 56-57.

University of Colorado, as chairman of the new Armed Service Academy Board. Dwight D. Eisenhower, president of Columbia University, served as his vice chairman. Forrestal charged the board with making recommendations for the education for service officers. The board came back with a plan to establish an Air Force Academy with a four-year program equal to West Point and Annapolis.

Site selection was under Harold Talbott, the Secretary of the Air Force. Talbott appointed a Site Selection Board in November 1949 and gave them one year to make a site recommendation. Out of 354 possible sites analyzed by the committee, the list was narrowed down to eight, and eventually, to three: Alton, Illinois; Lake Geneva, Wisconsin; and Colorado Springs, Colorado. The Site Selection Board personally visited the cities.

While they were in Colorado Springs, one board member, Lieutenant Colonel Arthur E. Boudreau, on a drive to Boulder was greatly impressed by the beauty of the area just north of Colorado Springs. He enthusiastically encouraged the committee to pick this site in Colorado Springs as the site for the Air Force Academy. The outbreak of the Korean War in June 1950 caused a delay in the appointment of a site. Finally in June 1951, the 17,900-acre Colorado Springs site was recommended and was authorized by Congress in 1954. In April 1954, former board member, Dwight D. Eisenhower, now the President of the United States, signed the legislation.

As soon as the announcement was made in June 1954 that Colorado Springs was the site of the new Air Force Academy, members of the Colorado Land Acquisition Commission began discussions with the property owners. In the nineteenth and early twentieth centuries, the land now occupied by the Academy, had widely scattered cattle ranches and small communities along the nineteenth century railroad lines. At the end of acquisition, the Academy site had been expanded to a total of 18,500 acres that covered more than twenty-seven square miles, an area larger than New York's Manhattan Island.

Boundaries

The site is approximately seven miles in length north to south and is about four miles wide. Monument Creek runs through the site from north to south fed by tributaries flowing from the east and west. These create mesas, valleys, and ridges that dramatically increase in elevation as they rise to the west. The location of the various Academy function areas and the buildings were planned to blend in with the topography and are separated by valleys or mesas and ridges covered with large evergreens, Scrub Oak, and natural grasses. One primary reason for such a large site was to provide a buffer to protect the campus from encroachment and undesirable development to the east and south.

Development

The construction of the Air Force Academy was one of the largest building projects of the postwar years.[47] The contract was awarded to Skidmore, Owings, and Merrill (SOM), one of the preeminent architectural firms in the country. The site was selected more for its natural beauty rather than its adaptability to the programmatic needs of the Academy. The architects faced many challenges to adapt the design of the buildings and campus to the site. The airfield was one of the first locations to be laid out in the southeast corner on the only relatively level terrain on the whole property. During construction, the existing landing strip at Pine Valley Airport had to be moved, as well as highway US 85-87, the Atchison, Topeka, and Santa Fe Railroad line, and parts of the Kettle Creek channel.

Lieutenant General Hubert R. Harmon became the Academy's first superintendent and he oversaw all the planning and development of the Academy. In 1954, Lowry Air Force Base in Denver was designated as the interim site for the Academy while the Colorado Springs campus was under construction.

Construction began in 1955. The design for the Cadet Quarters was completed first and set the standard, the International Style, for all of the other buildings. This particular style of architecture stemmed from the Bauhaus in Germany, a school of design founded by Walter Gropius. The International Style is represented by box-like forms, flat roofs, and a minimum of decorative elements. The Cadet and Academic areas were placed in the northwest part of the site. The residential sections and schools for dependents were in the southwest in Pine Valley and Douglass Valley for easy access to Colorado Springs. The community center and service facilities were located in between the two residential areas. Designers planned an internal system of roads to connect the various functional areas, as well as roadways for public use around the periphery of the site. Other innovations are evident in the Academy's bridges, which demonstrate early uses of precast and prestressed concrete beams.

The dedication of the founding of the Academy took place at Lowry AFB in Denver in July 1955 with the first class of 306 Academy cadets. The cadets studied at Lowry AFB until the campus was completed in 1962. The original master plan had been completed by 1962; however, construction and remodeling has been necessary in the Cadet and Academic areas to accommodate a growing number of cadets and the admission of women cadets to the Academy. The Air Force Academy, the first service academy to admit women, accepted 157 women in June 1976, as part of the 1,595-member class of 1980.

---

[47] Most of the information for this section has been drawn from two reports: CH2MHill, "The United States Air Force Academy: A Historic Context," by Paul Bierman-Lytle and John Hoffecker, date unknown, and Colorado Department of Transportation, "Interstate 25 North Nevada/Rockrimmon Interchange, " Project No. IM 0251-328, by Barbara Norgren, March 2000.

3.6.3 Military Presence

At the same time as the Academy was being constructed, construction crews were excavating an enormous cave deep inside Cheyenne Mountain to house the North American Air Defense Command, who joined the growing numbers of Colorado Springs military installations. With the introduction of the Cold War between the Soviet Union and the United States, Colorado Springs became the site of NORAD, the North American Air Defense Command, which manages U.S. and Canadian air defenses from inside its cave deep within Cheyenne Mountain. Today, Colorado Springs is home to several military installations including Peterson AFB, NORAD, Shriever AFB, the U.S. Air Force Academy, and the U.S. Space Command. The military is the largest employer in Colorado Springs.

3.6.4 Busting at the Seams

Not only did the city expand, but the economy was on the rise. When Colorado Springs began in 1871 to 1872, it covered 3,869 acres; but by 1955, it had more than doubled to 7,734 acres. In 1960, it had grown to 10,586 acres.[48] In 1968, the Rocky Mountain News announced that Colorado Springs "economy surges under its biggest boom." Land that once sold for $1.00 an acre was selling for $2,500 an acre. Citadel Mall in east Colorado Springs was built, manufacturers bought property, and new residential and commercial developments were under construction throughout the city. The building department estimated construction permits would reach a record $75 million in 1969 and $100 million by the end of 1971. Three large residential communities were in the planning stages north and west of the city limits that covered an area larger than Colorado Springs. City planners predicted the population would reach 200,000 by 1975 and 320,000 by 1985. Between 1970 and 1980 the Springs grew by 53 percent through annexations. In 1969, city council discussed plans to annex a 3,318-acre tract in the residential area of Cragmoor, north of the city and east of I-25. In 1968, Crossroads North office complex, designed by Robert C. Davis and developed by Craddock Development Company, was built at the Garden of the Gods Road and I-25. The eleven-building complex featured pre-stressed concrete construction, landscaping with open green areas, and plenty of parking. In 1971, the city annexed the 2,700-acre Mesa area northwest of the city and Rockrimmon north of the city, containing 3,100 acres.

3.6.5 Colorado Springs and the Modern Highway

When Congress passed legislation for the National Interstate Highway System in 1944, US 87 joined the highway system. The main route through Colorado Springs on Nevada Avenue, US 87, was designated the main north-south interstate route from Wyoming to New Mexico. In Colorado Springs, the Highway Department considered the problem of upgrading the central route US 85-87 or Nevada Avenue through the city. Instead the city commissioned a study and urban engineer Dan Ormsbeer

presented his findings. He suggested building an alternative highway with three potential routes through the city: 1) Union Avenue line (east edge of the city), 2) Shooks Run Line (Santa Fe RR line), and 3) Walnut Street Line (the present I-25 route).[49] The Walnut Street Line was chosen as the most suitable route and the department began planning the first phase of the project. In 1956, President Dwight Eisenhower signed legislation that provided 90 percent funding to states for interstate highway construction. Colorado and Colorado Springs would benefit from this legislation.

With federal funds, Colorado began an all out drive to modernize its highway system. Interstate 25 was created by connecting pieces of Colorado's jigsaw puzzle road systems. The 1958 Valley Highway in Denver, the Pueblo Freeway in 1959, and the 1960 Monument Valley Freeway in Colorado Springs were joined in the 1960s by the connector routes between Colorado Springs and Pueblo (finished in 1964) and the piece between Denver and Colorado Springs (completed in 1966). By 1970, Interstate 25 was a ribbon of concrete, an "interstate standard" highway running through the state from Wyoming to New Mexico.

By 1988, Interstate 25, which had been called "Main Street of America" in Colorado, had been dubbed the "Nuclear Highway." From Warren AFB in Cheyenne, Wyoming, through the state of Colorado south to Las Cruces, New Mexico, Interstate 25 was now a corridor for military activity. From missiles in the north to nuclear bombs in the south, the highway connected military bases, weapons and armament installations, laboratories, and defense networks that included the National Center for Atmospheric Research in Boulder, Rocky Mountain Arsenal in Commerce City, military installations in Colorado Springs, Pueblo Army Depot, Los Alamos National Laboratory and the nuclear test desert in New Mexico.

Today I-25 is not only a route through the city, but an integral artery for travel within the city.

3.7 Recent Growth in Colorado Springs

El Paso County has grown from about 300 registered voters in 1869 to 305,000 voters in 1997. By 2000, census records revealed the population had reached 516,929. There were over 2,000 miles of roads in the county and over 230 miles of open space. The county continues to grow as evidenced by the construction along I-25 from Monument to Colorado Springs and is one of the fastest growing in the state of Colorado. In 2000, the population for the city of Colorado Springs in 2000 was recorded at 360,890 people.[50]

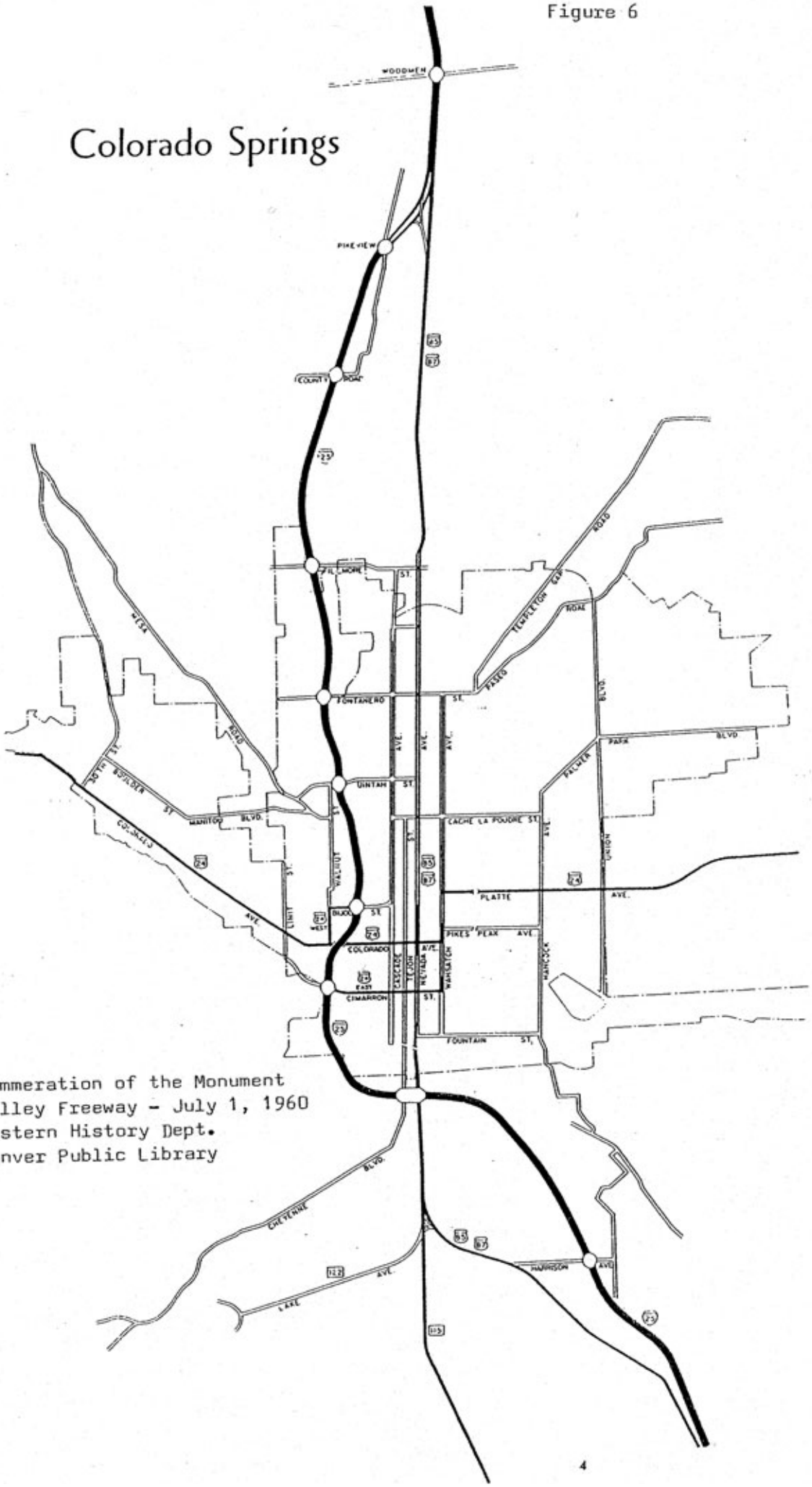
---

[48] "Interstate 25 North Nevada/Rockrimmon Interchange," 13.

[49] Colorado Highway Department, *Commemorating the Opening of the Monument Valley Freeway, Colorado Springs*, 1 July 1960.

[50] Factfinder on the U.S. Census website found at http://factfinder.census.gov.

Figure 6



Commeration of the Monument
Valley Freeway - July 1, 1960
Western History Dept.
Denver Public Library

4.0 RESEARCH DESIGN

The objective of this cultural resource survey is to 1) determine if there are historically significant properties or historic districts within the APE of project study area that are over 45 years of age and are listed or eligible for listing in the National Register of Historic Places (NRHP), and/or the State Register of Historic Properties (SRHP) and 2) determine if any said resources will be impacted by this project. Even though properties need to be 50 years of age to be eligible for listing in the National and State Registers, 45 years was chosen because this project is long term and some properties may reach 50 years eligibility age before the project's completion.

It is anticipated that the historic cultural resources in the project study area will fall under the following contexts as defined by the Resource Protection Planning Process (RP3). The majority of cultural resources found along the corridor will be within the historic areas of Colorado Springs that border I-25 on both sides of the highway. The expected historic contexts are:

> Colorado Plains Historic Context: Development and Expansion of the Rail Network (1865-1895);
>
> Early High Plains Irrigation and Farming to 1900;
>
> Post-1900 Agriculture; Ranching Since 1900;
>
> The Urban Frontier (1860-1900);
>
> Colonies and Towns (1868-1920);
>
> Welcoming the Health-Seekers and Tourists (1870-1920);
>
> The Military Establishment (1900-1945);
>
> The Auto Age (1890-1945); Urbanization and Planning, (Early Auto Period 1910-1945); and
>
> Engineering Context (Transportation/Bridges, Roads, and Railroads).

The project duties for the cultural resources survey will be completed by Barbara Norgren and Dawn Bunyak and divided into the following tasks between survey and completion of the report:

- File search, field survey and photographs, historic research – Barbara Norgren, Dawn Bunyak
- Survey Logs – Dawn Bunyak
- Inventory forms and survey report – Barbara Norgren, Dawn Bunyak
- Effects and mitigation – Dianna Litvak

Prior to the field survey, a file search of the state inventory documents and preliminary research was done at the Office of Archaeology and Historic Preservation, Colorado Historical Society, and the Western History and Genealogy Department of the Denver Public Library. The file search at OAHP

lists all previous surveys and recorded historic resources within the project area. The survey reports listed below, Inventory Forms of previously surveyed resources, and other pertinent information will be reviewed prior to the field survey. They are as follows:

Westside Historic District Survey Area
North End Historic District (5EP333)
Historic Sites & Structures El Paso County, CO
Colorado College Survey Area (5EP611)
Colorado College Historic Sites Survey & Plan
Monument Valley Park Survey Area (5EP613)
Boulder Crescent Place Survey area (5EP615)
Colorado Springs Downtown Intensive Survey
Mesa Springs Neighborhood Survey
Historical Resources Survey Woodman Road Interchange
Heritage Trolley System Master Plan
Bike Trail along Monument Creek STE M240-007
Woodmen Road Interchange IM 02252-310
N. Nevada & Rockrimmon Interchange
South Nevada and South Tejon Improvements
Fairlane (Stout-Allen) (Interquest) Parkway
New Santa Fe Regional Trail (Palmer Lake-North Academy)

The field survey will be conducted within the established Area of Potential Effects in the project study area of the I-25 corridor as outlined by CDOT. During the survey, photographs will be taken of properties over 45 years of age. It is anticipated that the majority of properties surveyed will be late nineteenth and early twentieth-century residential buildings, commercial buildings, city parks, bridges (including highway and railroad overpasses), and railroads within the Colorado Springs city limits, but there may also be railroads, bridges, military establishments, and rural farm properties that are well over 45 years of age. It is believed there will be very few farms and ranches due to new commercial and residential development in the rural areas along the corridor.

The survey area will be divided into segments between the major interchanges beginning at the Monument Interchange and continuing south to SH 16. Each segment will be additionally divided into the east and west sides of the highway. The field survey will cover all of the areas within the APE and will be expanded at the interchanges where there will be construction and in the neighborhoods where there is a potential for visual and/or auditory effects.

All previously recorded properties identified in the file search will be reevaluated and photographed and new resources that have not been surveyed will be photographed, also. A log of all surveyed properties, as well as the 45 years or older historic resources, will be maintained by interchange segment. The log can be found in the appendix of this report.

Throughout the period of the survey, historic research for the surveyed properties will be executed to determine the historic and current owners, dates of construction for resources over 45 years of age, and other relevant information. The records at the following institutions will be searched: the Stephen

Hart Library at the Colorado Historical Society, the Genealogy and Western History Department of the Denver Public Library in Denver, the El Paso Tax Assessor Office, the Colorado Springs Planning Office, the Pioneer Museum, and the Carnegie Library in Colorado Springs.

Following the examination of records and documentation, the resources will be evaluated for integrity, architectural and historic significance, and eligibility using the National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* and the State Register criteria. Field determinations of eligibility will be made and surveyed properties will be recorded on Architectural Inventory Forms as required by the OAHP. The completed forms will have copies of the USGS Quadrangle Maps and photos attached. Inventory Reevaluation Forms with photographs attached will be prepared for the previously recorded properties identified during the file search. After the inventory forms are completed, the survey report will be prepared according to guidelines as drafted in the *Colorado Cultural Resource Survey Manual* produced by the Colorado OAHP.

5.0 METHODOLOGY

The APE for the historic resources survey was established as previously discussed in Section 2.0, Project Study Area. Barbara Norgren and Dawn Bunyak conducted the field work and photography (photography logs are located in the appendix). They began the survey in October 2001 and concluded it in September of 2002. At the beginning of the field survey, it was decided that the corridor would be divided into segments between the interchanges from Monument south to SH 16 because of the length of the survey corridor and the extensive number of historic resources. The survey segments were further divided into east and west sides of I-25 and provided a comprehensive way to manage the areas and develop a system of organizing the data as it was gathered. This method also provided an outline for the survey logs, which are found in the appendix.

