



COLORADO
Department of Transportation
Region 1

PRE-1920 HISTORIC PROPERTY RECONNAISSANCE SURVEY
LAKEWOOD, COLORADO

DRAFT

Prepared by

Pinyon Environmental, Inc.

Colorado Department of Transportation

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This report was completed on behalf of the Colorado Department of Transportation (CDOT) to fulfill its obligations under Section 106 of the National Historic Preservation Act of 1966 per the Memorandum of Agreement (MOA) Amendment executed with the Federal Highway Administration, the Colorado State Historic Preservation Office and the City of Lakewood in July 2019. This MOA Amendment pertains to CDOT project STU 006-019, US Highway 6 and Wadsworth Boulevard Interchange Reconstruction.

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I. Introduction and Project Purpose

The purpose of this project is to identify properties dating from 1919 or earlier located within the City of Lakewood boundaries, to evaluate the historical significance of these properties, and to identify their priority for preservation. In the late 19th and early 20th centuries, Lakewood was more a place on a map than a sizeable community with a distinct identity. Today, the City of Lakewood covers more than 44 square miles (more than 28,000 acres) in eastern Jefferson County, Colorado. The city is a rapidly growing community west of Denver, and has a population of 142,980 people as of the 2010 census. Incorporated in 1969, the city lacks the traditional downtown area with adjacent suburbs, and instead West Colfax Avenue acts as an economic center and transportation corridor. As the city's population continues to grow, partially fueled by Denver's robust economic expansion, the pressure on older properties, particularly those on large parcels, is anticipated to increase in the new decade. Because many of the city's earliest properties have agricultural associations, and are located on large parcels, they are particularly susceptible to redevelopment pressures. This study provides baseline data on pre-1920 properties in Lakewood, by providing a historical background and context on the city's early history and identifying those surviving properties that best exemplify the city's early history. The information in this study can inform future efforts by Lakewood to effectively preserve, protect and manage its heritage and important pre-1920 historic sites, consistent with the city's historic preservation ordinance and the historic preservation goals laid out in its 2012 Historic Preservation Plan.

I.I Background and Funding

This project is funded by the Colorado Department of Transportation (CDOT). The agency recognized the need for infrastructure improvements to the US 6 and Wadsworth Boulevard interchange in the City of Lakewood and initiated studies related to design and environmental planning in 2007.¹ The Environmental Assessment (EA) concluded with a Finding of No Significant Impact (FONSI) in 2010.² A component of the EA evaluation concerned historic resources subject to review and compliance under Section 106 of the National Historic Preservation Act (1966) and Section 4(f) of the Department of Transportation Act (1966). Historic resources within the project Area of Potential Effects (APE) were evaluated for eligibility to the National Register of Historic Places (NRHP) in the report *Historic Resources Survey US 6 and Wadsworth Boulevard, Lakewood, Colorado* [TEC, Inc., 2008]³. Section 106 effects were analyzed in the report *FINAL Determination of Effects to Historic Properties* [CH2M, 2008], which found that the proposed project would result in adverse effects to four historically significant properties.⁴ The strategies to mitigate adverse effects were agreed upon via the *2009 Memorandum of Agreement between the Federal Highway Administration and the Colorado State Historic Preservation Officer Regarding Sites 5JF.3548, 5JF.3549, 5JF.442, and 5JF.4536 Colorado Department of Transportation Project STU 0062-019 (Sub Acct 15215) US Highway 6 and Wadsworth Boulevard Interchange Reconstruction (MOA)*, and focused on interpretative signage and a historic preservation website for Lakewood.⁵

¹ CDOT, *Scoping Summary Report of the Welcome to the US 6/Wadsworth Environmental Assessment Agency Scoping Meeting*, Denver, CO, August 16, 2007. Accessed October 31, 2019. https://www.codot.gov/admin/library/studies/study-archives/US6wadsworth/scoping-summary-report/appendix_f_agencymeetinghandouts.pdf

² U.S. Department of Transportation and CDOT, "US 6 and Wadsworth Finding of No Significant Impact and Final Section 4(f) Evaluation," *US 6/Wadsworth Environmental Assessment*, March 12, 2010. Accessed October 31, 2019. https://www.codot.gov/library/studies/study-archives/US6wadsworth/fonsi/us6ww_draft_fonsi.pdf/view

³ CH2M Hill, *Historic Resources Survey: US 6 and Wadsworth Boulevard, Lakewood, Colorado*, Englewood, CO, October 2008. Accessed October 31, 2019. https://www.codot.gov/library/studies/study-archives/US6wadsworth/docs/appendix_c/historic-resources-survey.pdf

⁴ CDOT Region 6 and CH2M Hill, "FINAL Determination of Effects of Historic Properties," *US 6/Wadsworth Environmental Assessment*, December 2008. Accessed October 31, 2019. https://www.codot.gov/admin/library/studies/study-archives/US6wadsworth/docs/appendix_c/6ww_determination_of_effects_report_final.pdf

⁵ CDOT, FHWA, and Colorado State Historic Preservation Officer, *Memorandum of Agreement between the Federal Highway Administration and the Colorado State Historic Preservation Officer Regarding Sites 5JF.3548, 5JF.3549, 5JF.442, and 5JF.4536 Colorado Department of Transportation Project STU 0062-019 (Sub Acct 15215) US Highway 6 and Wadsworth Boulevard Interchange Reconstruction*, August 2009.

Construction of the project has progressed in three phases:

- *Phase I: Wadsworth Boulevard between 10th Avenue and Colfax (Complete)*
- *Phase II: Multiple improvements including upgrades to a three-cell concrete box culvert, storm sewer improvements, concrete pavement, lighting, sidewalk from 10th Avenue to Highland Drive, multi-use trail, drainage and Lakewood Gulch improvements (Complete)*
- *Phase III: Wadsworth Boulevard between 4th Avenue and 10th Avenue (Pending)*

The mitigation strategies outlined in the 2009 MOA were slated for implementation as part of the Phase III project improvements. While Phase I and II improvements are complete, the Phase III work is pending due to funding constraints. Given the passage of time since execution of the 2009 MOA, CDOT revisited the applicability of the mitigation agreement in 2019. Discussions with the City of Lakewood identified the need for a modified agreement that better addresses the current needs of Lakewood's Certified Local Government program. The 2019 MOA amendment calls for the identification and assessment of previously un-surveyed resources built prior to 1920 to offset the project's adverse effects to historic properties. To implement this identification effort, CDOT, in collaboration with Pinyon Environmental, Inc. (Pinyon), designed a reconnaissance survey consisting of a historic context and survey forms of pre-1920 resources. The MOA amendment requires that CDOT solicit input from the City of Lakewood, Lakewood Historic Preservation Commission and the State Historic Preservation Office (i.e. History Colorado) on the draft Survey Report, and to provide final copies to these entities.

2. Project Methodology

2.1 Project Scope

This project is limited in scope to provide an overview of pre-1920 buildings in the City of Lakewood. Broadly speaking, the project aims to provide priorities for preserving pre-1920 buildings, and to identify focus areas for future survey. The project includes the following components:

- Data gathering to create a database of all previously un-surveyed buildings (not included in History Colorado's COMPASS database) built prior to 1920 in the City of Lakewood;
- Development of a historic context focused on four key themes relating to the development of Lakewood—early settlement and agricultural beginnings, industry and commerce, residential and suburban development, and tuberculosis sanatoriums;
- Brief Architectural Style Guide to promote an understanding of the different property types and architectural styles evident in pre-1920 Lakewood;
- Reconnaissance level survey of the 93 buildings in the City of Lakewood constructed prior to 1920 that had not previously been surveyed (see survey methodology below for more information); and
- Categorization of the 93 resources surveyed into levels of significance for preservation, including preservation priority, potentially eligible, likely not eligible, not extant, and needs data; and
- Overview maps and tables shown in this report and appendices.

Due to the limited scope of this project, only sites with buildings were surveyed. Historical resources that do not include buildings, including irrigation ditches and canals, archaeological resources, railroads, cemeteries, statues, and other linear resources, landscapes, or objects, were not surveyed. The survey itself is a limited reconnaissance survey, as described below—more research is needed to determine the significance of other types of resources.

2.2 Data Gathering

Based on information aggregated from the City of Lakewood, History Colorado's COMPASS database and files and the Jefferson County Assessor, CDOT developed a database of all buildings within the city limits with a build date prior to 1920. The database organized information regarding previously completed surveys as well as current eligibility status. From this list of 195 pre-1920 resources, 65 resources had been reviewed and given only a field determination by SHPO, 9 were determined officially eligible for the National Register of Historic Places (NRHP), 17 were determined officially not eligible for the NRHP or no longer extant, 11 are listed on the NRHP or contributing to an NRHP district, and 93 had never been surveyed. Previously surveyed properties are listed in Appendix C and D. The location of the 93 properties included in this survey are shown on Figure 1.

The database further compared this information to Jefferson County Assessor construction data to confirm build dates, locations, and materials types for each resource that had never been surveyed. For the purpose of this survey, Jefferson County Assessor build dates were assumed to be correct (if further research is conducted, dates should be verified). Data from History Colorado's COMPASS database identified all resources that had been previously surveyed. The project team, including personnel from both CDOT and Pinyon, developed a plan to survey all 93 previously un-recorded resources within the boundaries of the City of Lakewood.

Once aggregated from the three sources described above, the database created by CDOT helped inform the historic context, provided data for the survey (as described below), and generated maps created in ArcGIS Pro. These maps have assisted the survey process itself, help describe the survey results, and paint a picture of Lakewood's development. Finally, tables generated from the database convey the results of this survey.

2.3 Context Development and Architectural Style Guide

Section 3 of the Report is the Historic Context. In order to better understand the early properties surveyed, and to evaluate their significance, the project completed a brief historic context exploring the primary historic themes and their relationship to pre-1920 Lakewood. The four primary themes are: early settlement and agriculture, tuberculosis sanatoriums, industry and commerce, and residential and suburban development. These themes were chosen by the CDOT Region I Historian as a representation of the most prevalent activity patterns in pre-1920 Lakewood and are consistent with themes and topics identified in Lakewood's 2012 Historic Preservation Plan. All resources were surveyed based on their relationship to these chosen themes.

A considerable body of research on the history of Lakewood currently exists, and as such, this context effort largely pulled from existing reports and secondary sources for the purpose of temporally grounding the study. Additional research was collected from the City of Lakewood, Jefferson County Assessor, and Jefferson County Archives. Research support for the study was provided by CDOT Region I and the City of Lakewood. The historic context of pre-1920 Lakewood is provided in Section 3 of this report. This context was drafted with information from existing Lakewood survey documents, which provided crucial background information, and include the 2008 *Eiber Neighborhood Cultural Resource Survey*, the 2016 *West Colfax Resources Survey*, as well as the 2001 and 2004 *Northeast Lakewood Surveys*, Phases I and II. Non-survey references included *Lakewood Colorado: An Illustrated Biography* edited by Patricia Wilcox, *76 Centennial Stories of Lakewood, Colorado* edited by Patricia Wilcox, *Images of America: Early Lakewood* by Robert and Kristen Autobee, *Lakewood Country Club* by Cathleen M. Norman, and Robert Olson's "The Suburbanization Process of Eastern Jefferson County, 1889-1941" originally published in *Historically Jeffco*. The study accessed a number of historic maps including the immensely valuable Willits farm map of 1899. Jefferson County Archives also provided county property assessor cards, many dating from the 1980s and 1990s, which include photographs and basic size and construction information on select properties (not available for all 93 properties).

A brief architectural style guide is included in Section 4. Many of the early properties in Lakewood are modest buildings with forms dictated by utility and cost more than by national architectural influences. This section identifies the primary types, or forms, of properties, as well as style influences found in Lakewood's earliest remaining building stock.

2.4 Survey Methodology

The Survey Results are provided in Section 5 of the report. This project surveyed 93 pre-1920 buildings (refer to Figure 1). These properties were evaluated using History Colorado's Office of Archaeology and Historic Preservation (OAHP) 1417 Reconnaissance Form, which was modified to suit the specific needs of this project. Each resource was evaluated for its likelihood of eligibility for listing on the National Register of Historic Places (NRHP) and the City of Lakewood Historic Register. The City of Lakewood has adopted the NRHP Criteria to evaluate properties that may be eligible for its local landmark register. The NRHP includes four Criteria used to evaluate the historic significance of properties that may be eligible for inclusion in the NRHP. The Criteria are as follows:

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

- **Criterion D:** That have yielded, or may be likely to yield, information important in history or prehistory.

Because this project is only a reconnaissance-level survey, collecting information on Criterion B and D proved difficult due to the additional research needed to demonstrate significance. Therefore, this survey primarily identified connections between each resource and either a theme of history (Criterion A) or an architectural style (Criterion C). As mentioned above, the survey focused solely on buildings and did not evaluate structures, objects, or linear resource such as railroads, ditches and roads.

The evaluation of architectural style for this survey, categorized as “style/type” under 12. of the form, is unique, given the large number of modest vernacular buildings, and the high proportion of buildings that have been significantly altered over time. If there is a recognizable style as described in the OAHP Lexicon (such as “Craftsmen”), then that style is used. For those buildings that are not adequately described by such a style—and there are many in this survey—buildings are described either using the evident roof configuration or plan of the building, using terms from the OAHP Lexicon, supplemented by the categorization presented by Virginia & Lee McAlester’s *A Field Guide to American Houses*. The National Folk style is used in this survey and is based on McAlester. Finally, this survey drew on surveys of similar resources in Colorado—notably *Elizabeth, Colorado: Enduring Heritage of a Small Town on the Divide 1881-1965*. See Section 4. Architectural Style Guide.

An important change to the 1417 form involved 17. The Associated Historic Contexts section. As part of evaluating the likely eligibility of each resource under Criterion A, the customized form evaluated properties based on connection to the four context themes identified in the historic context (described above in Section 2.2). Survey research was conducted along the four key lines of inquiry, including residential and suburban development, tuberculosis, industry and commerce, and settlement and agriculture. These four areas were listed on each form as a check box option. Resources related to one or more of these themes were marked as potentially eligible if they possessed sufficient integrity to convey their significance.

The survey form’s evaluation of integrity is reflected in 18. of the 1417 form. Integrity is the ability of a property to convey its historical significance based on the extent of modifications that have occurred to the property and its surroundings over time. There are seven aspects of integrity included on the survey form: location, setting, materials, design, workmanship, association and feeling. The extent of modification to a property’s defining historic features – such as the gabled roof shape of a Bungalow, the wrap-around porch of a Queen Anne house, or the extent of property still associated with a farmhouse and barn – influences a property’s historic integrity, which in turn, affects a property’s potential for NRHP listing or local landmark designation. Additional information can be found in the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, available at https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

The notes section of the form, found in 19, provides additional commentary on the surveyor’s observations of the property, and includes any known historical information for the property. Current photos of the property are included, as well as any available historic photos, including those available from the Jefferson County Assessor property cards.