SURVEY CORRIDOR SEGMENTS

(Interchanges Going South)

Monument to Baptist Rd.
Baptist Rd. to North Gate
North Gate to North Academy
North Academy to Woodmen Rd.
Woodmen Rd. to Garden of God
Garden of Gods to Fillmore
Fillmore to Uintah Uintah to Bijou
Bijou to Cimarron
Cimarron to S. Nevada/ S.Tejon
S. Nevada/S. Tejon to Lake Ave.
Lake Ave. to S. Academy
S. Academy to SH16 (Peaceful Valley Rd.)

Two survey logs organized by segments were produced as the various segments were surveyed. One log, Road Survey I-25 Corridor, contains all of the cultural resources regardless of age that were surveyed and photographed in and out of the APE. The second log, Resources Over 45 Years, contains only those buildings that are at least 45 years of age or older. This log gives the property address, site number and eligibility status. The logs were updated as the survey progressed. A third survey log contains a list of properties for which inventory forms were prepared and the reasons some properties were found not eligible.

Because of the very large number of urban properties in the APE, the survey was a combination of intensive and selective survey depending on the location of the resources and the potential for impacts to eligible historic properties. For example, the buildings behind the sound wall in the Westside and Mesa Springs have less potential for direct and indirect impacts than areas near proposed interchange construction.

The field survey was done by interchange segments. The historic resources from the file search were revisited and photographs were taken. Additional historic research was done where necessary to update the information on these buildings. Throughout the field survey photographs were taken of the buildings and structures not previously recorded.

Historic research on individual resources was ongoing throughout the field survey. The research was done at the El Paso County Tax Assessor to determine current owner of the building and dates of construction. Research on the development El Paso County, Colorado Springs and historic owners of specific buildings was done at the Genealogy and Western History Department of the Denver Public Library, the Pioneer Museum, and the Carnegie Library in Colorado Springs. After the field survey and historic research were completed, the significance, integrity, and eligibility of the properties were evaluated using State and National registers criteria.

Following the determinations of eligibility the Architectural Inventory Forms, Reevaluation Forms, and/or Management Data and Linear Forms were prepared for all surveyed resources. The sites were located on copies of USGS maps and the maps and photographs were attached to the forms.

Throughout the field survey process informational meetings on the progress of the survey were held with the Colorado Springs Planning Office (Tim Scanlon) on January 10, 2002, and the Historic Preservation Landmarks Board on April 1, 2002, to present the survey findings to that date. A meeting was held at the Air Force Academy with Duane Boyle on January 3, 2002, to discuss resources on the Academy grounds. An informational community meeting was held on January 23, 2002, for persons with historic interests in the local community and residents of the North End Historic District. Close contact was maintained throughout the survey with the SHPO (Kaaren Hardy, Dale Heckendorn and Holly Wilson) and several meetings were held to discuss eligibility of resources such

as Monument Valley Park and the WPA Wall on May 7, 2002, Meetings were also held to discuss survey methodology for recording the San Miguel Historic District and the Westside and Mesa Springs neighborhoods. A meeting with Holly Wilson on August 15, 2002, was held to discuss the findings of a resurvey of Westside and Mesa Springs neighborhoods and the eligibility of historic properties.

San Miguel Historic District

On November 27, 2001, a meeting with Holly Wilson SHPO, Barbara Norgren, Dianna Litvak and Dawn Bunyak, consultants were held to discuss the recordation of the small San Miguel Historic District north of Uintah. Because of the district's small size, it will be recorded on one Architectural Inventory form accompanied by photos of all buildings, a map showing district boundaries and building locations, a list of owners, and narrative about each building in the district including style, date of construction, and architectural description. The San Miguel Historic District was recorded as directed by the SHPO and the buildings were assigned point numbers and a field determination was made for contributing and noncontributing buildings. Field determinations were made during the field survey and have not yet received official determinations by the State Historic Preservation Office.

Mesa Springs and Westside Neighborhoods

Mesa Springs and the Westside neighborhoods, from Fillmore to Uintah on the west side of the highway, were problematic for the consultants due to the large number of resources within the APE. These neighborhoods have been surveyed several times. The first was in the 1980s when both neighborhoods were officially determined not eligible as historic districts. Other surveys followed in the late 1980s and the 1990s. In the late 1990s, the neighborhood lost a number of buildings when the sound wall was built. These neighborhoods are on the west side of the sound walls and will not have direct construction impacts or indirect visual or auditory impacts from the current project.

On April 4, 2002, a meeting was held at the CDOT Denver office to discuss a new methodology for these two neighborhoods. In attendance were Kaaren Hardy, Holly Wilson, Dale Heckendorn, SHPO; Lisa Schoch, CDOT, and Dawn Bunyak, Dianna Litvak, Barbara Norgren, consultants. The new survey methodology to complete the documentation of these two neighborhoods was developed.

- Resurvey both neighborhoods.
- Count the total number of buildings and the total of altered and unaltered buildings within the APE.
- Photograph representative altered and unaltered buildings and buildings styles.

6.0 SURVEY RESULTS

The ***Road Survey of I-25 Corridor*** lists 345 properties within the APE of the corridor that were surveyed and photographed regardless of age. Following research at the El Paso County Tax Assessor's Office, a list of dates of construction pared the list down to 228 historic properties, that are listed in the survey log, ***Historic Resources 45 Year or Older***. This log contains historic resource name, where available, address, site number, year of construction, landmark status, field and official determination of eligibility, whether the property was previously recorded and reevaluated, if it has been altered, and if it has no historic or architectural significance. Both logs are found in the Appendix of this document.

See the Effects and Mitigation Section in Volume II for the construction plans for highway improvements and the results of the visual and auditory studies for this project and the analysis for impacts to eligible and listed historic properties.

ELIGIBLE OR LISTED PROPERTIES

Of the historic properties 45 years or older identified during the field survey, 31 are either field eligible, officially eligible, or listed in the State Register of Historic Properties and/or the National Register of Historic Places. This total includes three linear resources: the Denver & Rio Grande Railroad (D&RG, 5EP2181), the Santa Fe Railroad (5EP1003), and the WPA Flood Wall (5EP3856) that is found on both sides of Monument Creek south of Bijou Street. The railroads have several contributing and noncontributing segments in the project corridor and the flood wall is a continuation of the flood wall in Monument Valley Park. The historians recorded new segments of the D&RG Railroad (5EP2181.11) and the Santa Fe Railroad (5EP1003.9) There are no local landmarks located in the survey area. However, the properties determined eligible for the State or National registers may also qualify for local landmark designation. Information on each eligible and listed historic property is given after each table.

PROPERTIES LISTED IN THE NATIONAL REGISTER (6)

State ID#	Name	Location
5EP333	North End Historic District	East of Monument Valley Park from Uintah to Monroe
5EP622	Colorado Springs Fine Arts Center	30 W. Dale
5EP321	Emmanuel Presbyterian Church	845 N. Spruce St.
5EP208	St. Mary's Church	26 W. Kiowa
5EP646	Colorado Springs Public Library Carnegie Building/Carnegie Building	21 W. Kiowa
5EP1063	Boulder Crescent Place Historic District	W. Boulder and N. Cascade

5EP333 North End Historic District (Reevaluation)

This residential area was listed in the National Register on December 17, 1982. The neighborhood contains the finest collection of late nineteenth and early twentieth-century residential architecture in Colorado Springs. The neighborhood includes houses that exemplify architectural styles such as Georgian Revival, Mission Revival, and Spanish Colonial Revival. Prominent architects, such as Thomas MacLaren, the premier architect in Colorado Springs, designed a number of these houses. In addition, this area was home to some of Colorado Springs' most prominent citizens.

5EP622 Colorado Springs Fine Arts Center (Reevaluation)

Listed in the National Register on July 3, 1986, this building was designed by nationally acclaimed architect, John Gaw Meem, in 1936. Its style blends modern with southwestern architecture. The building overlooks Monument Valley Park with an expansive view of the Rocky Mountains to the west.

5EP 321 Emmanuel Presbyterian Church (Reevaluation)

Listed in the National Register in May 17, 1984, this handsome building is an example of local design using native stone and wood. It has been a visual landmark in the Westside neighborhood since 1903 and has been converted to apartments without altering the integrity of the original exterior.

5EP208 St. Mary's Catholic Church (Reevaluation)

This distinctive landmark was listed in the National Register on June 3, 1982. Constructed between 1891 and 1902, it has a Neo-Gothic design. Its gold spire is a visually orienting element that can be seen from great distances and is a very important architectural presence in downtown Colorado Springs.

5EP1063 Boulder Crescent Place Historic District (Reevaluation)

The district is made up of attractive turn-of-the-century residential buildings in a variety of architectural styles. This area was listed in the National Register on September 10, 1987.

5EP646 Colorado Springs Public Library/Carnegie Building (Reevaluation)

This 1905 building was listed in the National Register in November of 1996. It is attached to the newer public library building by an enclosed breezeway, but the original architectural integrity has been retained. The Carnegie building was designed in a Neo-Classical style during the City Beautiful Movement. The design is an excellent example of Neo-Classical. It was constructed with funds provided by the Pennsylvania philanthropist, Andrew Carnegie.

PROPERTIES LISTED IN THE STATE REGISTER (2)

Site ID#	Name	Address
5EP2223	Reynolds Ranch	1025 North Gate Road
5EP2179	Colo. Spgs. & Interurban Car No. 59	2333 Steel Dr.

5EP2223 Reynolds Ranch (Reevaluation)

Listed in the State Register on September 10, 1997, the ranch has an excellent example of a rural farmhouse in a farm setting with a pond and a number of intact farm outbuildings. This complex, one of the few remaining in northern El Paso County, also appears to be eligible for listing in the National Register.

5EP2179 Colorado Springs & Interurban Car No. 59 (Reevaluation)

This streetcar, located in the Rock Island Railroad Roundhouse, is currently undergoing a complete restoration. It was listed in the State Register on November 9, 1994. The car was purchased in 1901 when Winfield Stratton owned the Interurban Railway Company. The car will be put into service again when restoration is completed.

OFFICIALLY ELIGIBLE PROPERTIES (7)

State ID#	Name	Address
5EP595	US Air Force Academy	North of North Gate to North Academy Blvd.
5EP1003	Santa Fe Railroad Grade	Various locations along I-25
5EP2181	Denver & Rio Grande Railroad	Various locations along I-25
5EP614	Van Briggle Tile & Pottery Co.	1125 Glen Ave.
5EP974	Cache la Poudre Bridge	Mesa Dr. & Cache la Poudre
5EP616	West View Pl. Historic District	West View Place
5EP618	D&RG Railroad Depot	10 S. Sierra Madre

5EP595 United States Air Force Academy (Reevaluation)

In 1998, the State Historic Preservation Office determined the U.S. Air Force Academy officially eligible under National Register Criterion Consideration G for its exceptional significance. The Academy is significant under National Register Criterion C as a Historic Cultural Landscape and meets Criterion A for its association with military history of the U.S. Air Force. The land on which the Academy is located has been in continuous use and occupation from the 1870s. The outstanding site planning and the International Style buildings at the Academic and Cadet areas have exceptional

national significance in the Modernist designs of the buildings, the site planning and landscape design of the property. The prominent architectural firm of Skidmore, Owings, and Merrill planned and designed the buildings in the Academic and Cadet areas. This firm also introduced the use of new materials and technology in construction and provided innovative site planning and landscape design to integrate the buildings and campus with the natural landforms at the site.

5EP1003 Santa Fe Railroad Grade

The abandoned section of the railroad grade from Palmer Lake to Colorado Springs was officially determined eligible in 1995. In 1887, the Denver & Santa Fe Railway Company constructed 124 miles of track from Denver to Pueblo. In 1900, the Atchison, Topeka & Santa Fe Railroad Company bought the railroad. The line was abandoned in the 1970s and the tracks, ties, and trestles were removed. When the New Santa Fe Regional Recreation Trail was constructed from Palmer Lake to Colorado Springs in the 1990s, parts of the graveled trail followed the historic railroad grade. This linear historic resource is made up of several previously surveyed segments. Within the contributing segment of the railroad through the Air Force Academy (5EP1003.1), there are two smaller segments (5EP1003.2 and 5EP1003.6) that have been determined contributing to the railroad's history. The segment north of the Academy (5EP1003.9) is a newly surveyed segment that is contributing to the history of the railroad and retains much of its integrity. South of the Academy along I-25 there are two noncontributing segments (5EP1003.5 and 5EP1003.7) that were determined to have lost their integrity of setting and/or physical integrity.

5EP2181 Denver and Rio Grande Railroad

The spread of the railroad on the western plains may have been the single greatest influence on growth and prosperity in Colorado from 1870 into the early twentieth century. Currently trains still operate over the same route of the nineteenth-century D&RG railroad line. When the D&RG railway headed south from Denver into the vicinity of Pike Peak, railroad owner General William Jackson Palmer founded Colorado Springs at the foot of the mountain in 1870. The railroad was crucial in the development of Colorado Springs and was determined officially eligible in 1994. There are contributing and noncontributing segments of this railroad in the project area. The segment identified as 5EP2181.11 is a newly surveyed contributing segment of the railroad that begins on the north side of Fillmore and runs through Colorado Springs to Colorado Avenue. Other than the construction of I-25 in the 1950s, the setting of this railroad segment has changed very little and it still contributes to the history of the D&RG Railroad. This route of this segment still runs behind the railroad depot through the rail yards at the same location and continues south out of the project area. There is a noncontributing segment (5EP2181.9) in the North Nevada/ Rockrimmon project area to the north between Rockrimmon Rd. and Garden of the Gods Rd. that has lost integrity of setting due to construction of new commercial buildings on both sides of the tracks.

5EP614 Van Briggle Tile and Pottery Company (Reevaluation)

This former home of Van Briggle Pottery is officially eligible for its unique design and craftsmanship of brickwork and decorative tiles on the exterior of the building. This building and the pottery company was associated with the Art Pottery Movement and was one of the leading producers of art pottery in the early twentieth century. The company is still in operation and is now located at the Colorado Midland Roundhouse at 600 S. 21st Street in west Colorado Springs.

5EP974 Cache La Poudre Bridge (Reevaluation)

Officially determined eligible in 1988, this bridge is significant for its 1930s Art Deco design unlike any other bridge in the state. This bridge is one of six continuous concrete I-beam bridges built before 1941 that remain in Colorado. It is a prominent structure in Monument Valley Park and is a link between the east and west sides of Monument Creek. The bridge was evaluated as eligible in the 1999-2000 Historic Bridge Inventory.

5EP616 West View Place Historic District (Reevaluation)

This residential district is close to downtown and contains a number of picturesque shingle and stone cottages with a variety of styles built between 1876 and 1909. The buildings along West View Place face Monument Valley Park and have mountain views. The district was determined eligible by the City of Colorado Springs in 1985. This area is also eligible for listing in National Register for its architectural significance.

5EP618 Denver & Rio Grande Railroad Depot (Reevaluation)

The depot was determined eligible by the city of Colorado Springs in 1985. This building, the second depot on the site, was constructed in 1886 to 1887. It is associated with the history of rail transportation in Colorado Springs and with the town's development and growth. The building has architectural significance in its Queen Anne style with stone from Castle Rock's quarries. In the 1970s, the building was converted into a restaurant, but still retains much of its architectural integrity, as well as integrity of setting next to the railroad tracks where trains pass it several times a day.

FIELD ELIGIBLE PROPERTIES (16)*

State ID#	Name	Address
5EP613	Monument Valley Park	Bet. Monroe & Bijou
5EP4138	International Style House	205 W. Fontanero
5EP4139	Dr. Phillip Loomis House	1414 Culebra Ave.
5EP4140	Willis Armstrong House	1432 Culebra Ave.
5EP4146	Jess Lewis House	1722 Culebra Ave.
5EP4200	San Miguel Historic District	W. San Miguel & Glen Ave.

State ID#	Name	Address
5EP619.9	House	615 Zuyder Zee
5EP4201	House	611 Zuyder Zee
5EP4202	House	609 Zuyder Zee
5EP4208	Queen Anne House	422 W. Bijou
5EP3856	WPA Flood Wall	S. of Bijou to Colo. Midland RR
5EP3854	St. Mary's School	29 W. Kiowa
5EP634	Knights of Columbus	21 W. Kiowa
5EP643	Chadbourn Spanish Gospel Mission	203 S. Conejos
5EP4199	Cast Stone House	533 E. Brookside
5EP4209	Al Kaly Shrine Mule Team Barn	3415 Janitell Rd.

* (Field eligible properties are those that have been determined eligible in the field survey, but not yet officially determined eligible by the State Historic Preservation Office.)

5EP613 Monument Valley Park - 1907-1909(Reevaluation)

Twenty-seven years have passed since the park was surveyed in 1985. At that time, park was determined officially not eligible because it had lost its original 1904 integrity. Since then, the original park features and WPA rockwork have gained in architectural and historical significance and it is believed the park is now eligible for the National Register under Criteria A and C. The park is found to be field eligible under Criterion A for its association with General William Jackson Palmer who founded Colorado Springs and the Denver and Rio Grande Railroad. Palmer directed the construction of the park beginning in 1904. The park is also eligible under Criterion C because the New Deal WPA features in the park are now significant for their design and craftsmanship. The park is also eligible under Criterion C as an outstanding example of landscape design, as well as the design and history of its features. The extant features from the Palmer and WPA eras have retained their integrity and are considered contributing to the park. In recent years there have been additional features added in the park, such as a rose garden, a fountain, a playground and soccer field and trails. While these newer facilities do not contribute to the historic significance of the park, they do not diminish the overall integrity because they are in keeping with the park's original intent for recreation and relaxation. See the Inventory Form for more detailed information about the park.

Monument Valley Park

TABLE OF CONTRIBUTING AND NONCONTRIBUTING RESOURCES

Contributing Resources	Noncontributing Resources
Site	**Site**
Monument Valley Park (5EP613)	
Tahama Spring (MVP 8)	
Buildings	**Buildings**
Penrose Bathhouse (5EP613.7)	Horticulture Center Building (MVP26)
Palmer's Office & Greenhouses (5EP613.2)	
Structures	**Structures**
Penrose Pavilion (5EP613.6)	Rose Garden Overlook at Bijou St (MVP4)
Carlton Band Shell (5EP613.5)	Uintah Street Bridge (MVP29)
Cache la Poudre Bridge (5EP974)	Sound Wall (MVP 16)
WPA Walls along Monument Creek (5EP613.1)	Pedestrian Bridge over I-25 (MVP 17)
Geologic Column (5EP613.3)	
Penrose Swimming Pool (5EP613.7)	
Bijou St Rock Entrance (5EP613.13)	
San Miguel St Park Entrance (5EP613.15)	
Willamette St WPA Park Entrance (5EP613.14)	
Columbia St WPA Park Entrance (5EP613.16)	
Baseball Field and Stands (MVP 9)	
Shadow Lake--Lake Number 1 with WPA wall (5EP613.4)	
Duck Pond and Willow Haven (MVP 27)	
San Miguel Pond with Island (MVP 31)	
Cache la Poudre Bridge (5EP974)	
Objects	**Objects**
Plymouth Rock (MVP7)	Modern Fountain (MVP2)
WPA Plaques (MVP 5)	Sundial (5EP613.9)
WPA Drinking Fountain (MVP10)	Giddings Fountain (5EP613.8)

5EP4138 Maurice Snyder International Style House - 1947

This property may meet the National Register criterion C as an early example of International Style and one of the few houses of this style in Colorado Springs .The building has retained much of its original integrity of design and materials.