The 1417 form was customized for field deployment using the ESRI program Survey123. The program allows field personnel to take notes about individual buildings as well as take in-field photographs, then export them automatically upon return from the field to a modified form. The 1417 form location information was changed to allow for automatic exporting of latitude and longitude coordinates, and the sketch map section was replaced with a section for field photographs. Information on landscape features which is typically described on 14. Of the 1417 form was moved to 12. of the modified 1417 form. All 93 survey forms were produced using this streamlined survey methodology.

Finally, properties were classified, based on their local significance, as one of the following: preservation priority, potentially eligible, likely not eligible, no longer extant, or needs data. The choices are intended to provide guidance to the City of Lakewood historic preservation program and the community, regarding areas of focus and future survey. Their usage is defined as follows:

- **Preservation Priority:** Resources in this category are likely eligible for the NRHP and local landmark status, and constitute rare and/or important historic resources in the City of Lakewood. This study recommends that these resources be considered for further protection. These resources exemplify an aspect of one of the four chosen historic contexts or another important aspect of Lakewood history, and/or embody the distinctive characteristics of a type, period or method of construction.⁶ These resources generally possess excellent integrity.
- **Potentially Eligible:** The resources in this category may be eligible for the NRHP and local landmark status. They have a discernable style and/or an evident link to an important historical theme. These resources possess a high degree of integrity.
- **Likely Not Eligible:** The resources in this category are likely not eligible for the NRHP or local landmark status. They lack a discernable style or have been altered such that they no longer retain sufficient integrity to communicate historic significance. They do not exemplify any aspects of Lakewood history.
- **No Longer Extant /Heavily Altered:** The resources in this category no longer exist or have been so heavily modified that the experience of the resource is that of a modern building.
- **Needs Data:** The resources in this category were either not visible from the roadway or may need additional research to determine possible significance.

A copy of the edited 1417 form is included in Appendix A of this report. This form was approved by OAHP through coordination with CDOT prior to initiation of the project. It should be noted that this survey only completed reconnaissance survey forms; additional research is needed on all properties – including those identified as a preservation priority and potentially eligible for designation – to flush out their history and/or architectural significance more fully. A summary of the survey findings, identification of pre-1920 properties with the highest preservation priority, and recommendations for next steps are the focus of Section 5.

⁶ U.S. Department of the Interior, National Park Service, Bulletin 15, “How to Apply the National Register Criteria for Evaluation,” p. 17.

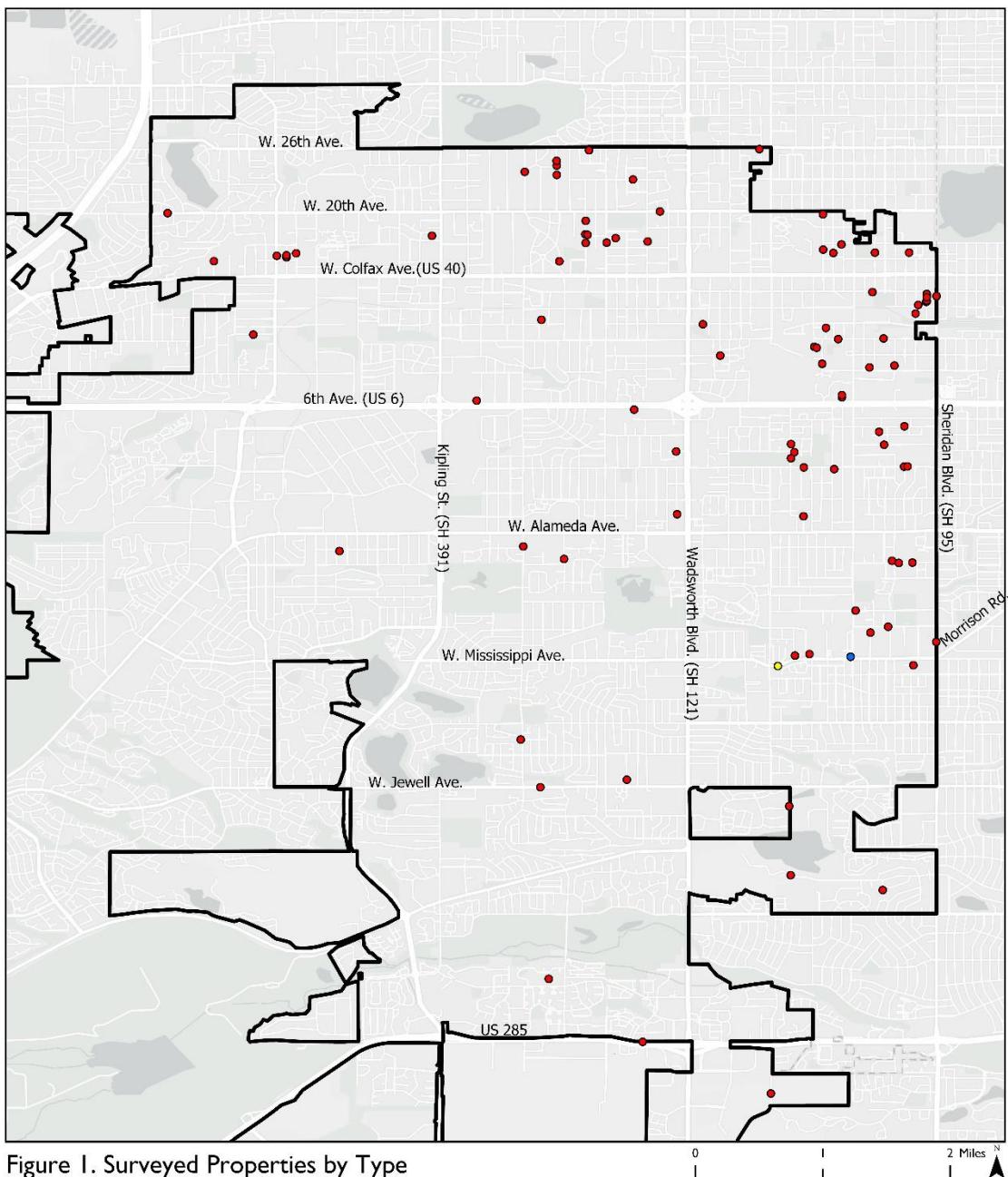


Figure 1. Surveyed Properties by Type

□ City of Lakewood Boundary

- Single Family House (91)
- Commercial (1)
- School (1)

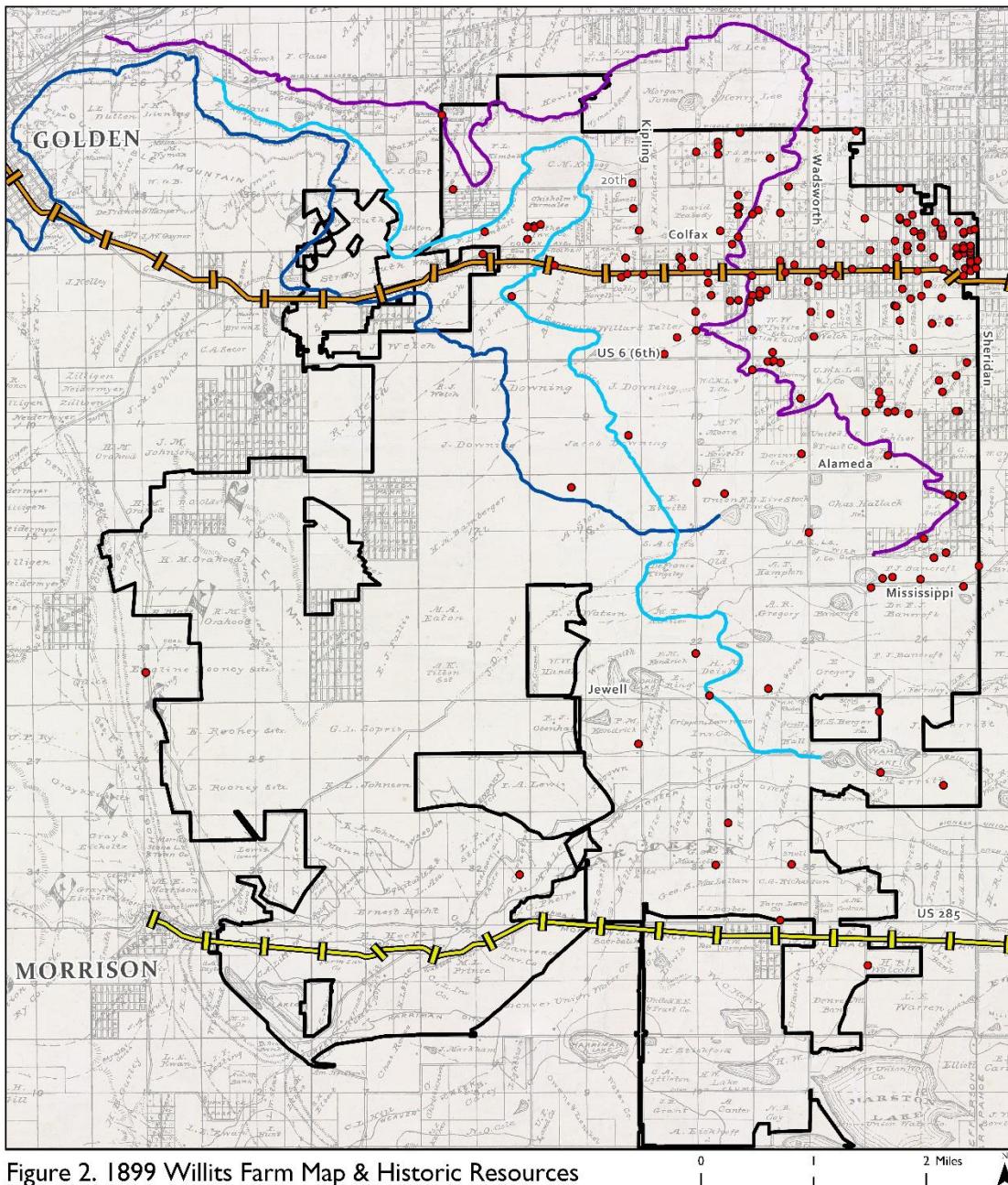


Figure 2. 1899 Willits Farm Map & Historic Resources

- City of Lakewood Boundary
- Welch Ditch
- Denver, Lakewood & Golden Railroad Company
- Rocky Mountain Ditch
- Colorado & Southern Railroad Company - Morrison Branch
- Pre-1920 Extant Buildings
- Agricultural Ditch

3. Historic Context

While other cities in the greater Denver metropolitan area began as community-building projects and expanded into suburbs, Lakewood's scarcity of local water sources, farm-oriented layout, and lack of a city center meant that early development was slow and sporadic. What is now a sprawling 44-square mile city was once a loose collection of farms and ranches settled by failed gold-seekers and speculators as early as the 1860s. Throughout the late 19th and early 20th centuries there were a few advances in community development, such as subdivision platting, the development of the Denver, Lakewood & Golden (DL&G, later renamed the Denver & Intermountain, or D&IM) rail line, and some experiments in industry. Early suburban development in Lakewood clustered around these transportation pathways, resulting in a concentration of pre-1920 building stock in what is now the northeast corner of the city. Little by little, the Lakewood area was parceled out into truck farms, subdivisions, and commuter communities, though the bulk of development would take place in the nation-wide post-World War II housing boom. The early development patterns in Lakewood correlate closely with the locations of early transportation and agriculture infrastructure as shown on Figure 2.

3.1 Early Settlement and Agricultural Beginnings (1860-1919):

3.1.1 Early Settlement in the Lakewood Area (1860-1880)⁷

The Lakewood area has long been associated with east-west travel corridors. The Ute Trail ran from Turkey Creek Canyon (just south of Morrison) toward the confluence of the South Platte River and Cherry Creek, at what is now downtown Denver. The Utes traveled between their camps in South Park to the confluence of Cherry Creek and the South Platte River.⁸ The confluence area was a trading hub where the Ute bands could trade with the Cheyenne and Arapahoe, who lived on the plains. In the Jefferson County area, the Utes camped on Deer Creek Mesa, as well as near modern-day Kittredge and Indian Hills. In the 1860s-1870s, Chief Colorow led a band of Ute Mountain Ute at Bergen Park, and Chief Washington led a band at Hayward Junction. Colorow's band was known to spend time on Rooney Ranch near the Willow Springs.⁹ The Cheyenne and Arapahoe were among the first groups removed from Colorado, forced onto reservations in Oklahoma and Wyoming in 1867. In the 1870s, the United States government began taking a closer look at the mountains the Ute were living in when silver was discovered in the San Juans. The Brunot Agreement in 1874 as well as the Ute Treaty of 1880 pushed the Ute Mountain Ute to a reservation at Towaoc and the Southern Ute to Ignacio.¹⁰ Even as the majority of Ute, Cheyenne, and Arapahoe were forced out of the area, their trading exchange between the mountains and the plains would be echoed by Euro-American settlers to the Front Range.

Early travelers through Lakewood may have come through the Spotswood-McClelland stagecoach line. Beginning in Denver, the route meandered into Lakewood via the modern-day alignment of South Sheridan Boulevard and West Mississippi Avenue, then turned and travelled through the small settlement of Midway at South Wadsworth Boulevard and West Jewell Avenue. The line then took passengers even further west to what is now South Kipling Street and finally out of Lakewood towards Morrison in the foothills. Before the railroads came to dominate Front Range travel, the stage line flourished as Lakewood received the second-hand benefits of being a stop between Leadville, which was at the time a major gold and silver boomtown with a population of 10,000, and Denver, the burgeoning market center. Once Leadville was connected to the rest of the rail lines servicing the area in the late 1870s, the stagecoach owners Robert J. Spotswood and W. C. McClelland saw the writing on the wall. The partners knew the railroad would outcompete their slower stage

⁷ Mary Therese Antsey and Adam Thomas, *Eiber Neighborhood Cultural Resource Survey: Challenging Assumptions and Exploring Contradictions* (History Matters LLC, 2008), 11.

⁸ Antsey and Thomas, 5.

⁹ Cathleen Norman, *Historic Contexts Report: 1999-2002 Cultural Resource Survey of Unincorporated Jefferson County* (Preservation Publishing, 2002), 10.

¹⁰ Norman, *Historic Contexts Report*, 10.

service and sold their line. The Spotswood-McClelland was sold to two other stage lines: Wall-Witter and Barlow-Sanderson.