5EP4139 Dr. Phillip Loomis House 1910

This property appears to meet criterion B for association with nationally known iris hybridizer and grower, Dr. Phillip Loomis, who received many local and national awards for introducing new iris strains. This house was Loomis' home from 1912 until his death in 1970 and where he conducted significant work to develop new irises. This large rambling house may also have architectural significance for its design that uses native stone in the porches and porte cochere.

5EP4132 Willis Armstrong House - 1911

This house may meet criterion C for its rustic Craftsman cottage design that fits the resort image held by General William Jackson Palmer for Colorado Springs. Rustic designs were prevalent at the turn-of-the–century throughout Colorado Springs in both large and small residences. The house is significant for its prominent owner Willis R. Armstrong and his wife Dell H. Armstrong, who both served the community in many ways. Willis R. Armstrong helped organize the Colorado Springs National Bank in 1907 serving as cashier of the bank through the Depression and two wars. Dell H. Armstrong, who designed the house, also made her mark in Colorado Springs as a language and art professor at Colorado College

5EP4146 Jess Lewis House - 1922

This house is an excellent example of Tudor Revival style and has architectural significance as representing a type and period of construction with many Tudor elements. Jess H. Lewis and his wife Ethel occupied the house from 1924 to at least 1937. Lewis was the secretary/treasurer of the Van Briggle Tile and Pottery Company. In 1922 Lewis and his brother, I.F. Lewis bought Van Briggle Pottery and Jess became general manager. In 1953, Jess Lewis directed the move of the pottery company to the 20,000 sf Colorado Midland Railroad Roundhouse where the company is today.

5EP4200 San Miguel Historic District – 1898-1926

This area is a small isolated neighborhood located north of Uintah, east of the D&RG tracks, and west of Monument Creek. It developed between 1898 and 1926 and has retained a good deal of its original architectural integrity. There are a variety of modest turn-of-the-century residential styles that are good representatives of the small middle-class residential buildings in Colorado Springs that display a distinctive rustic styling through the use of shingles and stone. Currently, as the city is changing and the older neighborhoods are redeveloped, these types of middle-class dwellings are disappearing.

Zuyder Zee Historic District (5EP619.9 House-1920; 5EP4201 House-1926; 5EP4202 House-1924)

These three houses, built in the 1920s, along the short private street called Zuyder Zee are on the east edge of Monument Valley Park. Each of the three houses has a distinctive design and architectural details that features two sections of different heights in each house. The houses create the appearance of a street in a European village lined with small buildings. The three buildings are believed to have been designed by artist Benjamin Lefkowsky, who owned the land and was of European birth. These three houses, as a group, have architectural significance as a small historic district.

5EP4208 Queen Anne House -1902

This property is eligible for its architectural significance as an excellent example of a Queen Anne style building and embodies a type, period, and method of construction. The house contains very intricate and decorative woodwork in the gables and front porch. It has retained the original architectural integrity of its Queen Anne design and materials. There is an identical house next door to the east that has unfortunate alterations to the front porch and is not eligible.

5EP3856 WPA Flood Wall – 1935-1940s

These segments of the rock flood walls along Monument Creek are on the east and west sides of the creek and south of the Bijou Street Bridge extending down to the Colorado Midland Railroad corridor. The walls, constructed by the WPA between 1935 and 1941, are an extension of the WPA flood walls in Monument Valley Park and are of the same native stone with mortar joints. The walls are excellent examples of WPA construction techniques and eligible for listing in the National Register.

5EP3854 St. Mary's School -1949

Construction began on St. Mary's new elementary school in 1949 and was completed in 1950. Mrs. Spencer Penrose donated $300,000 through the El Pomar Foundation to build the school. The internationally known architect Augustus Jan Ruhtenberg collaborated with Colorado Springs architect, Earle A. Diets, on the design of the building. The relatively unknown Ruhtenberg was associated with Mies van der Rohe's Bauhaus movement in Germany in the 1930s and with architect Phillip Johnson in the United States. Ruhtenberg made significant contributions in introducing modern architecture to the United States as a teacher and a modern architect. This building displays fine craftsmanship in the brickwork and has the distinctive characteristics of the International Style in the post World War II period. This building may be one of the earliest examples of this style in Colorado Springs. Ruhtenberg also designed the Carriage House at the Broadmoor Hotel.

5EP634 Knights of Columbus - 1924

The building meets National Register criterion C for its craftsmanship found in the interesting design and decorative brick and tile work designed by prominent Colorado Springs architect, Thomas

MacLaren. The building, constructed in 1924, may be one of the last of the fraternal buildings remaining in downtown Colorado Springs.

5EP643 Chadbourn Spanish Gospel Mission -1900

This is a small Mission Style building with a curvilinear parapet over the front door and one on the bell tower. An early 1900s store building was remodeled into this stucco building in the 1930s and used as a church. It is located in the Conejos neighborhood that contained modest working-class houses at one time and gradually evolved into a light industrial area. This is the last remaining building in the Conejos neighborhood. The church was determined not eligible in 1985, however the building is significant for its association with a working class Hispanic neighborhood that developed there in the late nineteenth century and also has architectural significance as a type, period, and method of Mission Revival-style construction.

5EP4199 Cast Stone House – ca. 1899

This house is an excellent example of early ornamental cast concrete block construction built circa 1899 on a farm south of Colorado Springs. No other concrete block buildings were located in the current survey area. It is constructed primarily using ornamental concrete blocks. The house still retains its historic integrity in its design features and physical materials. This house reflects the period of ornamental concrete block construction in home building in the early twentieth century.

5EP 4209 Al Kaly Shrine Mule Team Barn – 1928

This rural complex of agricultural buildings is significant for its association with the Sinton Dairy, a prominent Colorado Springs business. The dairy was started in 1880 by two brothers from New York with a small dairy herd of twelve cows near the present-day Willamette and Corona streets in Colorado Springs. They sold milk from a horse-drawn cart by ladling it from five-gallon cans into the containers of 44 customers. Sinton Dairy purchased the Hassler Ranch south of Colorado Springs in 1928 to expand their diary business and built this complex between 1928 and 1953. In 1956 when Sinton got out of the cattle business, they purchased milk from local diary farmers and moved the operations into a new processing plant on Sinton Road. Al Kaly bought this property in 1976 to house their mule team, the only matched-pair mule teams in the United States. Some of the mules were acquired from Camp Carson.

Bridges and Overpasses - All Interchange Segments

The Pine Creek Bridge southbound, 5EP807, was determined officially eligible and the eligible Pine Creek Bridge north bound, 5EP3395, north of Woodmen Road were demolished as part of the Woodmen Rd. Interchange project. The Cottonwood Creek Bridge (Vincent Rd., 5EP972) was listed in the National Register in October 2001. The remainder of bridge structures, constructed ca. 1958, along the I-25 Corridor were identified as not eligible in the 1999 Bridge Inventory prepared by

Clayton Fraser of FRASERdesign for the Colorado Department of Transportation. These structures are less that 45 years old and do not qualify for listing in the National Register of Historic Places. None of these existing structures in the project corridor possess historic or engineering significance and have lost integrity due to widening and other alterations. No inventory forms were prepared for these structures.

LISTED, ELIGIBLE AND CONTRIBUTING HISTORIC RESOURCES BY SURVEY SEGMENTS

BAPTIST – NORTH GATE

5EP1003.9	Santa Fe RR Grade	Baptist - N. Academy	Contributing
5EP595	USAFA		Officially eligible

NORTH GATE – N. ACADEMY

5EP2223	Reynolds Ranch	1025 North Gate Rd.	State Register
5EP1003.1	Santa Fe RR Grade	Baptist - N. Academy	Contributing
5EP595	USAFA		Officially eligible

N. ACADEMY – WOODMEN RD.

5EP807	Pine Creek Bridge	SB I-25 & Pine Creek	Eligible/Demolished
5EP3358	Pine Creek Bridge	NB I-25 & Pine Creek	Eligible/Demolished

WOODMEN RD. – GARDEN OF THE GODS RD.

5EP972	Cottonwood Creek Bridge	Vincent Dr.	National Register

FILLMORE – FOUNTANERO

5EP2179.1	Interurban RR Car	2333 Steel Dr.	State Register
5EP2181.11	D&RG RR line	Fillmore to Colorado Ave.	Contributing

FONTANERO – UINTAH

5EP2181.11	D&RG RR line	Fillmore to Colorado Ave.	Contributing
5EP333	N End Historic Dist	Uintah to Monroe	National Register
5EP613	Monument Valley Park	Monroe to Bijou	Field Eligible
5EP4138	International House	205 W. Fontanero	Field Eligible
5EP4139	Loomis House	1414 Culebra Ave.	Field Eligible
5EP4140	Armstrong House	1432 Culebra Ave.	Field Eligible
5EP4146	Jess Lewis House	1722 Culebra Pl.	Field Eligible
5EP4200	San Miguel HD	W. San Miguel & Glen Ave.	Field Eligible

UINTAH - BIJOU

5EP2181.11	D&RG RR line	Fillmore to Colorado Ave.	Contributing
5EP613	Monument Valley Park	Monroe to Bijou	Field Eligible
5EP614	Van Briggle Pottery Co.	1125 Glen Ave.	Officially Eligible
Zuyder Zee Historic District		Mesa Rd & MVP	Field Eligible
5EP612. 9	House	615 Zuyder Zee	Contributing
5EP4201	House	611 Zuyder Zee	Contributing
5EP4202	House	609 Zuyder Zee	Contributing
5EP622	Fine Arts Center	30 W. Dale	National Register
5EP974	Cache La Poudre Bridge	Mesa Dr. & Cache la Poudre	Officially Eligible
5EP321	Emmanuel Presbyterian	845 N Spruce	National Register
5EP106	Boulder/Crescent HD	N. Cascade & Boulder	National Register
5EP616	West View Place HD	West View Pl.	Officially Eligible

BIJOU – CIMMARON

5EP2181.11	D&RG RR line	Fillmore to Colorado	Contributing
5EP4208	Queen Anne House	422 W. Bijou	Field Eligible
5EP613	Monument Valley Park	Bijou to Kiowa	Field Eligible
5EP3856	WPA Wall	South of Bijou to Midland RR	Field Eligible
5EP208	St. Mary’s Church	26 W. Kiowa	National Register

5EP3854	St. Mary's School	29 W. Kiowa	Field Eligible
5EP634	Knights of Columbus	25 W. Kiowa	Field Eligible
5EP646	Carnegie Library	21 W. Kiowa	National Register
5EP618	D&RG RR Depot	10 S. Sierra Madre	Field Eligible
5EP643	Chadbourn Gospel Mission	302 S. Conejos	Field Eligible

S. TEJON – LAKE AVE.

5EP4199	Cast Stone House	533 E. Brookside	Field Eligible

LAKE – S. ACADEMY

5EP4209	Al Kaly Mule Team Barn	3415 Janitell Rd.	Field Eligible

FIELD NOT ELIGIBLE PROPERTIES

Of the 228 total buildings over 45 years of age that were surveyed, 197 were determined field not eligible using the National Register criteria for evaluation. The not eligible determination of previously surveyed buildings was also reevaluated. The primary reasons the properties were found field not eligible are:

- no significant association with historic events or persons important in history and/or no significant architecture.(Better examples found elsewhere in the city);
- alterations that diminish the original architectural integrity;
- reevaluation and concurrence with not eligible status of previously surveyed buildings;

In consultation with Dale Heckendorn, State Register Coordinator in the Office of Archaeology and Historic Preservation it was decided to show the results of the not eligible determinations in the survey log rather than statements for each building in the survey report. This decision was reached due to the large number of not eligible properties and because the field evaluations are given on the individual inventory forms with a discussion of eligibility, significance and integrity for each building.

Mesa Springs and Westside Neighborhoods

Many of the field not eligible properties were found in the Westside and Mesa Springs neighborhoods in Colorado Springs on the west side of the I-25 corridor. The field survey in these neighborhoods was conducted by Barbara Norgren and Dawn Bunyak on October 30 - 31, 2001; November 15,

2001; January 24 & 28, 2002; February 6, 2002, with resurveys on May 23, 2002, June 20, 2002, September 11, 2002.

As requested by the SHPO, a resurvey, building count of unaltered buildings, and additional photographs were done on May 23, 2002, and June 20, 2002. The results of the resurvey found approximately 283 total buildings in the APE of both neighborhoods. Forty-five were relatively unaltered and one building (Emmanuel Presbyterian Church) was listed in the National Register. A number of the buildings in Mesa Springs are less than forty-five years of age, but 121 buildings are over 25 years of age with only 3 unaltered. Westside has 162 buildings with 42 that are relatively unaltered.

Almost all of the buildings in the two neighborhoods have been altered in some way including additions on front, sides, and rear or roof; non-original exterior cladding of asbestos shingles, stucco, and wide lap siding; removal or reconstruction of front porches; changes in size of door and window openings; and installation of replacement windows such as picture windows.

Findings from the current survey are that there are no individually eligible buildings or cohesive historic districts in the APE in these two neighborhoods due to the alteration of many of the buildings. More representative examples of the historic buildings are found farther to the west of the APE. The houses close to the interstate have suffered from insensitive additions or deterioration over the years due to the presence of I-25. After a sound wall and green belt were constructed in the 1990s, the setting of the homes directly behind the sound wall was improved and highway noise reduced, but the demolition of buildings and construction of the wall altered the neighborhood setting and is a visual obstruction to the east of both neighborhoods.

Baker’s Subdivision in Mesa Springs Neighborhood, is a small 1950s development that contains tract houses built circa 1953 to 1958. Since these buildings are less than 50 years old and do not possess exceptional architectural or historic significance, the area is not eligible as a National Register historic district. In consultation with SHPO, it was decided to document Baker on one inventory form and take photos of representative buildings. This part of the survey was done on June 20, 2002.

In addition, SHPO requested a resurvey of the 900 block of N. Spruce Street in the Westside neighborhood to determine if there was a small district. A resurvey was done on September 11, 2002, and photos were taken. Several of the houses on N. Spruce Street have been altered and they face the sound wall. These buildings have lost their neighborhood setting and do not appear to be an eligible cohesive historic district. Architectural inventory forms were prepared for the individual buildings.

7.0 BIBLIOGRAPH
BOOKS AND PUBLICATIONS

Abbott, Carl; Leonard, Stephen J.; McComb, David. Colorado A History of the Centennial State. Boulder: Colorado Associated University Press, 1982.

Aldridge, Dorothy. A Peek into the Past. Colorado Springs, Colorado: Gowdy Printcraft Press, Inc., 1991.

Athearn, Robert G. Rebel of the Rockies: A History of the Denver and Rio Grande Western Railroad. New Haven: Yale University Press, 1962.

Crofutt, George A. Crofutt's Grip-Sack Guide of Colorado. Omaha: The Overland Publishing Co., 1885, Vol. II.

Finley, Judith R. Time Capsule 1900: Colorado Springs A Century Ago. Colorado Springs, Colorado: Pastwords Publications, 1998.

--------, ed. The Century Chest Letters of 1901: A Colorado Springs Legacy. Colorado Springs, Colorado: Colorado College, 2001.

Foner, Eric and John A. Garraty, editors. The Reader's Companion to American History. Boston: Houghton Mifflin Co., 1991.

Hetzler, Rosemary and John. Colorado Springs and Pikes Peak Country. Norfolk, Virginia: The Donning Company, 1981, 1989.

Holley, John Stokes. The Invisible People of The Pikes Peak Region: An Afro-American Chronicle. Colorado Springs, Colorado: The Friends of the Colorado Springs Pioneers Museum, 1990.

Howbert, Irving. Memories of a Lifetime in the Pike's Peak Region. Glorieta, New Mexico: Rio Grande Press, Inc., 1925, 1970.

Lamar, Howard, ed. The New Encyclopedia of the American West. New Haven and London: Yale University Press, 1998.

Leonard, Stephen J. Trials and Triumphs. Niwot, Colorado: University Press of Colorado, 1993.

Loe, Nancy E. Life in the Altitudes: An Illustrated History of Colorado Springs. Woodland Hills, California: Windsor Publications, Inc., 1970.

Loevy, Robert D., professor of Political Science, Colorado College. “A History of the Old North End Neighborhood in Colorado Springs, Colorado, date unknown.” TMs (photocopy).

McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1984, 2000.

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

Oldach, Denise R., ed. Here Lies Colorado Springs: Historical Figures Buried in Evergreen and Fairview Cemeteries. Colorado Springs, Colorado: Fittje Brothers Printing Company, 1995.

Ormes, Manly Daylon and Eleanor R. The Book of Colorado Springs. Colorado Springs, Colorado: The Dentan Printing Company, 1933.

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

Skolout, Patricia Farris. Colorado Springs History A to Z, 3rd ed. Colorado Springs, Colorado: Self-published, 1992.

Smiley, Jerome C. History of Denver. Denver: The Denver Times-The Times-Sun Publishing Company, 1901. Reproduction by Unigraphic, Inc, 1971.

Smith, Duane A. with Kate Shuchter. Colorado: Our Colorful State. Niwot, Colorado: University Press of Colorado, 1999.

Sprague, Marshall. Newport in the Rockies: The Life and Good Times of Colorado Springs, Rev. ed. Chicago: The Swallow Press, Inc., 1971.

--------. One Hundred Plus: A Centennial Story of Colorado Springs. Colorado Springs, Colorado: Colorado Springs Centennial, Inc., 1990.

Spurr, Dick and Wendy. Historic Forts of Colorado. Grand Junction (Colorado): Centennial Publications, 1994.

Stone, Wilbur Fisk, ed. History of Colorado. Chicago: The S.J. Clarke Publishing Company, 1918.

Ubbelohde, Carl; Benson, Maxine; Smith, Duane A. A Colorado History. Boulder: Pruett Publishing Company, 1976.

Van Diest, Edmund C. A Brochure—General William J. Palmer. Address to Colorado Springs Kiwanis Club, Antlers Hotel, 5 August 1942. Colorado Springs, Colorado: The Dentan Printing Company, 1921.

Watson, Bob. The Pike's Peak Pioneers, 100 Years. Colorado Springs, Colorado: Self-published, 1971.

The WPA Guide to 1930s Colorado. With an introduction by Thomas J. Noel. Hastings House, 1941; Lawrence, Kansas: University Press of Kansas, 1987.

GOVERNMENT DOCUMENTS

Colorado Springs, Colorado. Department of Public Works and Property. "A General Plan for the Improvement of Colorado Springs" by Charles Mumford Robinson. Colorado Springs, CO, May 1912.

Colorado Springs, Colorado. Parks and Recreation Department. A Living Legacy: *The Story of Parks and Recreation in Colorado Springs*. Colorado Springs, CO: Parks Department, August 1996.

--------. Parks Commission Report of 1908.

---------. "Summary Report and Development Plan for the Monument Valley Trail." 1980s.

--------. "Report and Plans for Reconstruction of Monument Valley Park." By S. R. DeBoer and Company, Landscape Architects. December 1944.

Colorado Springs, Colorado. Planning and Development Department, Comprehensive Planning Section. "The Evolution of Historic Medians in Colorado Springs." December 1996.

--------. "Mining Report, Colorado Springs Coal Field: A Guide for Future Land Use." Geology Section. August 1967.

El Paso County, Colorado. Land Use Development. *Historic Sites and Structures*, El Paso County, Colorado by Elaine Freed and David Barber. 1977.

Colorado. Department of Education. Colorado Historical Society. National Register Multiple Property Documentation Form. *Hinsdale County Metal Mining Historic Context*, 1870-1950 by Carl E. Connor. Denver, 1999.

-------. Colorado Historical Society. National Register Multiple Property Documentation Form. Railroads in Colorado, 1858-1948 by Clayton Fraser. Denver, 1997. (Produced as a cooperative effort with the Foundation for Colorado State Parks, Inc.).

--------. Colorado Historical Society. National Register Multiple Property Documentation Form. Highway Bridges in Colorado, 1880-1958 by Clayton Fraser. Denver, 2001.

--------. Colorado Historical Society. Mini-Grant Application by the City of Colorado Springs Parks and Recreation Department, Fall/Winter 1996-1997.

Colorado. Department of Highways, Public Relations Division. “Commemoration: The Opening of the Monument Valley Freeway.” Denver, 1960.

Colorado. Department of Transportation. “Powers Boulevard Extension Survey Report, Project #STM M-240-014 (SUB 10531)” by Roxanne Eflin. May 4, 1995.

--------. “North Nevada/Rockrimmon Interchange (IM 0251-328).” Historic Resources Survey Report prepared for Daniel, Mann, Johnson, & Mendenhall, Inc. by Barbara Norgren. March 2000.

--------. Nevada/Tejon Interchange, I-25 Colorado Springs, Colorado. Historic Resources Survey Report by Dianna Litvak. October 1999.

--------. “Bike Trail Along Monument Creek, Project #STE M240-007).” Historic Resources Survey.

--------. “Woodman Road Interchange (IM 02252-310).” Historic Resources Survey Report.

--------. “Powers Boulevard Extension North, Woodman Rd. to I-25 (STU M240-014).” Environmental Assessment. July 1997.

--------. “Fairlane Parkway Interchange.” by Stout-Allen. Historic Resources Survey Report. 1998.

U.S. Department of the Army. Corps of Engineers, Albuquerque District. “Flood Plane Information: Monument Creek, Colorado Springs, Colorado.” Prepared for the Pikes Peak Area Council of Government through the State of Colorado Water Conservation Board. Albuquerque, New Mexico (May 1971).

U.S. Department of the Interior. National Park Service. Presenting Nature: *The Historic Landscape Design of the National Park Service*, 1916-1942 by Linda Flint McClelland. Washington: Government Printing Office, 1993.

--------. National Park Service. National Register Bulletin: *A Context and Guidelines for Evaluating America’s Historic Suburbs* by Dr. David L. Ames. Washington: Government Printing Office, 2002.

NEWSPAPERS (dates are cited in text)

Colorado Springs *Gazette*.

Colorado Springs *Gazette and Telegraph*.

The (Colorado Springs) *Sun*.

The Denver Post. 5 December 1966; 26 May 1968; 16 August 1968; 27 October 1968; 8 September 1971; 28 September 1977.

Empire Magazine, 17 October 1965.

The Pueblo *Chieftan*.

Rocky Mountain News. 21 June 1970; 25 April 1971; 18 January 1981; 14 August 1984; 25 August 1985.

SURVEY REPORTS AND INVENTORY FORMS

1. Westside Neighborhood Survey – "Westside: Introduction to Its History and Architecture," 1983, and Westside Historic District Survey Area (5EP235) by Deborah Edge Abele.
2. Historic Sites & Structures El Paso County, CO.
3. Colorado Springs Downtown Intensive Survey Final Report, Deborah Edge Abele, 1981.
4. Mesa Springs Intensive Survey Final Report, 1985, Deborah Edge Abele.
5. Heritage Trolley System Master Plan.
6. S. Academy Blvd. to N. Academy Blvd. Archaeological Survey Report, IR 025-2(229), July 1988.

<u>Surveys</u>

5EP1003.5 Linear Component Form, Santa Fe Railroad right-of-way. Dianna Litvak, CDOT Historian, Oct. 5, 1999.

5EP1003.9 Linear Component Form, Santa Fe Railroad right of way.

5EP2181.1 and 5EP2181.2 Historical Archaeology Component Forms, Denver and Rio Grande Western Railroad, O.D. Hand, CDOT Archaeologist, March 1, 1996, July 7, 1994.

5EP333 North End District Architectural Inventory Form.

5EP611 Colorado College Architectural Inventory Form and Colorado College Historic Sites Survey & Plan.

5EP615 Boulder Crescent Place Historic District Architectural Inventory Form.

5EP321 Emmanuel Presbyterian Church Architectural Inventory Form.

5EP974 Cache La Poudre Street Bridge Architectural Inventory Form.

5EP524 Colorado Springs Coal Field Architectural Inventory Form.

5EP613 Monument Valley Park Historic District Architectural Inventory Form, 25

November 1985.

EP-CH-NR29 Cultural Resource Survey of Six Bridges on the Proposed Monument/Fountain Creek Bikeway in Colorado Springs, El Paso County, Colorado. Daniel Jepson, 1994.

EP-CH-R24 Historical Resources Survey Woodman Road Interchange. Dianna Litvak, CDOT, 5 October 1999.

EP.CH.R9 Bike Trail Along Monument Creek/Garden of the Gods Road to Woodman Road by O.D. Hand, CDOT.

EP.SHF.R12 Intensive Cultural Resources Survey, Cragmor Campus of the University of Colorado at Colorado Springs, Anthropology Department (Arbogast, Carsell, Gerhart, & Kersey) 1999.

OTHER

Colorado Springs Government. “Historic Parks of Colorado Springs, Colorado.” [http://www.springsgov.com/Page.asp?NavID=945]. November 2001.

“Ent Air Force Base.” [http://www.entfederal.com]. 20 August 2002.

“Ent Air Force Base,” Air Defense Command, Office of Information, Ent AFB, Colorado, Fact Sheet No. 100-1, March 1963.

“Ent Air Force Base,” by Col. James R. Gunn, Jr., July 1958. On file at the Penrose Public Library, Carnegie Library Special Collections, Colorado Springs, Colorado.

Fort Carson Public Affairs Office. “Fort Carson: A Tradition of Victory.” [http://www.Carson.army.mil.]. February 2002.

Fraser, Clayton. Personal communication with Barbara Norgren. 15 January 1999.

“General Thomas D. White.” [http://www.vesuvius.jsc.nasa.gov/er/sch/dates.html]. 20 August 2002.

Goodson & Associates. Mining History prepared for DMJM (draft) 2000.

Peterson Air Force Base. History. http://www.spacecom.af.mil/21sw/Peterson/Peterson_history]. July 2002.

Program from the October 1965 Commemoration of Geological Column Plaque. Located in the Pioneer Museum Archival Collection.

Yungkurth, Chuck, Library Researcher, Colorado Railroad Museum, Golden, Colorado. Personal communication with Dawn Bunyak. 19 August 2002.

8.0 APPENDIX

Survey Logs

Photo Logs

Map of Eligible and Listed Cultural Resources

Historic Resources
Older than 45 Years
Revised 10/08/02

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
Monument-Baptist										
Gwillimville School/Chamber of Commerce	5EP4162	1860-90				NE		X Moved		
Baptist-North Gate										
W side of I25, S of Baptist Rd, Santa Fe RR Grade	5EP1003.9					C				
Baptist - North Gate	5EP1003.6					C				
Air Force Academy	5EP595					E				
North Gate-N Academy										
Air Force Academy	5EP595					E				
W side of I25, S of North Gate, Santa Fe RR Grade	5EP1003.1					C				
	5EP1003.3					NC		X		
1025 North Gate Road, Reynold's Ranch	5EP2223			X		E				
Western Museum of Mining & Industry,RR Car	5EP3319			X		N/A				
N Academy-Woodmen Rd										
Pine Creek Bridges, demo	5EP3358						X			
	5EP807						X			
Santa Fe Railroad Grade & Double Culvert	5EP1003.5					NC		X		
Garden of the Gods Rd-Fillmore (W)										
900 W Fillmore St, Murray's Heating	5EP4167	1900				NE		X	X	
Fillmore-Uintah (W)										
Baker's Resubdivision	5EP4192	1950s				NE		X	X	
N Cooper & Del Norte	5EP4300	1930s				NE			X	
2402 N Cooper Ave	5EP4317	1898				NE			X	
2314 N Cooper Ave	5EP4315	1898				NE			X	
2226 N Cooper Ave	5EP4316	1925				NE			X	
1919 N Cooper Ave, demo	5EP1375						X			
1629 N Cooper Ave, demo	5EP1374						X			
2320 N Walnut St, demo	5EP1379						X			
2316 N Walnut St, demo	5EP1378						X			
2304 N Walnut St, demo	5EP1377						X			
2228 N Walnut St, demo	5EP1376						X			

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
1422 N Walnut St	5EP4311	1913				NE		X	X	
1426 N Walnut St	5EP4309	1909				NE			X	
1430 N Walnut St	5EP4310	1903				NE		X	X	
1113 N Walnut St	5EP4318	1899				NE		X	X	
506 Buena Ventura, demo	5EP1373						X			
Fillmore-Uintah (E)										
2333 Steel Dr, Chicago, Rock Island & Pacific Roundhouse	5EP2179					NE		X		
2333 Steel Dr, Interurban Railroad Car #59	5EP2179.1			X		E				
2635 Steel Dr, El Paso Canal Stanchion	5EP802.1	1935				NE		X		
Denver & Rio Grande RR	5EP2181.11	1871				C				
2407 Sinton Road	5EP4172	1898				NE		X	X	
Monument Valley Park Resources										
Monument Valley Park (No Forms for MVP #s)	5EP613	1904-07				E	X			
WPA Rockwork Walls along Monument Creek	5EP613.1	1935-41				C	X			
	5EP613.10					C	X			
	5EP613.11					C	X			
	5EP613.12					C	X			
Rock Entrance, Bijou St	5EP613.13	1904-09				C	X			
Modern Fountain & Formal Flower Beds	MVP2	1982				NC				X
Overlook at Bijou St	MVP4	1982				NC				X
WPA Plaques	MVP5	1935-41				C				
Plymouth Rock	MVP7	1948				C				
Shadow Lake, No. 1, with WPA Wall	5EP613.4	1904-9				C	X			
		1935-41				C	X			
Penrose Pavilion/Mediterranean-style Pavilion	5EP613.6	1911				C	X			
Penrose Bathhouse & Swimming Pool	5EP613.7	1916				C	X			
Carlton Band Shell/Mediterranean-style Pavilion	5EP613.5	1916				C	X			
Willamette St WPA Park Entrance	5EP613.14	1935-41				C				
Giddings Fountain (17th Century Fountain)	5EP613.8	1967				NC	X			X
Palmer's Office, 1904 & 1935 Greenhouses	5EP613.2	1903-04				C	X			

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
		1935								
Horticulture Center Building	MVP26	1967				NC				X
Duck Pond & Willow Haven (No.2) and features	MVP 27	1904-09				C				
Sun Dial, Glen Ave	5EP613.9	1967/90s				NC	X			X
Uintah St Bridge	MVP29	1999				NC				X
San Miguel St Park Entrance	5EP613.15	1904-07				C				
San Miguel St "Pond" with Island	MVP31	1904-07				C				
Columbia St WPA Park Entrance	5EP613.16	1935-41				C				
Geologic Column with 3 stone bridges & canal ditch	5EP613.3	1904-07				C				
		1935-41				C	X			
North End HD										
North End HD	5EP333		X				X			
205 W Fontanero St, Maurice E. Snyder House	5EP4138	1947				E	X			
1918 El Parque St, Pulitzer House	5EP4160	1918				NE		X		
1334 Culebra Ave	5EP4161	1956				NE		X		
1414 Culebra Ave, Loomis House	5EP4139	1910				E				
1432 Culebra Ave, Armstrong House	5EP4140	1911				E				
1506 Culebra Ave	5EP4141	1921				NE		X	X	
1516 Culebra Ave, Elmer Timmons House	5EP4142	1926				NE		X		
1535 Culebra Ave	5EP4143	1930				NE		X		
1551 Culebra Ave	5EP4144	1936				NE		X	X	
314 W Del Norte	5EP4145	1904				NE		X		
1722 Culebra Pl, Jess Lewis House	5EP4146	1922				E				
1725 Culebra Pl	5EP4147	1929				NE		X	X	
1801 Culebra Ave, Watts House	5EP4148	1901				NE		X	X	
1825 Culebra Ave	5EP4149	1900				NE			X	
2100 Wood Ave	5EP4150	1929				NE			X	
2110 Wood Ave	5EP4151	1928				NE			X	
2114 Wood Ave	5EP4152	1950				NE			X	

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
2118 Wood Ave	5EP4153	1928				NE			X	
2126 Wood Ave	5EP4154	1949				NE			X	
2130 Wood Ave	5EP4162	1954				NE			X	
125 W Monroe St	5EP4159	1952				NE			X	
San Miguel-Glen Ave HD (No Individual Forms)										
San Miguel/Glen Ave HD	5EP4200					E				
1220 Glen Ave	5EP4200.1	1908				NC				
1224 Glen Ave	5EP4200.2	1888				C				
1230 Glen Ave	5EP4200.3	1908				C				
1308 Glen Ave	5EP4200.4	1928				C				
1310 Glen Ave	5EP4200.5	1898				C				
1312 Glen Ave	5EP4200.6	1916				NC				
1315 Glen Ave	5EP4200.7	1908				C				
1316 Glen Ave	5EP4200.8	1898				C				
1317 Glen Ave	5EP4200.9	1926				C				
1319 Glen Ave	5EP4200.10					NC				
1322 Glen Ave	5EP4200.11	1903				C				
1323 Glen Ave	5EP4200.12	1898				C				
1326 Glen Ave	5EP4200.13	1898				C				
1327 Glen Ave	5EP4200.14					C				
1330 Glen Ave	5EP4200.15	1918				C				
1331 Glen Ave	5EP4200.16	1898				C				
1332 Glen Ave	5EP4200.17	1898				C				
1334 Glen Ave	5EP4200.18	1918				C				
228 W San Miguel St	5EP4200.19	1898				C				
232 W San Miguel St	5EP4200.20	1898				NC				
236 W San Miguel St	5EP4200.21	1898				NC				
240 W San Miguel St	5EP4200.22	1903				C				
311 W San Miguel St	5EP2225	1908				C	X			
313 W San Miguel St	5EP4200.23	1908				C				
315 W San Miguel St	5EP4200.24	1898				C				

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
Uintah-Bijou (W)										
450 W Uintah St, demo	5EP1360						X	X		
1015 N Walnut St	5EP4320	1900				NE		X		
1019 N Walnut St	5EP4321	1900				NE		X		
1023 N Walnut St	5EP4322	1901				NE				
1025 N Walnut St	5EP4323	1912				NE				
1029 N Walnut St	5EP4324	1919				NE				
435 W San Rafael St (431)	5EP1372	1900				NE				
439 W San Rafael St	5EP4304	1914				NE				
452 W Yampa St	5EP4326	1898				NE				
736 N Pine St, demo	5EP1365						X			
732 N Pine St, demo	5EP1364						X			
712 (708, 704) N Pine St	5EP1363	1908				NE				
405 W Mesa Rd	5EP4312	1894				NE				
314 Mesa Rd, demo	5EP1371						X			
320 Mesa Rd, demo	5EP1370						X			
321 Mesa Rd	5EP235.49	1903				NE	X			
330 Mesa Rd	5EP4325	1890				NE				
334 Mesa Rd	5EP4336	1900				NE				
340 Mesa Rd	5EP4306	1894				NE				
845 N Spruce St, Emmanuel Presbyterian Church	5EP321		X				X			
517 N Pine St, demo	5EP1359						X			
423 N Pine St, demo	5EP1362						X			
424 N Pine St	5EP4225	1895				NE				
417 N Pine St, demo (5EP322)	5EP235.86						X			
315 N Pine St, demo	5EP1361						X			
317 Nichols Ct	5EP1369	1900				NE				
324 W Dale St	5EP1663	1914				NE				
306 W Dale St, demo	5EP1366						X			
306 W Dale St, house behind moved	5EP1367					NE				
302 W Dale, demo	5EP1368						X			

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
310 W Platte Ave	5EP4226	1899				NE				
316 W Platte Ave	5EP4227	1904				NE				
912 N Spruce St	5EP4305	1895				NE				
918 N Spruce St	5EP4314	1895				NE				
920 N Spruce St	5EP4313	1895				NE				
924 N Spruce St	5EP4307	1895				NE				
930 N Spruce St	5EP4308	1895				NE				
932 N Spruce St	5EP4335	1938				NE				
211 N Walnut St	5EP3160	1893				NE				
Uintah-Bijou (E)										
Colorado College	5EP611	1874				NE	X	X		
1100 Glen Ave	5EP4168	1908				NE				
1118 Glen Ave	5EP4169	1929				NE				
1122 Glen Ave	5EP4170	1923				NE				
1125 Glen Ave, Van Briggle Pottery Co.	5EP614	1907				E	X			
1126 Glen Ave	5EP4171	1923				NE				
30 W Dale St, Fine Arts Center	5EP622	1945	X				X			
615 Zuyder Zee St	5EP612.9	1920				C	X			
611 Zuyder Zee St	5EP4201	1926				C				
609 Zuyder Zee St	5EP4202	1924				C				
33 W Willamette Ave	5EP612.5	1902				NE	X			
602 Park Terrace	5EP4203	1925				NE		X		
Cavhe La Poudre Bridge, Mesa Drive	5EP974	1935				E	X			
14 W Bijou St, Marion House	5EP616.6	1910				NE	X	X		
Boulder Crescent Place HD	5EP1063		X			E	X			
West View Place HD	5EP616					E	X			
Bijou-Cimmaron (E)										
Bijou St Bridge	5EP4204	1935				NE		X		
WPA Rockwork Walls along Monument Creek	5EP3856	1935-41				E				
21 W Kiowa St, Carnegie Penrose Library	5EP646	1904	X				X			
25 W Kiowa St, Knight's of Columbus/Muir Bldg	5EP643	1949				E	X			