The area that would eventually become Lakewood was among the first of the Denver suburbs to attract residents, with farmsteads appearing in the area as early as the first gold rush in 1859. Boosters and “59-ers” brought business, industry, and finance to the confluence of Cherry Creek and the South Platte River. In 1864, that confluence flooded. This catastrophic flood destroyed many of the buildings in Denver and had a similar impact on farmers in the immediate vicinity. Following the flood, orchardists along the banks of Cherry Creek and the South Platte salvaged their undamaged trees and moved out of the confluence area. William Lee, one of the earliest land holders in Lakewood, moved his apple orchards from the banks of Cherry Creek to what is now the intersection of Sheridan Boulevard and West Colfax Avenue. Lee’s decision to move his orchards out of Denver and into the western hinterlands would be echoed by other farmers, orchard keepers, agriculturalists, and real estate speculators.¹¹

Transportation pathways to Denver and the mountains allowed settlement to spread from the developing city center. Many of the families that moved west built their homes along the wagon road or near the tracks of the DL&G, which ran just south of Colfax on 13th Avenue. Another rail line, the Denver, South Park & Pacific (DPS&P) ran across the far southern edge of Lakewood, near where modern-day Highway 285 divides Lakewood and Littleton. Incorporated in 1872, this narrow-gauge mountain line built a spur from Denver to Morrison, which was regarded as something of a track to “nowhere.”¹² Eventually the track would continue on to Bailey and finally Leadville, and Denver socialites who made their wealth in the Leadville mines would ride the line to visit their enterprises.¹³ Early homesteaders in Lakewood shaped the transportation grid. The old wagon road became what is now West Colfax Avenue, and major thoroughfares such as 6th Avenue, Alameda Avenue, Kipling Street, Carr Street, 38th Avenue, and Sheridan Street follow section lines, with neighborhoods laid out in accordance with the Public Lands Survey System (PLSS) used to locate land patents in the area.¹⁴ Other major thoroughfares such as Wadsworth Boulevard (Colorado State Highway 121) and 26th Avenue also attracted development.



Photo of the Stone House taken immediately following its renovation in 1976. The Stone House is the oldest extant house in Lakewood. Image: Lakewood Heritage Center.

Irrigation systems in early Lakewood were based on three main ditches: Agricultural Ditch, Rocky Mountain Ditch, and Welch Ditch. All three of these ditches drew from Clear Creek at a site south of Golden. The Rocky Mountain Ditch passed the north side of South Table Mountain and continued east roughly parallel to West 38th Avenue near what is now Lutheran Hospital. The ditch was built over twenty years, having been incorporated in 1865, constructed as far as West 14th Avenue & Estes Street by 1879, and in 1882 the ditch began to absorb its forerunners. The Welch Ditch similarly crosses through Golden via the north side of South Table Mountain, past Camp George West, then under US 6 west of Union, where it terminates near the Denver Federal Center. The Welch Ditch is a result of the combination of the 1866 Green Mountain Ditch, the 1870 Vasquez Flume and Ditch Company,

¹¹ Kristen Autobee and Robert Autobee, *West Colfax Avenue Historic Resources Survey* (Morgan, Angel & Associates, LLC, 2016), 24.; Patricia Wilcox, ed., *Lakewood Colorado: An Illustrated Biography* (Lakewood 25th Anniversary Commission, 1994), 12.

¹² Clayton Fraser and Jennifer Strand, *Railroads in Colorado 1858-1948* (National Register of Historic Places Multiple Property Listing, 1997) 14.

¹³ Fraser and Strand, 36.

¹⁴ Antsey and Thomas, 11.

and the 1871 Golden Ditch and Flume Company. The 1874 Agricultural Ditch wanders along the same rough trajectory of the Welch Ditch, but branches further north, before meandering across the Denver Federal Center and all the way south to the former Loretto Heights campus, one of the highest points in Denver.¹⁵ Between these three ditches, Bear Creek, and Turkey Creek, Lakewood had a modest amount of water for animal raising and crop operations.

The influence of farming is still felt on the Lakewood landscape. The earliest still-extant house in Lakewood, known as the “Stone House,” is located near South Estes Street and West Yale Avenue. The house was built by Joseph and William Hodgson between 1860-1864, and currently serves the community as a city park.¹⁶ Another pair of brothers, William and Henry Lee, farmed land near Mount Olivet and Crown Hill cemeteries, as well as land on West Colfax Avenue between Garrison and Kipling Streets. They sold vegetables to early Denver residents, mostly composed of gold-seekers.¹⁷ Other early settlers’ names are inscribed on Lakewood’s landmarks: rancher Isaac Chatfield, who owned land in Bear Valley east of South Wadsworth Boulevard, has been commemorated by the Chatfield dam and reservoir, and farmer William W. McIntyre’s name is continued by McIntyre Gulch, a ravine near current-day 6th Avenue and Wadsworth Boulevard.

Homesteads like that of the Hodgsons or Lees became a common site around Lakewood in its nascency, although as Lakewood’s land was claimed by more and more arrivals, many chose to locate their family land closer to transportation thoroughfares to ensure their goods went to market. West Colfax Avenue was one such important thoroughfare. Colfax followed the line of the former wagon road to Golden, and early agriculturalists in the area chose to plot their land close to the road to allow them to ship crops back to Denver and acquire supplies more easily.

For a list of resources associated with these areas of significance please refer to Section 5.1.1 of this report.

3.1.2 Agricultural Development (1880-1920)¹⁸

Fruit orchards and small-scale dairies predominated in early Lakewood. Fruit trees required less water than staple crops like corn or wheat, and with plenty of hay under cultivation in the area and room to graze, dairies were perfect for the small subsistence farms around the Lakewood area. Homesteaders platted their acreage and typically subdivided, allowing for enough space to raise vegetables like pumpkin, squash, and onions, as well as fruits like cantaloupes, cherries, apples, and berries.¹⁹ Bigger farming operations such as the Mountair Fruit and Produce Company at 5701 West Colfax Ave purchased crops from smaller farms to sell at market. Notable orchards in Lakewood included the Devinny Ranch near West 6th Avenue and Wadsworth Boulevard, founded by Valentine Devinny in 1872, as well as Cason Howell’s Ranch on West Colfax Avenue



A herd of dairy cows in front of the Gorrell farm on West Mississippi Avenue near South Brentwood Street, unknown year. Image: Lakewood Heritage Center.

¹⁵ Wilcox, ed., 22-23.

¹⁶ Wilcox, ed., 17.

¹⁷ Ibid., 12.

¹⁸ Antsey and Thomas, 7.

¹⁹ Cathleen M. Norman, *Survey Report for the 2001 Cultural Resource Survey of Historic Northeast Lakewood* (Preservation Publishing, 2002), 11.