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
25 W Kiowa St, Johnson Jewelry Clock/Moved	5EP650					NE	X			
26 W Kiowa, St. Mary's Church	5EP208	1898	X				X			
29 W Kiowa, St. Mary's School	5EP3854	1949				E				
20 W Pikes Peak Ave, Antlers Garage	5EP620					NE	X			
10 S Sierra Madre St, D&RG Depot	5EP618	1906				E	X			
218 W Colorado Ave, Mustang Bldg	5EP4173	1903				NE		X	X	
219 W Colorado Ave, Trestle Bldg	5EP4174	1900				NE		X	X	
224 W Colorado Ave, Robinson Grain Company	5EP4175					NE		X	X	
234 W Colorado Ave, Storage_Goods_Her?	5EP4235	1899				NE		X		
302 S Conejos St, Chadbourn Gospel Mission	5EP643	1900				E	X			
702-706 S Sierra Madre St, Inreurban Power Station	5EP740	1902				NE	X	X		
Bijou-Cimmaron (W)										
323-321 W Bijou St	5EP3855	1919				NE		X	X	
401 W Bijou St, Church of God	5EP4205	1903				NE		X	X	
411 W Bijou St	5EP4206	1899				NE		X	X	
415 W Bijou St	5EP2226	1899				NE	X	X	X	
419 W Bijou St	5EP2227	1898				NE	X	X	X	
420 W Bijou St	5EP4207	1928				NE		X	X	
422 W Bijou St	5EP4208	1904				E				
423 W Bijou St	5EP4230	1919				NE		X	X	
425 W Bijou St	5EP4231	1929				NE			X	
426 W Bijou St	5EP3228	1908				NE			X	
430 W Bijou St	5EP4229	c1910				NE			X	
431 W Bijou St	5EP4232	1955				NE		X	X	
424 W Pikes Peak Ave	5EP4234	1929				NE		X	X	
420 W Pikes Peak Ave	5EP4233	1919				NE		X	X	
18 N Spruce St	5EP3860					NE			X	
7 N Spruce St	5EP3857	1900				NE			X	
1 S Walnut St, Emmanuel Missionary Baptist CH	5EP4301	1950				NE			X	
505-507 W Cucharras	5EP4237					NE			X	
414-418 W Colorado Ave, Harmon Glass	5EP3858	1922				NE		X		

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
431 W Colorado Ave, Outwest Service Station	5EP3859	1946				NE		X		
501 W Colorado Ave, Burt's Auto Parts	5EP4236	1924				NE		X	X	
124 S Walnut St (501 W CO Ave) Burt's Salvage Yard								X	X	
503 W Colorado Ave, Dutch Mill Tavern	5EP4331	1935				NE			X	
220 S Chestnut St	5EP4302	1930				NE			X	
221 S Chestnut St, SoCal	5EP4303	1951				NE		X	X	
Colorado Midland RR Bed	5EP384.2	1886-88				NE		X		
Cimmaron-S Nevada/S Tejon (E)										
Dorchester Park, 1130 S Nevada	5EP4334	1892				NE		X		
S Nevada/S Tejon-Lake Ave										
1332 S Tejon	5EP3486	n/d				NE	X	Demolished		
1402 S Tejon	5EP3485	n/d				NE	X	Demolished		
422 Brookside St	5EP4193	1955				NE		X	X	
432 E Brookside St	5EP4194	1954				NE		X	X	
512 E Brookside St	5EP4195	1900				NE		X	X	
514 E Brookside St	5EP4196	1902				NE		X	X	
518 E Brookside St	5EP4197	1907				NE		X	X	
524 E Brookside St	5EP4198	1901				NE		X	X	
533 E Brookside St	5EP4199	1899				E				
Stratton Meadows	5EP2124	1950s				NE		X	X	
1902 S Hancock Ave	5EP4223	1954				NE			X	
1201 E Cheyenne Rd	5EP4222	1954				NE			X	
1203 E Cheyenne Rd	5EP4221	1954				NE		X	X	
1205 E Cheyenne Rd	5EP4220	1954				NE			X	
1207 E Cheyenne Rd	5EP4219	1954				NE			X	
1209 E Cheyenne Rd	5EP4218	1954				NE		X	X	
1310 E Cheyenne Rd	5EP4216	1954				NE		X	X	
1314 E Cheyenne Rd	5EP4215	1954				NE			X	
1402 E Cheyenne Rd	5EP4214	1954				NE			X	

E Eligible for Registers
NE Not eligible for Registers
NC Noncontributing resource
C Contributing resource
demo (in red) demolished

Road Segment & Property Address	Site #	Built	NR	SR	LL	Elig	Reevaluation	NE -Altered	NE - No Signif.	NE -Age
1406 E Cheyenne Rd	5EP4213	1954				NE		X	X	
1410 E Cheyenne Rd	5EP4212	1954				NE			X	
1414 E Cheyenne Rd	5EP4211	1954				NE			X	
1502 E Cheyenne Rd	5EP4210	1954				NE		X	X	
1900 S Sheridan Ave	5EP4332	1954				NE			X	
1903 S Sheridan Ave	5EP4217	1954				NE		X	X	
Lake-S Academy										
US 85 near B St, Camp Carson, RR Overpass	5EP2512.1					NE		X		
3415 Janitell Rd, Al Kaly Shrine Mule Team, Barn	5EP4209	1928				E				
S Academy-Rt 16										
No Resources										

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
Monument-Baptist							
	Gwillimville School/Chamber of Commerc	5EP4162	1860-90				NE
Baptist-North Gate							
	W side of I25, S of Baptist Rd, Santa Fe RR Grade	5EP1003.9					C
		5EP1003.6					C
	Air Force Academy	5EP595					E
North Gate-N Academy							
	Air Force Academy	5EP595					E
	W side of I25, S of North Gate, Santa Fe RR Grade	5EP1003.1					C
		5EP1003.2					NC
	1025 North Gate Road, Reynold's Ranch	5EP2223			X		
	Western Museum of Mining & Industry,RR Ca	5EP3319			X		
	I25 Briargate to Interquest, Girl Scout Roundup Site		1959				NE
N Academy-Woodmen Rd							
	Pine Creek Bridges, demo	5EP3358					
	Pine Creek Bridges, demo	5EP3358					
	Santa Fe Railroad Grade & Double Culvert	5EP1003.5					NC
	7401 Tudor Road, Pine Creek Estates		1964				
	7405 Tudor Road, Pine Creek Estates		1964				
	7408 Tudor Road, Pine Creek Estates						
	7502 Gillen Road, Pine Creek Estates		1975				
	7505 Gillen Road, Pine Creek Estates		1964				
	7508 Gillen Road, Pine Creek Estates		1965				
Woodmen Rd-Garden of the Gods Rc							
	Cottonwood Creek Bridge (Vincent Dr	5EP972		X			
	Pikeview Mine	5EP901					NE
	Denver & Rio Grande RR	5EP2181.11					NC
	Santa Fe Railroad	5EP1003.7					NC
	Kiln Site	5EP3540					NE
	6510 Vincent Dr, Withers House	5EP3538					NE
	5415 Vincent Dr	5EP3539					NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
Garden of Gods-Fillmore (W							
	900 W Fillmore St	5EP4167	1900				NE
Fillmore-Uintah (W)							
	Baker's Resubdivision	5EP4192	1950s				NE
	2900 block N Parker St (Baker's Resub)	5EP4192	1950s				NE
	2900 block N Chestnut St (Baker's Resub)	5EP4192	1950s				NE
	2929 N Parker St (Baker's Resub)	5EP4192	1958				NE
	2923 N Parker St (Baker's Resub)	5EP4192	1958				NE
	N Cooper and Del Norte	5EP4300	1930s				NE
	2402 N Cooper Ave	5EP4317	1898				NE
	2314 N Cooper Ave	5EP4315	1898				NE
	2226 N Cooper Ave	5EP4316	1925				NE
	1900 N Cooper Ave, Soundwal						NE
	1919 N Cooper Ave, demc	5EP1375					
	1600 N Cooper Ave, Soundwal						NE
	1629 N Cooper Ave, demc	5EP1374					
	2320 N Walnut St, demo	5EP1379					
	2316 N Walnut St, demo	5EP1378					
	2304 N Walnut St, demo	5EP1377					
	2228 N Walnut St, demo	5EP1376					
	1422 N Walnut St	5EP4311	1913				NE
	1426 N Walnut St	5EP4309	1909				NE
	1430 N Walnut St	5EP4310	1903				NE
	1113 N Walnut St	5EP4318	1899				NE
	506 Buena Ventura, demc	5EP1373					
Fillmore-Uintah (E							
	2635 Steel Dr, El Paso Canal Stanchion	5EP802.1	1935				NE
	2333 Steel Dr, Chicago, Rock Island & Pacific Roundhouse	5EP2179					NE
	2333 Steel Dr, Interurban Railroad Car	5EP2179.1			X		
	2407 Sinton Road	5EP4172	1898				NE
	Denver & Rio Grande RR	5EP2181.11	1871				C

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
Monument Valley Park	Monument Valley Park (No forms for MVP #s)	5EP613	1904-07				E
	WPA Rockwork Walls along Monument Creek	5EP613.1	1935-41				C
	WPA Rockwork in Park	5EP613.10	1999				C
		5EP613.11	1999				C
		5EP613.12	1935-41				C
		5EP3856	1935-41				C
	Rock Entrance, Bijou St	5EP613.13	1904-09				C
	Modern Fountain & Formal Flower Beds	MVP2	1982				NC
	Overlook near Bijou St	MVP4	1982				NC
	WPA Plaques	MVP5	1935-41				C
	Plymouth Rock	MVP7	1948				C
	Shadow Lake, No. 1, with WPA Wall	5EP613.4	1904-9				C
			1935-41				C
	Penrose Pavilion/Mediterranean-style Pavilion	5EP613.6	1911				C
	Penrose Bathhouse & Swimming Pool	5EP613.7	1916				C
	Carlton Band Shell/Mediterranean-style Pavilion	5EP613.5	1916				C
	Willamette St WPA Park Entrance	5EP613.14	1935-41				C
	Giddings Fountain (17th Century Fountain)	5EP613.8	1967				NC
	Palmer's Office, 1904 & 1935 Greenhouses	5EP613.2	1903-04				C
			1935				C
	Horticulture Center Building	MVP26	1967				NC
	Duck Pond & Willow Haven (No.2) and features	MVP 27	1904-09				C
	Sun Dial	5EP613.9	1967/90				NC
	Uintah St Bridge	MVP29	1999				NC
	San Miguel St Park Entrance	5EP613.15	1904-07				C
	San Miguel St "Pond" with Island	MVP31	1904-07				C
	Columbia St WPA Park Entrance	5EP613.16	1935-41				C
	Geologic Column with 3 stone bridges & canal ditch	5EP613.3	1904-07				C
			1935-41				C

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
North End HD	North End HD	5EP333		X			
	205 W Fontanero St, Maurice E. Snyder House	5EP4138	1947				E
	1918 El Parque St, Pulitzer House	5EP4160	1918				NE
	1334 Culebra Ave	5EP4161	1956				NE
	1414 Culebra Ave, Loomis House	5EP4139	1910				E
	1432 Culebra Ave, Armstrong House	5EP4140	1911				E
	1506 Culebra Ave	5EP4141	1921				NE
	1516 Culebra Ave, Elmer Timmons House	5EP4142	1926				NE
	1535 Culebra Ave	5EP4143	1930				NE
	1551 Culebra Ave	5EP4144	1936				NE
	314 W Del Norte	5EP4145	1904				NE
	1722 Culebra Pl, Jess Lewis House	5EP4146	1922				E
	1725 Culebra Pl	5EP4147	1929				NE
	1801 Culebra Ave, Watts House	5EP4148	1901				NE
	1825 Culebra Ave	5EP4149	1900				NE
	2100 Wood Ave	5EP4150	1929				NE
	2110 Wood Ave	5EP4151	1928				NE
	2114 Wood Ave	5EP4152	1950				NE
	2118 Wood Ave	5EP4153	1928				NE
	2126 Wood Ave	5EP4154	1949				NE
	2130 Wood Ave	5EP4155	1954				NE
	2208 Wood Ave	5EP4163	1950				NE
	2212 Wood Ave	5EP4156	1927				NE
	2216 Wood Ave	5EP4164	1953				NE
	2220 Wood Ave	5EP4165	1929				NE
	2312 Wood Ave	5EP4166	1926				NE
	2400 (2402) Wood Ave	5EP4157	1910				NE
	2406 Wood Ave	5EP4158	1921				NE
	124 W Monroe St, Grace House		1959				NE
	125 W Monroe St	5EP4159	1952				NE
	130 W Monroe St, Crockett House		1958				NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
San Miguel-Glen Ave HD			1974				
	San Miguel HD (No Individual Building Forms	5EP4200					E
	1224 Glen Ave	5EP4200.2	1888				C
	1230 Glen Ave	5EP4200.3	1908				C
	1308 Glen Ave	5EP4200.4	1928				C
	1310 Glen Ave	5EP4200.5	1898				C
	1312 Glen Ave	5EP4200.6	1916				NC
	1315 Glen Ave	5EP4200.7	1908				C
	1316 Glen Ave	5EP4200.8	1898				C
	1317 Glen Ave	5EP4200.9	1926				C
	1319 Glen Ave	5EP4200.10					C
	1322 Glen Ave	5EP4200.11	1903				C
	1323 Glen Ave	5EP4200.12	1898				C
	1326 Glen Ave	5EP4200.13	1898				C
	1327 Glen Ave	5EP4200.14					C
	1330 Glen Ave	5EP4200.15	1918				C
	1331 Glen Ave	5EP4200.16	1898				C
	1332 Glen Ave	5EP4200.17	1898				C
	1334 Glen Ave	5EP4200.18	1918				C
	228 W San Miguel St	5EP4200.19	1898				C
	232 W San Miguel St	5EP4200.20	1898				NC
	236 W San Miguel St	5EP4200.21	1898				NC
	240 W San Miguel St	5EP4200.22	1903				C
	311 W San Miguel St	5EP2225	1908				C
	313 W San Miguel St	5EP4200.23	1908				C
	315 W San Miguel St	5EP4200.24	1898				C
Uintah-Bijou (W)							
	450 W Uintah St, demo	5EP1360					E
	1012 N Walnut St	CS33	1905				NE
	1015 N Walnut St	5EP4320	1900				NE
	1019 N Walnut St	5EP4321	1900				NE
	1023 N Walnut St	5EP4322	1901				NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	1025 N Walnut St	5EP4323	1912				NE
	1029 N Walnut St	5EP4324	1919				NE
	812 N Walnut St	5EP2094					NE
	435 W San Rafael St (431)	5EP1372	1900				NE
	439 W San Rafael St	5EP4304	1914				NE
	452 W Yampa St	5EP4326	1898				NE
	736 N Pine St, demo	5EP1365					
	732 N Pine St, demo	5EP1364					
	712 N Pine St	5EP1363	1908				NE
	708 N Pine St	CS42	1907				NE
	704 N Pine St	CS41	1908				NE
	700 N Pine St, Soundwall						NE
	405 Mesa Rd	5EP4312					NE
	340 Mesa Rd	5EP4306	1894				NE
	334 Mesa Rd	5EP4336	1900				NE
	330 Mesa Rd	5EP4325	1890				NE
	321 Mesa Rd	5EP235.49	1903				NE
	320 Mesa Rd, demo	5EP1370					
	314 Mesa Rd, demo	5EP1371					
	845N Spruce St, Emmanuel Presbyterian Church	5EP321		X			
	517 N Pine St, demo	5EP1359					
	424 N Pine St	5EP4225	1895				NE
	423 N Pine St, demo	5EP1362					
	417 N Pine St, demo (5EP322 & 5EP235.86)	5EP235.86					
	315 N Pine St, demo	5EP1361					
	317 Nichols Ct	5EP1369	1900				NE
	324 W Dale St	5EP1663	1914				NE
	306 W Dale St, demo	5EP1366					
	306 W Dale St, house behind moved	5EP1367					NE
	302 W Dale, demo	5EP1368					
	310 W Platte Ave	5EP4226	1899				NE
	316 W Platte Ave	5EP4227	1904				NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	912 N Spruce St	5EP4305	1895				NE
	918 N Spruce St	5EP4314	1895				NE
	920 N Spruce St	5EP4313	1895				NE
	924 N Spruce St	5EP4307	1895				NE
	930 N Spruce St	5EP4308	1895				NE
	932 N Spruce St	5EP4335	1938				NE
	211 N Walnut St	5EP3160	1893				NE
Uintah-Bijou (E)							
	Colorado College	5EP611	1874				NE
	Denver & Rio Grande RR	5EP2181.11	1871				C
	1100 Glen Ave	5EP4168	1908				NE
	1118 Glen Ave	5EP4169	1929				NE
	1122 Glen Ave	5EP4170	1923				NE
	1125 Glen Ave, Van Briggle Pottery Co	5EP614	1907				E
	1126 Glen Ave	5EP4171	1923				NE
	1225 Glen Ave						NE
	30 W Dale St, Fine Arts Center	5EP622	1945	X			
	Zuyder Zee HD		1920s				E
	615 Zuyder Zee St	5EP612.9	1920				C
	611 Zuyder Zee St	5EP4201	1926				C
	609 Zuyder Zee St	5EP4202	1924				C
	N Cascade HD	5EP612					E
	33 W Willamette Ave	5EP612.5	1902				NE
	602 Park Terrace	5EP4203	1925				NE
	D & RG Railroad line	5EP2181.11	1871				E
	Cache la Poudre Bridge	5EP974	1935				E
	14 W Bijou St, Marion House	5EP616.6	1910				NE
	Boulder Crescent HD	5EP1063		X			
	West View Place HD	5EP616					E
Bijou-Cimmaron (E)							
	Denver & Rio Grande RR	5EP2181.11	1871				C
	Bijou St Bridge	5EP4204	1935				NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	WPA Rockwork Walls along Monument Creel	5EP3856	1935-41				E
	17-31 E. Bijou St, Everhart Bldg	5EP653	1900				E
	18-32 E Bijou St, Sutton-Hoo Bldg	5EP654	1922				NE
	7-15 Bijou St, Majestic	5EP655	1900				NE
	21 W Kiowa St, Carnegie Penrose Library	5EP646	1904	X			
	25 W Kiowa St, Johnson Jewelry Clock/Move	5EP650					NE
	25 W Kiowa St, Knight's of Columbus/Muir Bldg	5EP643	1924				E
	26 W Kiowa, St. Mary's Church	5EP208	1898	X			
	29 W Kiowa, St. Mary's School	5EP3854	1949				E
	22 W Kiowa St, St. Mary Administration Bldg	5EP208	1940s				NE
	20 W Pikes Peak Ave, Antlers Garage	5EP620					NE
	22 N Sierra Madre St	CS62	1955				NE
	18 N Sierra Madre St	CS63	1949				NE
	10 N Sierra Madre St	CS64	1906				NE
	2 N Sierra Madre St, Lark II	CS61	1900				NE
	9 S Sierra Madre St, Zebulon Pike Monumen						
	9 S Sierra Madre St, Antlers Park	5EP619					
	9 S Sierra Madre St, Antlers Park (Engine)	5EP203		X			
	10 S Sierra Madre St, D&RG Depot	5EP618	1906				E
	218 W Colorado Ave, Mustang Bldg	5EP4173	1903				NE
	219 W Colorado Ave, Trestle Bldg	5EP4174	1900				NE
	224 W Colorado Ave, Robinson Grain Company	5EP4175					NE
	234 W Colorado Ave, Transportation Bldg	5EP4235	1899				NE
	210 W Colorado Ave, Warehouse						NE
	110 S Sierra Madre St, American Feed & Farm Su	CS67	1920				NE
	702-6 S Sierra Madre St, Interurban Power Station	5EP740	1902				NE
	300 blk of W Vermijo Ave, Scandvic Enterprise		1970s				NE
	302 S Conejos St, Chadbourn Gospel Mission	5EP643	1900				E
	324 W Costilla St, AP Harley Auto		1973				NE
Bijou-Cimmaron (W							
	323-321 W Bijou St	5EP3855	1919				NE
	401 W Bijou St, Church of God	5EP4205	1903				NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	411 W Bijou St	5EP4206	1899				NE
	415 W Bijou St	5EP2226	1899				NE
	419 W Bijou St	5EP2227	1898				NE
	418 W Bijou St	CS89	1903				
	420 W Bijou St	5EP4207	1928				NE
	422 W Bijou St	5EP4208	1904				E
	423 W Bijou St	5EP4230	1919				NE
	425 W Bijou St	5EP4231	1929				NE
	426 W Bijou St	5EP3228	1908				NE
	430 W Bijou St	5EP4229	c1910				NE
	431 W Bijou St	5EP4232	1955				NE
	424 W Pikes Peak Ave	5EP4234	1929				NE
	420 W Pikes Peak Ave	5EP4233	1919				NE
	18 N Spruce St	5EP3860					NE
	7 N Spruce St	5EP3857	1900				NE
	1 S Walnut St, Emmanuel Missionary Baptist CH	5EP4301	1950				NE
	414-418 W Colorado Ave, Harmon Glass	5EP3858	1922				NE
	404 W Colorado Ave, liquor store		1962				NE
	431 W Colorado Ave, Outwest Service Station	5EP3859	1946				NE
	501 W Colorado Ave, Burt's Auto Parts	5EP4236	1924				NE
	124 S Walnut St (501 W CO Ave) Burt's Salvage Yard	5EP4236					
	503 W Colorado Ave, Dutch Mill Tavern	5EP4331	1935				NE
	505 W Colorado Ave	CS73	1921				NE
	735 W Cucharras St	CS75	1898				
	729 W Cucharras St	5EP235.39	1904				
	720 W Cucharras St	5EP1246	1899				
	637 W Cucharras St	CS76	1898				
	637 1/2 W Cucharras St	CS77	1898				
	505-7 W Cucharras St, Corrug Metal Storage Bldgs	5EP4237	1915				NE
	123 S Seventh St	CS78	1899				
	121 S Seventh St	CS79	1899				
	119 S Seventh St	5EP235.87					