Cows at the Peterson farm, 1939. The Petersons began their operations in the early twentieth century and would become famous for their turkey sales. Image: Lakewood Heritage Center.

and Kipling Street. Frank L. Pickett's Oriole Orchard at West 13th Avenue and Estes Street was prize winning at the 1911 National Apple Congress Show, and was known as the "best-kept appearance of any ranch....along the railroad line."²⁰ Some farmers sent their produce to the Champa Street market in Denver or sold their produce from their property at individual farm stands.²¹ One notable small-scale farm stand was Ruby Simon's fruit stand right next door to Mountair at 5700 West Colfax.²² As agricultural activity expanded, additional irrigation ditches and ditch laterals were dug, and were supplied water from the three main agricultural ditches that ran through the Lakewood area.²³

Lakewood's homestead farmers invested in dairy operations, with backyard barns, milking sheds, and loafing sheds still present at some of the older homes in the Lakewood area. The Robinson family, who would go on to develop the Robinson Dairy, pastured cows on the grounds of the Jewish Consumptive Relief Society (JCRS) along West Colfax Avenue and Pierce Street. Other dairies included the Golden Pure Dairy and West Colfax Dairy.²⁴ In the Eiber neighborhood north of Colfax, the family established their dairy in 1890, with an original 30 cows on 320 acres. The Gorrells' dairy operation was robust enough to justify employees that lived on the farm with them.²⁵ In addition to dairy barns, chicken coops were common throughout the region. Eiber Poultry was one of the largest Lakewood poultry farms, and on West Colfax alone there were four other poultry or egg farms. Ryland's Baby Chick Company was located at 7341 West Colfax Avenue, which was also the oldest occupied residence on West Colfax Avenue in Lakewood until it was torn down in the mid-2000s.²⁶ Frank and Amanda Peterson were both dairy and poultry farmers. The Petersons operated the Golden Pure Dairy west of Wadsworth and Colfax as well as the West Colfax Dairy at West Colfax and Depew. They ran a small store at the West Colfax Dairy that sold ice cream, malts, and milkshakes using their products. The Petersons also imported a flock of turkey poult from Oregon and would go on to expand the flock to 26,000 turkeys.²⁷ Peterson brothers Victor, Harry, Albert, and Ted started a variety of turkey farms around Lakewood, with their largest farm located on Green Mountain.²⁸ Other turkey farms included Schipper Farm at 800 Kendall Street, which as of 2003 retained its farmhouse and coops.²⁹

Lakewood's affordable land allowed some residents to develop more nontraditional semi-agricultural businesses like rabbit warrens, dog kennels, and fox fur farms. Several dog breeders were in Lakewood, including Anscot, Edgewood, Even So, Bull-Haven, and Lakewood Kennels, which developed a variety of breeds such as Boston terriers, English bulldogs, collies, and miniature schnauzers. Of course, this meant that dog boarders and groomers, such as Bonnie and Joe's Canine Beauty Salon on Teller Street, had consistent business. Even more unique, the Mountain View Rabbitry and Axford Fox Farm typify the diverse agricultural economy of early Lakewood.³⁰ Truck or market garden plots were also common in Lakewood

²⁰ Antsey and Thomas, 13.

²¹ Norman, *Historic Northeast Lakewood*, xxii.

²² Cathleen M. Norman, *Cultural Resource Survey of Historic Northeast Lakewood, Phase II* (Preservation Publishing, 2004), 11.

²³ Thomas Simmons and R. Laurie Simmons, *Morse Park Historic Contexts (draft)*, (Front Range Research Associates, 2019), 3-4

²⁴ Norman, *Historic Northeast Lakewood*, 14.

²⁵ Antsey and Thomas, 16.

²⁶ Norman, *Phase II*, 23.

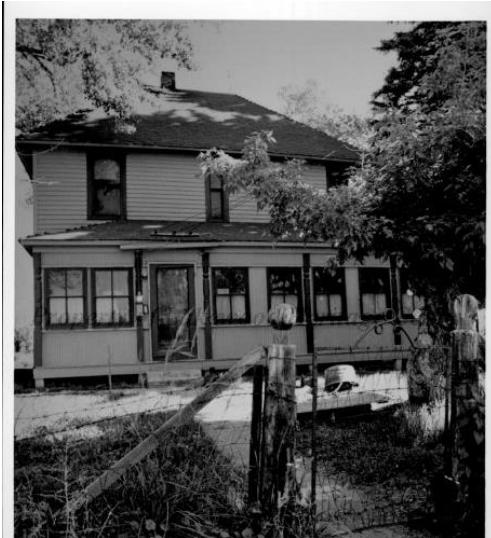
²⁷ Norman, *Historic Northeast Lakewood*, 14.

²⁸ Antsey and Thomas, 15.

²⁹ Norman, *Historic Northeast Lakewood*, 15.

³⁰ Kristen Autobee and Robert Autobee, with Lakewood's Heritage Center, *Images of America: Early Lakewood* (Arcadia Publishing, 2011), 48.

Some parts of the city have maintained their agricultural character, including Rooney Ranch near Morrison and the Schnell Farm in south Lakewood. Rooney Ranch was one of the first established ranches in Lakewood, begun by Alex Rooney in 1860. Their original ranch comprised 4,480 acres of land, from the hogback to what is now the Denver Federal Center. The Rooneys kept friendly contact with the local Ute tribe lead by Chief Colorow, who would bring his band to their ranch to bathe in the local hot springs. The Rooneys ran Galloway cattle from Scotland and Morgan horses, which Alex Rooney sold to local cavalry units. The Rooneys also had coal deposits on their land, which later became profitable for the family.³¹ The Schnells ran a smaller operation along what is now Wadsworth Boulevard, started in 1891. When not farming vegetables, Fred Schnell rented out his team of horses to clean ditches and his wife Cecil raised rabbits and sold nightcrawlers.³² The Schnells rejected technological advancements for many years, electing not to install electricity, plumbing, and heating. Their property is one of the last agricultural properties in Lakewood that retains its associated productive land.



Schnell farm, year unknown. The Schnell property is one of the few farmhouses in Lakewood that retains its original farmlands. Image: Lakewood Heritage Center.

Another notable early agriculturalist in Lakewood was Lou Blonger, a Denver crime boss. Blonger owned cherry orchards as a financial front for organized crime.³³ Blonger was reportedly involved in almost every kind of organized crime, including prostitution, horse racing, fraudulent stock market transactions, and bootlegging. Blonger's subordinates would deliver cherries to the city officials whose loyalty he had purchased. The 1910 census taker, however, must have seen through this, and listed Blonger's profession as "none" and his industry as "income."³⁴

Agricultural pursuits dominated life in early Lakewood, with most residents earning a living from their land. As such, the Lakewood grange at 1090 Brentwood Street was a crucial component of early community life. The 1090 Brentwood site was once part of the Denver Hardware Manufacturing Company, which burnt down in the late 1890s. In 1909 the grange adapted the building to their own needs, with 84 founding members.³⁵ The 1090 Brentwood site burnt down in 1927, and the Lakewood grange moved to a new building at the corner of West 14th and Brentwood. The Lakewood grange was founded relatively late compared to its neighbors: Bear Creek, Wheat Ridge, Ralston, Littleton, Denver, Lower Boulder, and Bergen Park were all founded between 1872 and 1873, and by 1874 thirty-two more granges had been organized.³⁶ These organizations helped secure better funding for farm-to-market roads, and collectively helped found the Colorado Agricultural College in Fort Collins. Locally, granges helped establish mail delivery, organize mutual fire and auto insurance, and created community centers that hosted dances, meetings, and gatherings.³⁷

Because farmhouses required large acreages, there were numerically few farm properties built in Lakewood simply as a matter of scale, and so few farmhouses remain. Extant truck farmhouses were typically built close to the road on a large lot, although over time those large lots may have been subdivided. As described in Kathleen Norman's survey of Northeast Lakewood, "The farmhouse is typically a vernacular woodframe (sic)

³¹ Wilcox, ed., 67-68.

³² Ibid., 25-26.

³³ Autobee and Autobee, *Images of America*, 35.