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	115 S Seventh St	CS80	1898				
	112 S Seventh St	CS81	1883				
	106 S Seventh St	CS82	1898				
	702 S Sierra Madre, Brick Warehouse	CS84	1921				
	221 S Chestnut St, So-Cal Speed Shop	5EP4303	1960				NE
	221 S Chestnut St, So-Cal Speed Shop	5EP4303	1951				NE
	220 S Chestnut St, Rheyot Auto Sales Company	5EP4302	1930				NE
	Colorado Midland RR Bec	5EP384.2	1886-88				NE
Cimmaron-S Nevada/S Tejon (E							
	Dorchester Park, 1130 S Nevada	5EP4334	1892				NE
	Dorchester Park, 1130 S Nevada, Restrooms	5EP4334					NE
	Dorchester Park, 1130 S Nevada, Playground	5EP4334					NE
S Nevada/S Tejon-Lake Ave							
	1332 S Tejon-demc	5EP3486	n/d				NE
	1402 S Tejon-demc	5EP3485	n/d				NE
	113 E Arvada St	CS92	1909				
	117 E Arvada St	CS93	1909				
	308 E Brookside St	CS96	1925				
	310 E Brookside St	CS97	1925				
	312 E Brookside St	CS98	1940				
	314 E Brookside St	CS99	1914				
	316 E Brookside St, Apartment building		1968				
	422 E Brookside St	5EP4193	1955				
	432 E Brookside St	5EP4194	1954				
	1415 S Corona St, Apt. Bldg		1962				
	1415 S Corona St (fronts 500 blk E Brookside St)		1962				
	512 E Brookside St	5EP4195	1900				NE
	513-549 Crockett Lane(behind 533 Brookside	CS102	1899				NE
	514 E Brookside St	5EP4196	1902				NE
	518 E Brookside St	5EP4197	1907				NE
	524 E Brookside St	5EP4198	1901				NE
	527 E Brookside St	CS105	1899				NE

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	529 E Brookside St	CS106	1899				NE
	533 E Brookside St	5EP4199	1899				E
	1036 Maxwell St, Tabernacle		1968				
	1026 Maxwell St, Club Variety		1977				
	702 E Cheyenne Rd	CS108	1900				NE
	704 E Cheyenne Rd						NE
	Stratton Meadows	5EP2124	1950s				NE
	1902 S Hancock Ave	5EP4223	1954				NE
	1201 E Cheyenne Rd	5EP4222	1954				NE
	1203 E Cheyenne Rd	5EP4221	1954				NE
	1205 E Cheyenne Rd	5EP4220	1954				NE
	1207 E Cheyenne Rd	5EP4219	1954				NE
	1209 E Cheyenne Rd	5EP4218	1954				NE
	1310 E Cheyenne Rd	5EP4216	1954				NE
	1314 E Cheyenne Rd	5EP4215	1954				NE
	1402 E Cheyenne Rd	5EP4214	1954				NE
	1406 E Cheyenne Rd	5EP4213	1954				NE
	1410 E Cheyenne Rd	5EP4212	1954				NE
	1414 E Cheyenne Rd	5EP4211	1954				NE
	1502 E Cheyenne Rd	5EP4210	1954				NE
	1506 E Cheyenne Rd	CS122	1954				NE
	1510 E Cheyenne Rd	CS123	1954				NE
	1514 E Cheyenne Rd	CS124	1954				NE
	1602 E Cheyenne Rd	CS125	1954				NE
	1606 E Cheyenne Rd	CS126	1954				NE
	1610 E Cheyenne Rd	CS127	1954				NE
	1615 E Cheyenne Rd, Southgate CH of Nazarene		1961				NE
	1616 E Cheyenne Rd	CS128	1954				NE
	1900 S Sheridan Ave	5EP4332	1954				NE
	1903 S Sheridan Ave	5EP4217	1954				NE
	1431 Pando Ave, Barker Heating		1980				
	1440 Pando Ave, Apaca Van Lines		1959				

Road Survey of I-25 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
	1507 Dustry Drive, Wonder Bread		1961				
	1508 Dustry Drive, Fork Lift Systems CO		1970				
	1511 Dustry Drive, 5 Star Muffler						
	1539 Dustry Drive, Front Range Aquatech		1964				
	1545 Dustry Drive, Heinz Bieri Motors		1965				
	2215 Rand Ave, MHC Kenworth		1960s				
	2269 Commercial Blvd, Firebaugh Excavating		1966				
Lake-S Academy							
	US 85 near B St, Camp Carson, RR Overpass	5EP2512.1					NE
	3901 Janitell Rd, Pikes Peak Vineyard		1952				
	3415 Janitell Rd, Al Kaly Shrine Mule Team, Barn	5EP4209	1928				E
S Academy-Rt 16							
	1535-1512 Willshire Drive, Stratmoor Subdiv		1968				
	Brandly Rd & SH 16, Double Arch RR Bridge						

PHOTO LOG

Location Monument-Baptist Project I25 El Paso

Date 10/22 & 10/30, 2001 Roll # 1

No	Address	Description	View
0	Beacon Lite Rd., Monument	Monument Cemetery	NE
1	Beacon Lite Rd., Monument	Monument Cemetery	W
2	Beacon Lite Rd., Monument	Monument Cemetery Hassell Co.	NE
3	Beacon Lite Rd., Monument	Monument Cemetery Fence detail	NW
4-5	19220 Beacon Lite Rd.	House and garage	NW
6	489 Woodworth, Monument	Stucco Bungalow, old and new garages	W
7	?? Woodworth, Monument	White Stucco House	W
8	429 Woodworth, Monument	Frame House	W
9	Old Denver Rd.	Santa Fe RR bed, culvert	E
10	Struthers Rd. (so. of Baptist)	I-25 culvert	W
11	14555 Struthers Rd.	Struthers farm house & out buildings	E
12	300 Highway 105 Gwillemville School-Tri Lakes Chamber of Commerce	N & E elevations	SW
13	300 Highway 105	S front	NE

PHOTO LOG

Location Monument-Uintah Project I25 EA

Date 10/30-31/01 Roll # 2

No	Address	Description	View
00	300 Highway 105	Gwillemville School-Tri-Lakes Chamber of Commerce W elevations	E
0	300 Highway 105	N rear	S
1A	Old Denver Road	Santa Fe RR Grade-W side	E
2A	Old Denver Road	RR Grade & culvert W of I25	E
3A	S of Baptist	Trees & I25 near RR grade with trestle removed	SE
4A	S of Baptist	Santa Fe RR grade & I25	SE
5A	1025 North Gate Rd.	Reynolds Ranch-ranch house N end	S
6A	1025 North Gate Rd.	Reynolds Ranch-ranch house N end	S
7A	7408 Tudor Rd., Pine Creek Estates	1960s Ranch House	S
8A	7405 Tudor Rd., Pine Creek Estates	1960s Tri-Level brick & frame	N
9A-10A	7401 Tudor Rd., Pine Creek Estates	1960s Frame Ranch, garage	N – NW
11A	7505 Gillen Rd., Pine Creek Estates	1962-63 Brick Ranch	NW
12A	7508 Gillen Rd, Pine Creek Estates	1964 Brick Ranch	S
13A	7502 Gillen Rd., Pine Creek Estates	Frame Ranch, S elevation	N

PHOTO LOG (continued)

Location Monument-Uintah Project I25 EA

Date 10/30-31/01 Roll#2 (continued)

No	Address	Description	View
14A	7501 Gillen Rd. Pine Creek Estates	Ranch House, N elevation	S
15A	2228 N Cooper	Wood roof, stucco, old house	W
16A	2314 N Cooper	Front gable	NW
17A	2402 N Cooper	Front, side gables, stucco	NW
18A	724 W Madison	Hip roof, narrow lap siding	W
19A	2102 N 7th St. & W Jefferson	Shot Gun House	NW
20A	W San Miguel	Monument Park – rock walls	E
21A	W San Miguel	Monument Park – rock walls	E
22A	W San Miguel	Gate Post	NE
23A	228 W. San Miguel	Classic Cottage, rock wall	N
24A	1230 Glen Ave	Frame, two story	W
25A	1225 Glen Ave	Frame with cross gable	N
26A	1220 Glen Ave	Front gable, altered, old gas pump on porch	W
27A	240 W San Miguel	Classic Cottage, shingle roof, porch with stone foundation	SW
28A	Glen Ave from W San Miguel	W side of street	NW
29A	W San Miguel	3 Classic Cottages	W
30A	1426 N Walnut	Classic Cottage, narrow lap siding	W
31 A	1430 N Walnut	Classic Cottage	W
32A	1400 block N Walnut	Bungalow and Classic Cottages	NW

PHOTO LOG

Location Monument-Uintah Project I25 EA

Date 10/30-31/01 Roll #2 (continued)

No	Address	Description	View
33A	1808 N Chestnut	19th century house	NW
34A	1113 N Walnut	Classic Cottage, narrow siding	NE
35A	439 W San Rafael	Craftsman, nice porch	N
36A	435 (431) W San Rafael	Triple gable, two story, narrow siding	S

PHOTO LOG

Location Baptist Rd. south Project I-25 EA

Date 10/30/01 Roll # 2A

No	Address	Description	View
7	South of Baptist Rd. W of I-25	Santa Fe RR grade, west side	SE
8	South of Baptist Rd. W of I-25	Santa Fe RR grade, west side	SE
9	South of Baptist Rd. W of I-25	Santa Fe RR grade, west side	E
10	South of Baptist Rd. W of I-25	Santa Fe RR grade, west side	E
11	South of Baptist Rd. W of I-25	Santa Fe RR grade, west side, trestle site	SE
12	South of Baptist Rd. W of I-25	Santa Fe RR grade, west side, trestle site	E
13	Between Baptist & USAFA	Old Denver Road	S
14	Between Baptist & USAFA	Old Denver Road	S
15	Reynolds Ranch, 1025 N. Gate Rd.	Ranch House, N side, W front	SE
16	Reynolds Ranch	Ranch House, W front	E
17	Reynolds Ranch	Ranch House, S side	NE
18	Reynolds Ranch	Ranch House, E elevation, garage	SW
19	Reynolds Ranch	Barns & pond	S
20	Reynolds Ranch	2 small out buildings	SW
21	2923 N Parker	Tract house, center pane & side windows	E
22	2929 N Parker	Tract house, triple window	E
23	2418 N Chestnut	Stucco alley house	W
24	2403 N Chestnut	Stucco Bungalow	E
25	2402 N Cooper	Front & side gable, stucco	W

PHOTO LOG

Location South of Fillmore Project I-25 EA

Date 10/31/01 Roll # 3

No	Address	Description	View
0	506 E Taylor	International Style, S front	N
1	506 E Taylor	International Style, W side	NW
2	2938 N Main	Stucco	NW
3	2915 N Main	Bungalow porch, rafter tails, stucco	E
4	2915 N Main	S side	NE
5	2625 N Main	Stucco, turned posts, rock front wall	E
6	2623 N Main	Front gable, rock porch, rock front wall	E
7	2617 N Main	Front gable, lap siding, original porch	E
8	2608 N Main	Classic Cottage, shingle	W
9	2604 N Main	Front & side gable, lap siding, picket fence	NW
10	2604 N Main	Frame out buildings	W
11	510 W Harrison	Hip roof, narrow siding	N
12	510 W Harrison	Garage	N
13	514 W Harrison	Side gable, front gable & bay window	N
14	2522 N Beacon	Front gable, knee braces, inset porch	W
15	W Van Buren	RR trestle with rock piers	S
16	2520 N Tremont	Stucco with tile pent roof	W
17	2613 N Tremont	Frame Bungalow	E
18	2812 N Tremont	Hip roof, inset porch	W

PHOTO LOG

Location South of Fillmore Project I-25 EA

Date 10/31/01 Roll # 3 (continued)

	Address	Description	View
19	2728 Beacon	Roswell Community Church	NE
20	1516 Culebra Pl	Big brick Bungalow	W
21	1432 Culebra Ave.	Craftsman, large house, shingled	SW
22	1432 Culebra Ave.	Detail of front porch & door	W
23	1414 Culebra Ave.	Large shingle house, front door	W
24	1414 Culebra Ave.	Porte Cochere, S elevation	NW
25	1310 Glen Ave	Classic Cottage, side addition	W
26	1315 Glen Ave	Classic Cottage, Shingled	E
27	1316 Glen Ave	Side gable, lap siding	W
28	1317 Glen Ave	Craftsman, stucco, knee braces	E
29	1322 Glen Ave	Large shingled, with large arches, N front	W
30	1322 Glen Ave	S elevation	NW
31	1326 Glen Ave	Side gable, shingled, porch across front	W
32	1330 Glen Ave	Front gable, stone foundation, inset porch	W
33	1332 Glen Ave	Side gable, shingled, porch across front	W
34	1334 Glen Ave	Side gable, addition on N	W
35	215 W San Miguel	Shingled	S
36	311 W San Miguel	Classic Cottage, narrow siding	SE
37	240 W San Miguel	Classic Cottage	NE

PHOTO LOG

Location Mesa Springs & N of Uintah Project I-25 EA

Date 10/31/01 Roll # 4

No	Address	Description	View
0	1029 N Walnut	Classic Cottage with addition and enclosed porch	E
1	1025 N Walnut	Classic Cottage with columns	E
2	1023 N Walnut	Front Gable, 1½ story, picket fence	E
3	1019 N Walnut	Hip roof with inset porch	E
4	1015 N Walnut	Classic Cottage, flared eaves	E
5	1002 N Walnut	2 story, wood shingle roof, Doric columns	W
6	452 W Yampa	1½ story, cross gable with gable porch	NE
7	944 N Walnut	2 story, porte cochere on N, vacant	NE
8	944 N Walnut	2 story, porte cochere on N, vacant	NE
9	419 Mesa Rd.	Emanuel Presbyterian Church/ Church Condos, 5EP321	E
10	330 Mesa Rd.	Cottage, front gable	N
11	920 N Spruce	Gable ell, original porch	NW
12	918 N Spruce	Gable ell, shed roof porch, sound wall in backgound	NW
13	1125 Glen Ave.	Van Briggle Pottery Co., 1907 E elevation	NE
14	1125 Glen Ave.	Van Briggle Pottery Co., 1907 E elevation	NE
15	1125 Glen Ave.	Van Briggle Pottery Co., 1907 W wall on Glen Ave.	NE
16	1125 Glen Ave.	Van Briggle Pottery Co., 1907 N & W elevation	E
17	1125 Glen Ave.	Van Briggle Pottery Co., 1907 W wall detail	E
18	1118 Glen Ave. (s of Uintah)	Side gable, front gable porch	W
19	1122 Glen Ave. & 1126 Glen Ave.	Hip roof, dormer, porch Hip roof, inset porch with arch	NW
20	1003 Glen Ave. (224 Mesa)	Horticulture Center, Colo. College, stucco, tile roof	E
21	1003 Glen Ave. (224 Mesa)	Half-timbered house	E
22	Mesa Drive & Cache la Poudre	Bridge over Monument Creek, 5EP974	E

PHOTO LOG

Location So. of Colo. Spgs. Project I-25

Date 11/14/01 Roll # 5

No	Address	Description	View
0	1508 Dustry Drive		
1	1508 Dustry Drive	Forklift Systems Colorado	W
2	1507 Dustry Drive	Wonder Bread Plant	SE
3	1507 Dustry Drive	Wonder Bread Plant & I-25	SE
4	2215 Rand Ave.	MHC Kenworth – truck repair	NW
5	1511Dustry Drive	5 Star Muffler	SE
6	1539 Dustry Drive	Front Range Aquatech	SE
7	1440 Pando Ave.	Apaca Van Lines	NW
8	1431 Pando Ave.	Barker Heating	SW
9	1615 E. Cheyenne Rd.	Southgate Church of the Nazarene	SE
10	1615 E. Cheyenne Rd.	Southgate Church of the Nazarene	N
11	1616 E. Cheyenne Rd.	House across St. from church	W
12	1600 block E. Cheyenne Rd.	Streetscape	NW
13	1609 E. Cheyenne Rd.	Parish House of Church of Nazarene	SE
14	704 E. Cheyenne Rd.	Front gable house	NE
15	702 E. Cheyenne Rd.	Classic Cottage	NW
16	US 85 near B St. (Ft. Carson)	RR overpass over I-25	NE
17	US 85 near Ft. Carson	RR overpass over US 85	NE
18	End of Janitell Rd.	Al Kaly Shrine Mule Train Barn 1928	E
19	End of Janitell Rd.	Al Kaly Shrine Mule Train-Pole Barn/Cattle Shed 1953	NE
20	End of Janitell Rd.	Al Kaly Shrine Mule Train – Silo	N
21	From Janitell Rd.	US 85 - Bridge over Fountain Creek	W
22	End of Janitell Rd.	Al Kaly Shrine Mule Train – Outbuilding	N
23	End of Janitell Rd.	Al Kaly Shrine Mule Train – Outbuilding	NW
24	End of Janitell Rd.	Al Kaly Shrine Mule Train – Metal Utility Buildings 1950	E
25	End of Janitell Rd.	Al Kaly Shrine Mule Train – Club House 1976	W

PHOTO LOG

Location SH 16 - Bijou Project I-25

Date 11/14 – 15/2001 Roll # 6

No	Address	Description	View
00A	Janitell Rd.	Farmhouse	N
0A	Janitell Rd.	Ditch	NW
1A	Janitell Rd.	Rip-rap in ditch	N
2A	Janitell Rd.	Ditch	E
3A	Janitell Rd. and I-25	Underpass under I-5	NW
4A	3901 Janitell Rd.	Red _____ Grill (Pikes Peak Vineyard)	S
5A	Bandley Dr. & SH 16	Double arch RR bridge over Fountain Creek	N
6A	Bandley Dr.	Double arch RR bridge over Fountain Creek	NE
7A	Bandley Dr.	Double arch RR bridge over Fountain Creek	E
8A-9A	N of Hartford St., Stratmoor Valley	Houses in Cul-du-Sac	E
10A	1535 Willshire Dr., Stratmoor Valley	Side gable house	E
11A	1026 Maxwell St., Stratmoor Valley	Club Variety	S
12 A	1036 Maxwell St., Stratmoor Valley	Springs Tabernacle Mission of Cedar Hills	SW
13A	2269 Commercial Blvd.	Steve Firebaugh Excavating	E
14A – 15A	2025 Commercial Blvd. near Exit 139	Small village of mini houses	SE
16A	113 Arvada St.	Front gable house	SW
17A	117 Arvada St.	Flat roof, stucco bldg.	SW
18A	533 E. Brookside	Side gable, cast stone house	E
19A	N of 524 E. Brookside	Front gable house	NW
20A	524 E. Brookside	Side gable house	N
21A	518 E. Brookside	Front gable house	N
22A	514 & 510 E. Brookside	Two front gable houses	NW
23A	Behind 533 E. Brookside	Barn	SW

PHOTO LOG

Location Sh 16 - Bijou Project I-25

Date 11/14/15/2001 Roll # 6 (continued)

No	Address	Description	View
24A	Dorchester Park, Nevada - Tejon	Picnic pavilion, stone piers	NE
25A	Dorchester Park, Nevada - Tejon	Picnic pavilion	SW
26A	Dorchester Park, Nevada - Tejon	Playground	N
27A	Dorchester Park, Nevada - Tejon	Restrooms	NE
28A	219 W. Colorado Ave.	The Trestle Building	SW
29A	218 W. Colorado Ave.	Building with wall-mural	W
30A	110 S. Sierra Madre St.	American Feed & Farm Supply	SW
31A	76 S. Sierra Madre St.	Denver & Rio Grande Depot, S end	NW
32A	S. Sierra Madre, Antlers Park	Restrooms	N
33A	S. Sierra Madre, Antlers Park	Wood frame pavilion	NE
34A	10 S. Sierra Madre St.	Denver & Rio Grande Depot	NW
35A	10 S. Sierra Madre St.	Denver & Rio Grande Depot, New infill	W
36A	S. Sierra Madre, Antlers Park	D&RG steam engine #168	NW
37A	S. Sierra Madre, Antlers Park	Zebulon Pike Monument	N

PHOTO LOG

Location Bijou Project I-25

Date 11/15/2001 Roll # 7

No	Address	Description	View
0	20 W. Pikes Peak Ave.	Antlers Garage (façade only- bldg. gone)	NW
1	7 N. Spruce St.	Classic Cottage	N
2	18 N. Spruce St.	Auto Glass City Glass Co.	W
3	404 W. Colorado Ave.	Liquor Store	W
4	424 W. Pikes Peak Ave.	Mission Revival house	N
5	420 W. Pikes Peak Ave.	Classic Cottage	NE
6	1 S. Walnut St.	Emmanuel Missionary Baptist Church	E
7 – 8	501 W. Colorado Ave.	Burt's Auto Parts	SW
9	W of 501 W. Colorado Ave.	The Dutch Mill Tavern	SW
10	414-418 W. Colorado Ave.	Harmon Glass Co.	NE
11	321 W. Bijou	Classic Cottage – rear (alley house)	N
12	323 W. Bijou	Classic Cottage – E side, N front	SW
13	321 W. Bijou	Classic Cottage – front (alley house)	S

PHOTO LOG

Location Colo. Spgs. Project I-25 El Paso

Date 1/10/02 Roll # 8

No	Address	Description	View
1 – 2	West View Place	Eligible historic district	N
3	Colorado College	New dorms	E
4	Monument Park – Glen Ave.	Sun Dial (so. of Van Briggle)	E
5	Colorado College	New dorms	E
6 - 9	615, 609, 611 Zuyder Zee	Three houses	E
10	Monument Park So. of Zuyder Zee	Wall Niche	SE

PHOTO LOG

Location Colo. Spgs. Project I-25 EA

Date 1/28/02 Roll # 9

No	Address	Description	View
0A	224 W. Colorado	Corrugated grain building	N
1A	218 W. Colorado	Microcrafts- stucco w/ loading dock	N
2A	224 W. Colorado	Corrugated grain building	NE
3A, 4A	234 W. Colorado	Transportation Center	W
5A, 6A	219 W. Colorado	Trestle Building	E, SE
7A	210 W. Colorado	Warehouse	N
8A	124 S. Walnut	Salvage Yard	SW
9A	501 W. Colorado	Burt's Auto Machine/Burt's Auto Parts	NW
10A	505 & 507 Cucharras	Corrugated metal storage buildings	S
11A	221 S. Chestnut	Auto Body Supply, metal building	E
12A	220 S. Chestnut	Rheyot Auto Sales Co., concrete block	N
13A, 14A	221 S. Chestnut	So-Cal Speed Shop, brick & concrete block	N, NE
15A – 17A	300 block, W. Vermijo	Abandoned industrial buildings	SW
18A	324 W. Costilla	A.P. Harley Auto, concrete block	W
19A	302 S. Conejos	Chadbourn Spanish Gospel Mission 5EP643	W
20A, 21A	302 S. Conejos	Chadbourn Spanish Gospel Mission 5EP643	NW
22A	200 block, Brookside	N side street scape	W
23A	306 Brookside	Frame house w/ mansard roof	NE
24A	308 Brookside	Frame house, side gable, front gable porch	NW

PHOTO LOG

Location Colo. Spgs Project I- 25 EA

Date 1/24/02 Roll # 10

No.	Address	Description	View
0A	310 Brookside	Frame house, front & side gables	N
1A	312 Brookside	Log cabin, stone chimney	N
2A	316 Brookside	Concrete/brick apartments	NE
3A	432 Brookside	Stucco house, front gable	N
4A	W of 432 Brookside	Hip roof house	NW
5A	1415 S. Corona St.	Modern apartment building	E
6A	1902 S. Hancock Ave.	Frame house, ;side gable w/ faux stone front	NW
7A	1201 E. Cheyenne Rd.	Tract house, side gable	SE
8A	1203 E. Cheyenne Rd.	Same	SE
9A	1209 E. Cheyenne Rd.	Same	NW
10A.	1900 S. Sheridan Ave.	Aluminum siding, front gable	NW
11A	1600 block, W side	Streetscape of tract houses	NW
12A	29 W. Kiowa	St. Mary's School/Vietnamese Holy Martyrs Parish Church 5EP3854	NE
13A-16A	26 W. Kiowa	St. Mary's Church, W side 5EP208	E
17A, 18A	25 W. Kiowa	Knights of Columbus 5EP634	W
19A, 20A	W. Kiowa	Carnegie Library 5EP646	SE
21A	W. Kiowa	Carnegie Library	N
22A	20 Pikes Peak Ave.	Antler's Garage Façade 5EP620	NW

PHOTO LOG

Location Colorado Springs Project I-25 EA

Date 1-24-2002 Roll # 11

No	Address	Description	View
2	321 Mesa Road (5EP235.49)	New addition to west of original house	S
3	300 Mesa Road	5EP1370,320 Mesa &5EP1371 314 Mesa demolished, now trail grassy area	N
4	317 Nichols Court (5EP1369)	Small addition on rear, yard, small shed on west part of property	S
4	317 Nichols Court (5EP1369)	Existing house	SE
6	300 block Dale	5EP1366 306 Dale, 5DP 1367 behind 306, 5EP1368 302 Dale, all demolished	W
7	700 block, N. Pine	5EP1364 732 N. Pine, 5EP1365 736 N Pine – demolished for new ped bridge	N
8	712 N. Pine (5EP1363), 708 and 704 N. Pine	Existing houses	W
9	Sound wall, 700 Pine		S
10	712 N. Pine (5EP1363)		S
11	500 N. Pine	West side homes still there, east side gone 5EP1359 517 N. Pine demolished	S
12	400 Pine (at St. Vrain)	West side homes there, east side gone.5EP235.86 417 N. Pine, 5EP1362 423 N. Pine demolished	S
	No photo—300 Pine (at Boulder)	Houses on both sides of st. gone, now Boulder Park Demonstration Garden 5EP1361 315 N. Pine demolished	

PHOTO LOG

Location Colorado Springs Project I-25 EA

Date Jan 24, 2002 Roll # 11A

No	Address	Description	View
17	1600 block, N. Cooper	Houses that face sound wall (5EP1374 1629 N. Cooper demolished)	SW
18	1600 block, N. Cooper	Sound wall	SEt
19	1600 block, N. Cooper	Sound wall	N
20	1900 N. Cooper (at Fontanero)	Park, sound wall to east (5EP1375 1919 N. Cooper demolished)	W
21	2200 Walnut (at Madison)	Park/trail/residential fence (5EP1376 2223 N. Walnut 5EP1377 2304 N. Walnut, 5EP51378 2316 N. Walnut, 5EP1379 2320 N. Walnut demolished)	N
22	500 Buena Ventura	Pink building is 520 Buena Ventura. (5EP1373 506 Buena Ventura demolished)	E
23	435 San Rafael (5EP1372)	Existing house and sound wall	S
24	439/435 San Rafael	Older homes remaining	E
25	400 block, Uintah (at Walnut)	5EP1360 450 W. Uinta demolished, now green space, ped trail, interchange	S

PHOTO LOG

Location Colo. Spgs. Project I-25 EA

Date 1/28/02 Roll # 12

No	Address	Description	View
0, 1, 2	I-25 bet. Northgate & Baptist	Santa Fe RR Bed, site of trestle	W, SW, W
3	2900 block N. Parker, even side	Tract Houses	NW

4	2900 block N. Parker, odd side	Same	NE
5, 6, 7	2900 block N. Chestnut, even side	Same	NW
8, 9	Bijou & Westview Place, Monument Valley Park	Stone Entry Gates	NW
10	14 W. Bijou	Marion House 5EP616.6	E
11, 12	Boulder Crescent	Buildings in Boulder Crescent Historic District 5EP1063	NE, NW
13	West View Place Historic District	Boulder at Boulder Crescent 5EP616	W

PHOTO LOG

Location Colo. Spgs Project I- 25 EA

Date 2/6/02 Roll # 13

No	Address	Description	View
1	1100 N. Glen Ave.	Stucco duplex	W
2-3	D& RG Railroad line at Cache la Poudre & Glen Ave. 5EP2181	Railroad bed	N, S
4	Near Bijou and Westview Pl.	Fountain in Monument Park	W
5	Near Bijou and Westview Pl.	Formal flower beds in Monument Park	W
6	Monument Park 5EP613	WPA plaque Monument Park	NW
7	Pedestrian bridge over Monument Creek in Monument Park	Monument Park	N
8	Monument Park	Plymouth Rock	
9	Monument Park	Trees at Plymouth Rock	N
10	Monument Park	Tahama Spring	NE
11	Monument Park	WPA ball field	NW
12	Monument Park	East side of sound wall	NW
13	Monument Park	Large pavilion (picnic shelter 5EP613.5)	NE
14	Monument Park	Shadow Lake (Willow Pond) 5EP613.4	E
15	Monument Park	Pedestrian bridge over I-25	NW
16	Monument Park	Swimming pool	NE
17	Monument Park	Bath House 5EP613.7	NE
18	30 W. Dale	Colorado Springs Fine Arts Center	NE
19, 20, 21	Monument Park	Carlton Band Shell (small pavilion) 5EP613.6	N
22	30 W. Dale	Colorado Springs Fine Arts Center 5EP622	NE
23	Cache la Poudre & Monument Creek	Cache la Poudre Bridge 5EP974	N
24	Monument Park	Stone walls west of bridge	N
25	Monument Park Horticulture Gardens	Giddings Fountain 5EP613.8	N

PHOTO LOG

Location Colo. Spgs Project I- 25 EA

Date 2/6/02 Roll # 14

No	Address	Description	View
1A	Monument Park	Duck Lake	N
2A	Monument Park	Uinta St. Bridge	N
3A	Monument Park	Geologic Column- ditch & bridge	W
4A	Monument Park	Geologic Column- sign	W
5A	Monument Park	Geologic Column-bridge	E
6A	Monument Park	Geologic Column 5EP613.3	NE
7A	Monument Park	Geologic Column-bridge & covered ditch	NW
8A	Pine Creek N. of Woodman Rd.	Santa Fe RR double culvert-E side	W
9A	Pine Creek N. of Woodman Rd.	Wagon Road bridge support	W
10A	Pine Creek N. of Woodman Rd.	Santa Fe RR double culvert-W side	NE
11A –12A	2333 N. Steel	Chicago, Rock Island & Pacific Roundhouse S & E walls	N, N
13A-16A	2333 N. Steel	Trolleys	N, E
17A	2333 N. Steel	Chicago, Rock Island & Pacific Roundhouse N wall	W
18A-19A	2333 N. Steel	Colo. Springs & Interurban Railway Car #59 5EP2179.1	N
20A	300 Block N. Pine St.	5EP1361, 315 N. Pine demolished	N
21A	310 W. Platte	Front gable, iron fence, next to sound wall	N
22A	316 W. Platte	Front gable, two story	N
23A-24A	424 N. Pine cor. St. Vrain	Hip roof, faces sound wall	W
25A	324 W. Dale	Hip roof 5EP1363	N

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 2/12/02 Roll # 15

No	Address	Description	View
1A	637 W Cucharras	Multi-hip roof cottage, lap board	S
2A	123, 121, 119, 115 S 7th St.	Streetscape – front gabled cottages	N
3A	121 S. 7th St.	Front gable, palladium window, patterned shingles.	NE
4A	119 S. 7th St. (5EP235.87) 115 S. 7th St.	Front gables, lap board, patterned shingle and decorative porch on 115.	NE
5A	112 S. 7th St.	Two story stone house with front gable	W
6A	106 S. 7th St.	Classic Cottage, narrow lap board	W
7A	123 S. 7th St.	Cottage with wrap-around porch	NE
8A	720 W Cucharras (5EP1246)	Multi-gable roof, stucco, rear addition	NW
9A	729 W Cucharras (5EP235.39)	Shingled Classic Cottage	SW
10A	735 W Cucharras	Cross gabled roof, two story, Queen Anne	SW
11A	702 S Sierra Madre	Wickes Lumber & ABC Roofing Brick with round arched windows	SW
12A – 13A	401 W Bijou	Church of God S rear and W front	NW & S
14A	415 W Bijou 5EP2226	Edwardian, narrow lap board	S
15A	419 W Bijou	Hip roof, gabled dormers, narrow lap	SW
16A	420-422 W Bijou	Identical Queen Annes, narrow lap siding, porch enclosed on 420	NW
17A	411 W Bijou	Two story, front gable, narrow lap	S
18 A	22 N Sierra Madre	Commercial, flat roof, stucco	W
19A	18 N Sierra Madre	Brick facing over cinderblock	W
20A	10 N Sierra Madre	El Tesoro – One story, flat roof, segmental arched windows	S
21A	106 W Pikes Peak Ave.	The Lark II, flat roof, stucco, store front	NW
22A	2405 Sinton Rd.	Double front gable, stucco	NE
23A	2407 Sinton Rd.	Truncated hip, shed roof porch with turned posts	NE

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 2/12/02 Roll # 15

No	Address	Description	View
24A	2635 Steel Dr. (C&C Sand & Stone)	Stanchion for El Paso Canal flume on E side Monument Creek	E
25A	2785 Steel Dr.	Stucco ranch house	E
26A – 27A	900 W. Fillmore	Two story, no style, additions	W & NW
28A	I-25 bet. Briargate & Interquest	Girl Scout Roundup Site, 1959	NE
29A	205 W. Fontanero	International Style	W
30A	1918 El Parque	Pulitzer House, Tudor	N
31A	1825 Culebra Pl.	Stucco, hip roof, hip dormer	E
32A - 33A	1801 Culebra Pl.	Gen. Palmer's daughter's house, Dr. Watts, rear and S front, ca, 1912	S & NE
34A	1705 Culebra Pl.	Gable roof, two story	E
35A	1551 Culebra Ave.	One story Mediterranean	E
36A	1535 Culebra Ave.	Colonial Revival, 1-1/2 story	NE

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 2/14/02 Roll # 16

No	Address	Description	View
0	1535 Culebra Ave.	Colonial Revival	NE
1 – 2	1506 Culebra Pl.	Mediterranean	W, SW
3	1725 Culebra Pl.	Mediterranean	E
4	1722 Culebra Pl.	Tudor	W
5	1918 El Parque	Pulitzer House	W
6	2100 N Wood Ave.	Mundy House, Tudor, 1928	W
7	2110 N Wood Ave.	Tudor Bungalow	W
8	2114, 2118, 2126 N. Wood Ave.	Streetscape	NW
9	2200 N Wood Ave.	Side gable, stucco, tile roof	N
10	125 W Monroe	Ranch house	S
11 – 12	124 W Monroe	Grace House, stucco, one-story, flat roof	W & S
13 – 14	130 W Monroe	Crockett House, brick, flat roof	SW
15	2402 N Wood Ave. at Jackson	Cross gable on hip, narrow lap siding	W
16	2406 N Wood Ave.	Frame Bungalow	NW
17	1003 Glen Ave. Horticulture Center	Gen. Palmer 1907 Greenhouse	N
18	1003 Glen Ave. Horticulture Center	1935 Greenhouse	S
19	Zuyder Zee	E rear of corner house	SW
20	33 W Willamette	Stone house, gambrel roof	SW
21	602 Park Terrace	Mediterranean	W