³⁴ Antsey and Thomas, 15.

³⁵ Norman, *Historic Northeast Lakewood*, 12.

³⁶ Norman, *Historic Contexts Report*, 65.

³⁷ Ibid.

residence with gabled roof and clapboard exterior (most have been re-sided in aluminum or vinyl).³⁸ While many farmhouses would have been clad in clapboard originally, most remaining farmhouses have replaced their siding with vinyl siding. Typically the associated agricultural outbuildings were located to the rear of the property and included everything from garages, chicken coops, and sheds to more elaborate pens, corrals, and runs.³⁹ Because farmhouses required large acreages, there were numerically few farm properties built in Lakewood simply as a matter of scale, and so few farmhouses remain. Even fewer associated outbuildings remain standing. Previous survey efforts identified fewer than a dozen intact farmhouses north of Alameda and east of Wadsworth, with no dairy barns remaining and only a few chicken coops.⁴⁰

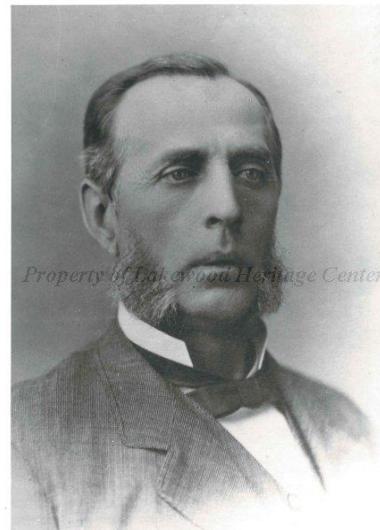
Even fewer associated outbuildings remain standing, with few barns, chicken coops, or associated vegetable processing buildings extant. As found in previous surveys undertaken in Northeast Lakewood, there were “only ten or so relatively intact farmhouses” north of Alameda and east of Wadsworth, with no dairy barns remaining and only a few chicken coops.⁴¹ The maintenance of large acreages for foxes, cows, cherry trees, or alfalfa pasture meant that the area did little to attract population density, and most farmers preferred this arrangement. For the wealthy, it allowed breadwinners to work in Denver and come home to a “country” lifestyle. For the less wealthy, it allowed families to live on the land relatively affordably.⁴² Early forays into subdivision development would do little to challenge the predominance of agriculture in Lakewood until well into the 20th Century.⁴³

For a list of resources associated with this area of significance please refer to Section 5.1.1 of this report.

3.2 Industry and Commerce (1892-1919)

Compared with the smoking smelters and packing plants of Denver, the Lakewood area must have felt to early settlers like a pastoral haven. Although its skyline lacked the smog and steam of Denver’s marketplaces, commercial activity was taking place around Lakewood, even if at a smaller scale than what was happening along the South Platte River. Perhaps the first main economic driver in Lakewood was land speculation, as homesteaders, those gifted land in exchange for military service, and would-be developers carved the region into parcels. Speculators brought the railroad, and eventually the re-development of the DL&G railroad into the Denver and Intermountain streetcar line and freight rail made transporting goods from the mountains to Denver faster and more cost-effective. With greater movement through Lakewood facilitated both by the railroad and the rise of West Colfax Avenue, some first forays into organized industry cropped up in the area. Two main “factory” projects in Lakewood prior to 1920 included the Denver Hardware Manufacturing Company, also known as the “doorknob factory,” and the Denver Brick and Tile Company. In addition, agriculture and tuberculosis sanatoriums (Section 3.1.2 and Section 3.4) shaped the economic landscape of Lakewood.

Industry came to Lakewood on the railroad. The DL&G connected Denver to Golden, cementing the link between the growing Denver market center



H.A. Loveland, one of the founders of the DL&G Railroad along with his wife Miranda and partner Charles C. Welch. Photo date unknown. Image: Lakewood Heritage Center Collection.

³⁸ Norman, *Historic Northeast Lakewood*, 70.

³⁹ Ibid., 70.

⁴⁰ Norman, *Phase II*, 11,13.

⁴¹ Norman, *Phase II*, 11, 13.

⁴² Autobee and Autobee, *Images of America*, 7.

⁴³ Ibid., 29.

and the former territorial capitol in Golden. The founders of the line, H.A. and Miranda Loveland, with their business partner Charles Welch, had been involved in the founding of Golden in 1859 and had helped develop other railroads in Colorado.⁴⁴ Their vision for the DL&G was for the railroad to serve both as a commuter (or interurban) line, and a freight operation between Denver and Golden, with aspirations of also serving mining towns to the west. In order to capitalize on this, the Lovelands and Welch purchased and platted land in the Lakewood area. Formed in 1890, the DL&G was originally a steam-powered railroad running on standard-gauge track, with operations beginning in 1891. This encouraged land speculation along the railroad's route, spurring the platting of several subdivisions hoping to cater to commuters. An 1895 railroad timetable included six passenger stops both eastward and westward at the Lakewood station Monday through Saturday, and four stops in each direction in Lakewood on Sundays.⁴⁵

The DL&G also carried freight to and from Denver and Golden, including the daily mail, clay, brick, stone, lumber, paper, flour, and Coors beer.⁴⁶ There were numerous stations within the current Lakewood City limits which accommodated Lakewood agricultural productions, including Smiths station near West Thirteenth Avenue and Garrison Street which was popular with farmers transporting sugar beets to refineries outside of Denver.⁴⁷ Despite its freight and passenger service, the DL&G never quite turned the profit its founders and investors had hoped for. The DL&G was placed in receivership in 1896 and was purchased by stockholders in 1904 who then renamed it the Denver and Inter-Mountain Railway Company. The railroad changed hands several times between 1904 and 1909, when it was electrified and sold to the Denver City Tramway Company.⁴⁸ While never a major financial success, the presence of the rail line in Lakewood did begin to change the perception of the area from an agricultural hinterland to a viable economic midway point between mines and market.

Small industrial projects began to take shape in the newly connected community. This new industrial growth began in fits and starts. Perhaps presaging the future of Lakewood as a city composed primarily of residential subdivisions, many of the most notable early industries in Lakewood were related in some way to house construction and clung tightly to the transportation pathways to Denver and Golden. Two Lakewood-based factories stand out: Denver Hardware Manufacturing Company, founded in the 1890s, and the Lakewood Brick and Tile Company, founded in 1919. The Denver Hardware Manufacturing Company was known more colloquially as the "doorknob factory" and was located beside the DL&G railroad tracks along 13th Avenue between Brentwood and Balsam Street.⁴⁹ The Denver Hardware Manufacturing Company was founded by a group of entrepreneurs with diverse areas of expertise, including *Rocky Mountain News* founder William N. Byers, as well as rancher Newton Briggs, candy maker Jerry C. Breon, doorknob lock inventor (and eventual governor of Wisconsin) Emmett Hicks, and mining investor Randolph Gutsch. Hicks, along with other company management, lived north of the railroad tracks on 13th Street.⁵⁰

The factory originally comprised a machine shop and a foundry building, which produced clay doorknobs, brass hinges, and brass doorknobs for both Capitol Hill mansions and low-cost housing. Many of the factory workers were ethnic Germans from Russia, who typically lived near one another in company-built housing south of the tracks.⁵¹ The factory-built houses are typically simple one-and-a-half story cottages with front-facing gabled roofs.⁵² Unfortunately, the company was only in business for four years: following its inopportune founding just before the Panic of 1893, the shop closed permanently after flying sparks from the railroad started a fire in

⁴⁴ Norman, *Historic Northeast Lakewood*, 9.