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 4/1/2002 Roll # 17

No	Address	Description	View
1	Monument Valley Park	Formal Rose Garden	E
2	Pikes Peak Greenway Trail	Trail and WPA Wall	S
3	Pikes Peak Greenway Trail	WPA Wall, W. side	W
4	Pikes Peak Greenway Trail	WPA Wall, W side	W
5	Pikes Peak Greenway Trail	WPA Wall, E side	SE
6	Pikes Peak Greenway Trail	WPA Wall & Bijou Bridge, E side	NE
7	Pikes Peak Greenway Trail	Bijou Bridge, S side	N
8	Pikes Peak Greenway Trail	WPA Wall, E side	SE
9	Pikes Peak Greenway Trail	WPA Wall, N of Bijou, trash	E
10	Pikes Peak Greenway Trail	WPA Wall, N of Bijou, trash	E
11	W. Pikes Peak	Building N of RR station	NW

PHOTO LOG

Location Colo. Spgs/El Paso County Project I - 25 EA

Date 4/10/02 Roll # 18

No	Address	Description	View
0 - 1	W of I-25 at USAFA	Santa Fe RR stone culvert 5EP1003.	W
2 – 3	221 S. Chestnut	Old lumberyard storage sheds	E
4 – 5	221 S. Chestnut	Old lumberyard storage sheds	W & NW
6	NW of 221 S. Chestnut	Midland Railroad ROW 5EP384.	E
7	NW of 221 S. Chestnut	Midland Railroad ROW 5EP384.	E
8	NW of 221 S. Chestnut	Midland Railroad buried ties under I-25 Overpass 5EP384.	
9	Monument Creek	Midland Railroad creek crossing with concrete bridge supports 5EP384.	E
10	Monument Creek E side	WPA Wall, 5EP3856	E
11	Monument Creek E side	WPA Wall, 5EP3856, missing piece	E
12	Monument Creek E side	Colo. Ave. Bridge, WPA Wall, 5EP3856	NE
13	Monument Creek W side, S of Colorado Ave. Bridge	WPA Wall, 5EP3856, ramp to creek with rip-rap	N
14	Monument Creek W side, S of Colorado Ave. Bridge	WPA Wall, 5EP3856 detail	
15	Monument Creek W side, S of Colorado Ave. Bridge	WPA Wall, 5EP3856	N
16	Monument Creek W side, S of Colorado Ave. Bridge	WPA Wall with cap stones, 5EP3856	NW
17	Monument Creek W side, S of Colorado Ave. Bridge	WPA Wall & rubble stone, 5EP3856	NW
18	Monument Creek E side, S of Colorado Ave. Bridge	WPA Wall & rubble stone, 5EP3856	E
19	Monument Valley Park	WPA Baseball Field	N
20	Monument Valley Park	WPA Baseball Field	N
21	Monument Valley Park	Drinking Fountain	W

PHOTO LOG

Location Colo. Spgs Monument Valley Park Project I - 25 EA

Date 4/11/02 Roll # 19

No	Address	Description	View
0A	Monument Valley Park	Drinking Fountain detail	
1A	Monument Valley Park	WPA stonework on E of Shadow Lake	N
2A-3A	Monument Valley Park	Shadow Lake (Willow Pond) island, sound wall 5EP613.4	W
4A	Monument Valley Park	Large Pavilion (Mediterranean Pavilion) 5EP613.6	NW
5A-6A	Monument Valley Park	Basketball courts, playground, ped. Overpass I-25	NW
7A	Monument Valley Park	Tahama Spring, octagonal base with column sites	SW
8A	Monument Valley Park at Westview Pl.	Formal Gardens, Marion House in background	E
9A	Monument Valley Park	Cache la Poudre Bridge, 5EP974	E
10A	Monument Valley Park	East side wall	E
11A-12A	Monument Valley Park- E of Cache la Poudre Bridge	Dry laid stone wall	E
13A-14A	Monument Valley Park Glen Ave.	Sundial 5EP613.9	S & N
15A	Monument Valley Park Glen Ave.	Entry stones at Duck Lake	S
16A	Monument Valley Park	Wire park bench E of Duck Lake	N
17A	Monument Valley Park	Stream into Duck Lake	N
18A	Monument Valley Park	Berm with WPA wall between Duck Lake and creek	SE
19A	Monument Valley Park at Uintah	W of Uintah Bridge, new wall tied into old wall	S
20A	Monument Valley Park	New wall N of Uintah Bridge on E side	E
21A	Monument Valley Park	Uintah Bridge & new wall on E side	E
22A-23A	Monument Valley Park	N of UintahBridge, WPA rock wall with niche and stairway	E & NE
24A	1414 Culebra Avenue	Loomis House	E

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 5/13/02 Roll # 20

No	Address	Description	View
0	1334 Culebra Ave.	Brick ranch, shake roof	W
1	1432 Culebra Ave.	Craftsman	W
2	Monument Valley Park	Baseball Field	W
3	Monument Valley Park	Restroom & playground	NW
4	Monument Valley Park	Geologic Column-Rock-lined ditch	W
5	Monument Valley Park	Geologic Column-Waterfall overlook #1 w/ rock wall	W
6	Monument Valley Park	Geologic Column- Waterfall overlook #2 w/ rock wall	SW
7	Monument Valley Park	Undeveloped north end of park	W
8	2406 Wood Ave.	Bungalow	W
9	2312 Wood Ave	Bungalow	W
10	2220 Wood Ave	Stucco	W
11	2216 Wood Ave	Stucco	SW
12	2212 Wood Ave	Tudor	W
13	2208 Wood Ave	Stucco w/side gable	W
14	2130 Wood Ave	Frame Ranch	W
15	2126 Wood Ave	Stucco cottage	W
16	2118 Wood Ave	Stucco Tudor	NW
17	2114 Wood Ave	Bungalow	NW
18	15 West View Place	Gambrel roof 5EP616	NE
19	?? West View Place	Frame cottage 5EP616	NE
20	26 W. Kiowa	St. Mary's Church – rear 5EP208	S
21	22 W. Kiowa	St. Mary's Administration Building 5EP208	SE
22-23	13 W. Bijou	Marion House 5EP616.6	N
24	29 W. Kiowa	St. Mary's School 5EP3854	S
25	25 W. Kiowa	Knights of Columbus 5EP643	S

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 5/23/02 Roll # 21

No	Address	Description	View
0	NW cor. W. Del Norte & N Cooper	Adobe (?) out building	N
1	1426 N. Walnut	Classic Cottage, altered porch	W
2	1430 N. Walnut	Classic Cottage	W
3	1422 N. Walnut	Front gable, porch altered	NW
4	1113 N. Walnut	Classic Cottage	E
5 – 6	439 W. San Rafael	Bungalow, front gable altered	E
7	845 N. Spruce (419 Mesa Rd.)	Emmanuel Presbyterian Church	E
8	405 Mesa Rd.	Two story, front gable, side addition	S
9	419 Mesa Rd.	Emmanuel Presbyterian Church	SW

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 6/20/02 Roll # 22

No	Address	Description	View
7-8	Fillmore and D&RG RR	Steel stringer bridge	SW
9	2922 N. Parker St.	Lap siding, side gable	NW
10	2918 N. Parker St.	Stucco, side gable	SW
11	2912 & 2914 N. Parker St.	Altered, windows and porches	SW
12	2819, 2817, 2815, 2813N. Parker St.	Streetscape	SE
13	2818 N. Parker St.	Lap siding, side gable	W
14	2816 N. Parker St.	Stucco, wood shutters, side gable	W
15	2811& 2809 N. Parker St.	Streetscape	SE
16	2800 blk N. Chestnut St.	Streetscape	SW
17	2900 N. Chestnut St.	Side gable, facing Taylor St.	NW
18	2902 & 2904 N. Chestnut St.	Side gables, bay window	NW
19	2916 & 2918 N. Chestnut St.	Streetscape	NW
20	2922 & 2924 N. Chestnut St.	Streetscape	NW
21	2926 N. Chestnut St.	Side gable, stucco	NW
22	232 W. San Miguel St.	Wide lap siding, hipped roof	N
23	236 W. San Miguel St.	Rear two-story addition on one-story	NW
24	1224 Glen Ave.	Front gable, lap siding	SW
25	San Miguel & MVP	Abandoned pond	N

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 6/20/02 Roll # 23

No	Address	Description	View
0A	SE cor W San Miguel & Glen Ave.	Fenced Colorado College property	SE
1A	313 W San Miguel	Hipped roof, wide asbestos siding	S
2A	315 W San Miguel	Wood shingle siding	S
3A	1308 Glen Ave	Flat roof, parapet, stucco	W
4A	1312 Glen Ave	Front gable, one story	NW
5A	Between 1315 & 1317 Glen Ave	Rear garage & storage, new	E
6A	1319-1321 Glen Ave	New duplex, stucco	E
7A	1327 Glen Ave	Two-story, side gable, lap siding	E
8A	1323 Glen Ave	Two-story, metal hip roof	SE
9A	1331 Glen Ave	Front gable wood shingle siding	NE
10A	1502 E. Cheyenne Rd.	Side gable, vertical siding	W
11A	1414 E. Cheyenne Rd.	Side gable, horizontal siding	SW
12A	1410 E. Cheyenne Rd.	Asbestos siding,	W
13A	1406 E. Cheyenne Rd.	Wide lap siding, extended front eave	W
14A	1402 E. Cheyenne Rd.	Asbestos shingle, shed roof porch	W
15A	1314 E. Cheyenne Rd.	Asbestos shingle, front stoop	NW
16A	1310 E. Cheyenne Rd.	Asbestos shingle, brick porch added	NW
17A	Cor. E. Cheyenne Rd. & S Sheridan	Streetscape	W
18A	1903 S. Sheridan St.	Asbestos shingle, stoop, added decks	SW
19A	1209 E. Cheyenne Rd.	Lap siding	W
20A	1207 E. Cheyenne Rd.	Narrow wood siding	W
21A	1205 E. Cheyenne Rd.	Garage, asbestos siding, brick front	W
22A	1203 E. Cheyenne Rd.	Asbestos shingle, front eave over stoop	W
23A	1201 E. Cheyenne Rd.	Asbestos shingle, front eave over stoop	W
24A	1902 S. Hancock Ave.	Wide lap siding	NW

PHOTO LOG

Location Colo. Spgs Project I - 25 EA

Date 6/20/02 Roll # 24

No	Address	Description	View
0	512 E. Brookside St.	Double front gable	N
1	514 E. Brookside St.		N
2	518 E. Brookside St.		N
3	420 W. Bijou	Queen Anne	N
4	422 W. Bijou	Queen Anne	N
5	426 W. Bijou	Queen Anne Cottage	NW
6	? W. Bijou	2-story, hipped roof, store front	NW
7	431 W. Bijou	Commercial, flat roof, stucco	S
8	425 W. Bijou	Front gable, wood shingles	S
9	423 W. Bijou	Narrow lap siding, enclosed porch	S
10	415 W. Bijou		
11	419 W. Bijou		
12	29 W. Bijou - St Mary's School 5EP3854	S rear, horizontal window	NE
13	29 W. Bijou- St Mary's School	S rear, E elevation, 2 story window wall	W
14	29 W. Bijou- St Mary's School	Cobblestone wall-shrine, S rear	E
15	29 W. Bijou- St Mary's School	S. rear, 2nd story glass block panel	N
16	29 W. Bijou- St Mary's School	Covered walk on S rear	W
17	29 W. Bijou- St Mary's School	N front wall, dedication plaque & niche	S
18	29 W. Bijou- St Mary's School	W elevation	NE
19	29 W. Bijou- St Mary's School	N façade, covered entrance	SE
20	611 Zuyder Zee 5EP4201	Stucco, log trim, one & two-story	SE
21	Willamette & Park Terrace	Monument Valley Park entrance, stone wall with pierced openings	E

PHOTO LOG

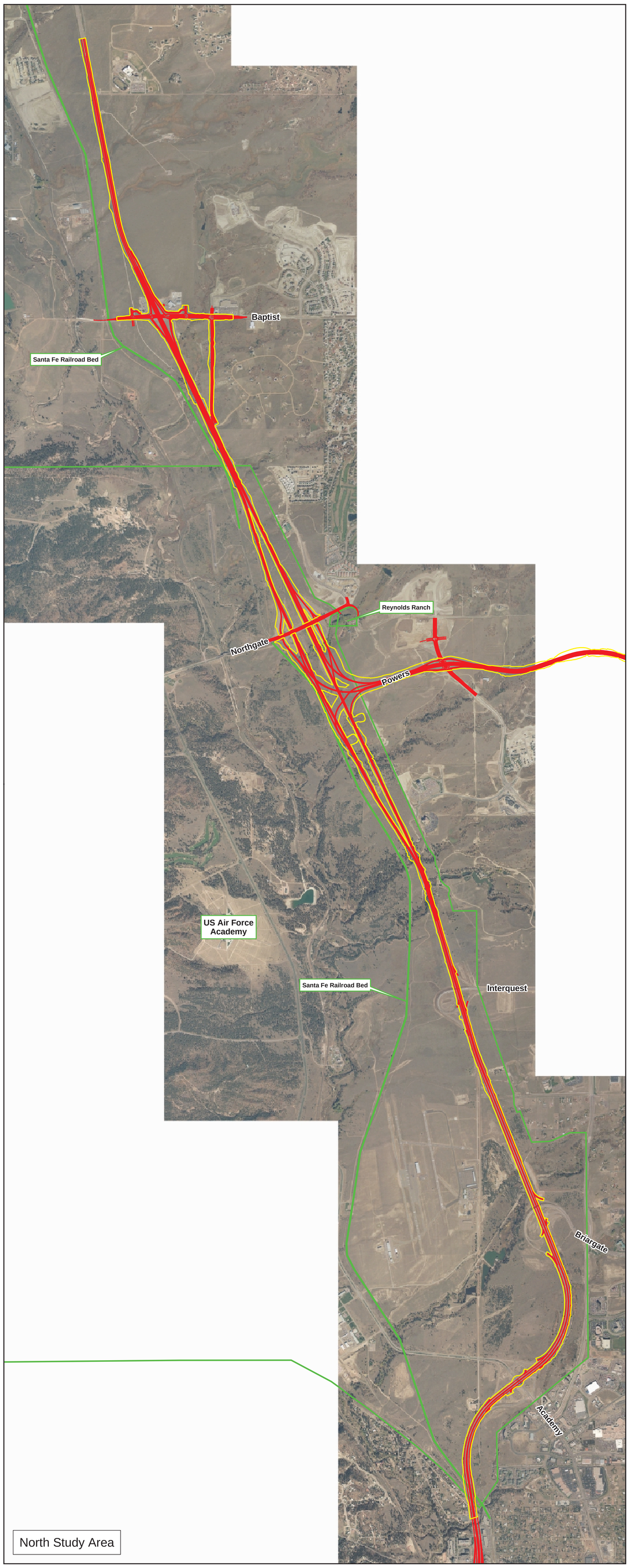
Location Colo. Spgs Project I - 25 EA

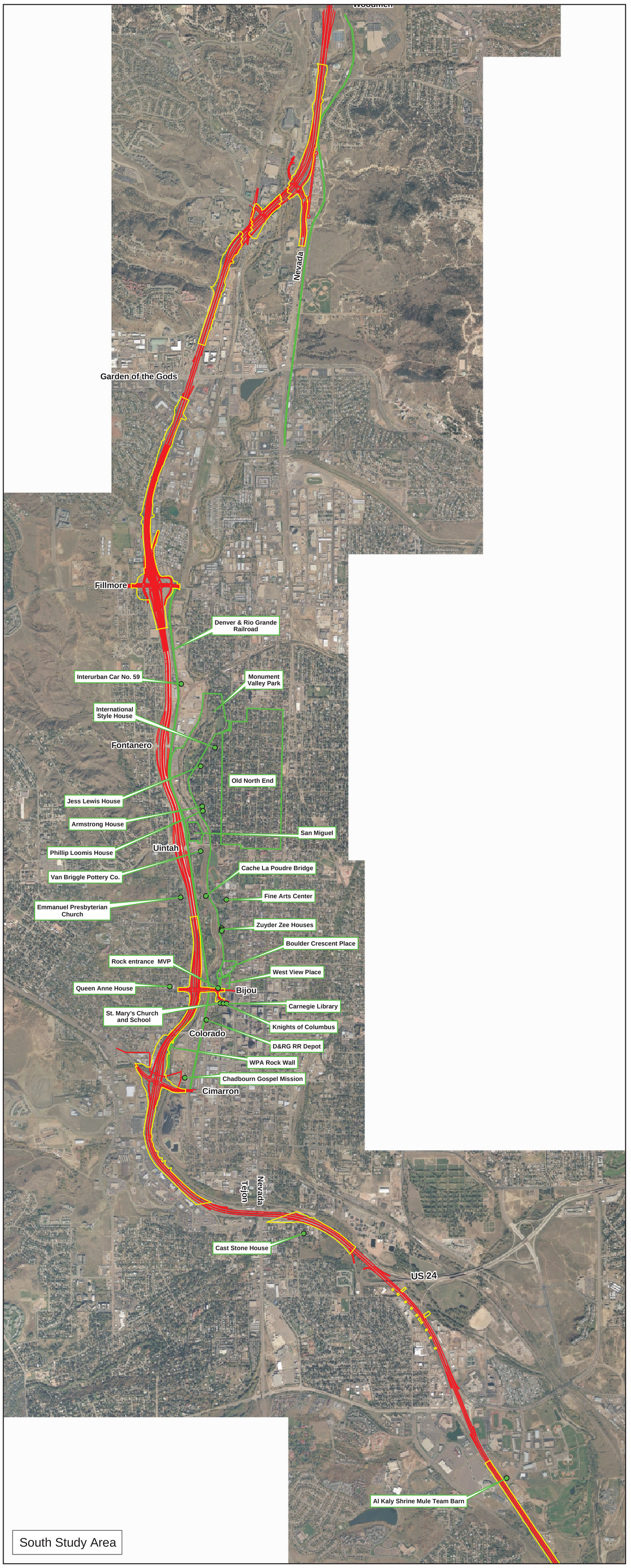
Date 9/11/2002 Roll # 25

No	Address	Description	View
0-1	San Miguel & Recreation Dr.	D&RG Railroad	N, S
2	Monument Valley Park	Duck Lake	SW
3	1122 San Miguel	Classic Cottage	W
4	1126 San Miguel	Classic Cottage	W
5-11	Columbia St. & Monument Creek	Park entrance	W
12	932 Spruce St.	House	W
13	930 Spruce St.	House	W
14	924 Spruce St.	House	W
15	920 Spruce St.	House	W
16	912 Spruce St.	House	W
17	330 Mesa Rd.	House	N
18	334 Mesa Rd.	House	N
19	340 Mesa Rd.	House	N
20	344 Mesa Rd.	House	N
21	211 Walnut	House	E
22-25	Colorado Ave & RR	D&RG Railroad	S, N, SE, NE

Eligible Historic Properties

El Paso County I-25 Environmental Assessment





Legend

- Eligible Properties
- Eligible Areas
- Proposed Improvements
- Limits of Construction

0 3,000 Feet

Sources:
CH2MHILL
Wilson & Co.

Colorado State Plane Grid, Central Zone
North American Datum 1983