⁴⁵ Robertson and Forrest, *Denver's Street Railways*, Volume 3, 32.

⁴⁶ Norman, *Historic Northeast Lakewood*, 16.

⁴⁷ Autobee and Autobee, *Images of America*, 59.

⁴⁸ Colorado Department of Transportation, *Historic Streetcar Systems of Colorado (draft)*, 160

⁴⁹ Norman, *Historic Northeast Lakewood*, 31.

⁵⁰ Antsey and Thomas, 8.

⁵¹ Autobee and Autobee, *West Colfax Avenue*, 28.

⁵² Antsey and Thomas, 8.

1896 that destroyed the factory. Ironically, the railroad siding that allowed the factory to flourish in Lakewood was also its demise. Some buildings related to the doorknob factory remained after the fire, including two company officer's houses on West Colfax and the smaller worker housing scattered along Brentwood Street.⁵³ When the factory burned down, 50 of Lakewood's 100 residents were out of a job and subsequently left the community. The rest returned to farming. Although the plant itself and the workers are mostly gone, the highest concentration of extant 19th Century buildings in Lakewood are clustered around the former plant site.⁵⁴

The other major industrial experiment in Lakewood prior to 1920 was the Lakewood Brick and Tile Company, located near 13th Avenue and Harlan Street.⁵⁵ The company was begun in 1919 by the Kansas-born Denison brothers, who saw an opportunity to sell bricks made from clay harvested on-site in Lakewood. In the 1860s, the City of Denver had passed new codes requiring all new construction to consist of either brick or stone to prevent another disastrous fire like the 1864 blaze that had destroyed most of Denver's buildings.⁵⁶ The Lakewood Brick and Tile Company was one of six different brick companies around the city. The company used water from a small lake on Harlan Street nearby and dug clay from their own yard to produce bricks. The brick factory would make a lasting impression on Lakewood as a place of employment, a built feature of the community, and as the producer of the very bricks used in many Lakewood homes.⁵⁷

Aside from the Denver Hardware Manufacturing Company and the Lakewood Brick and Tile Company, few industrial projects took hold in Lakewood. The area lacked many of the things that make a factory business successful: plentiful running water, a nearby workforce, a source of necessary raw materials, and access to multiple markets. The fact that the Lakewood Brick and Tile Company would go on to be successful in Denver was due in part to the fact that it capitalized on the only real commercially viable industry in Lakewood: residential real estate. Speculators and developers were some of the few non-farmers to turn a profit in Lakewood.

Like the Denver Hardware Manufacturing Company, the Lakewood Brick and Tile Company, located at West 14th Avenue between Harlan and Kendall Street, made use of the nearby rail line.⁵⁸ After they exhausted their on-site clay supplies, the Lakewood Brick and Tile Company imported their clay from Golden and out finished products to Denver via the railroad, which by the mid-1910s was facing major changes. In 1904, the Denver and Intermountain Rail Company bought the railroad for \$725,000 and converted it to the D&IM streetcar line. The line was sold again in 1909 to the Denver Tramway Line. This time, the line retained its name but received an upgrade from steam power to electric power, courtesy of the Denver Tramway powerplant on the South Platte. The Tramway powerplant station received its coal deliveries along the newly acquired



Denver and Intermountain car number 764, date unknown.
Image: Denver Public Library Western History Collection.

⁵³ Norman, *Historic Northeast Lakewood*, 31.

⁵⁴ Antsey and Thomas, 8-9.

⁵⁵ Norman, *Historic Northeast Lakewood*, 31.

⁵⁶ibid, 31.

⁵⁷ Ibid, 31-33.

⁵⁸ Norman, *Historic Northeast Lakewood*, 1.

D&IM line, further demonstrating the interconnectedness of the mountain communities and the growing Denver market center.

Once incorporated into the broader Denver streetcar system, through Denver Tramway, passenger use of the D&IM began to pick up, and it was considered the ‘scenic route’ to Golden. The passenger rail made five stops in Lakewood: Lamar Street, Pierce Street, Teller Street, Wadsworth Boulevard, and Carr Street. A storage and repair facility was located at the southeast corner of Ingalls Street and West 13th Avenue. In later years, the trolley system would go on to be involved in several crashes, including ironically one that would claim the life of Charles C. Welch, Jr., son of the first president of the DL&G railroad and one of the founders of the original 1889 Lakewood subdivision, Charles Welch.⁵⁹

Industry and commerce in Lakewood were not the exclusive purview of the streetcar line, however. Some early businesses clustered around the main wagon road, which would go on to become West Colfax Avenue. West Colfax Avenue is 26 miles long, making it the longest main street in the country. The avenue was named for Congressman Schuyler Colfax, an Indiana legislator who supported Colorado’s bid for statehood in 1865. In Lakewood, the name “West Colfax Avenue” corresponded to only the part of the street east of Carr Street. West of Carr, it was known as South Golden Road.⁶⁰ Colfax Avenue quite literally connected the mining towns with the state capital, as Colfax curves around the capitol building once it crosses the South Platte. In 1917, the South Platte crossing became even easier with the completion of the Colfax-Larimer viaduct over the river. The viaduct carried both Colfax and the D&IM streetcar line over the river and into the downtown neighborhoods.⁶¹

Other small businesses that began prior to 1920 typically appeared along the flanks of West Colfax Avenue. Unless a business needed to haul freight, it was easier to attract customers along the wagon road than on the streetcar line. The average pre-1920 West Colfax business was a small family produce stand, typically associated with one of the farms in Lakewood and strategically located along Colfax to encourage passersby to stop and buy something on their journey. By 1910, the increasing affordability of cars meant more Coloradans were travelling along Colfax. The sensational new traffic was reported ominously in the Jefferson County Republican, which commented that “In time the cement road between Golden and Denver will likely resemble the famous old Santa Fe trail, the only difference being that instead of the white bones of man and beast that will bleach in the sun along the way will be the remains of autos, mute tributes to reckless driving.”⁶² Though not as dire as the Republican’s predictions, the route did gain a reputation for being overcrowded and poorly maintained. This made the avenue a candidate for the “good roads” movement, a fifty-year social campaign to encourage federal, state, and local governments to pave dirt and gravel roads across the United States. Colfax was paved in 1916 with some financial assistance through the Federal-Aid Road Act of 1916.⁶³ By around 1904, William Kummer operated a store selling groceries and other goods at West Colfax Avenue and Carr Street (later the Lakewood Store).⁶⁴ The now-famous motels, gas stations, lunch counters, and one-stop shops of Colfax would not begin appearing in earnest until after 1920, but the seeds of the future neon-lit commercial corridor had begun to take root.

Outside of the West Colfax area, maintaining a small business could be challenging without reliable transportation routes. Of note is Curve Feeds, a small business in the Bancroft farming community that catered to the needs of agribusiness beginning in 1901 and is still in operation as of 2020. The small single-story building provides pet supplies as well as livestock supplies, and was named for the “curve” in Morrison Road/Mississippi

⁵⁹ Wilcox, ed., *Illustrated Lakewood*, 149.

⁶⁰ Ibid., 13-14.

⁶¹ Ibid., 14.

⁶² Autobee and Autobee, *Images of America*, 89.

⁶³ Norman, *Historic Northeast Lakewood*, 13.

⁶⁴ Wilcox, *76 Centennial Stories*, 102-103.

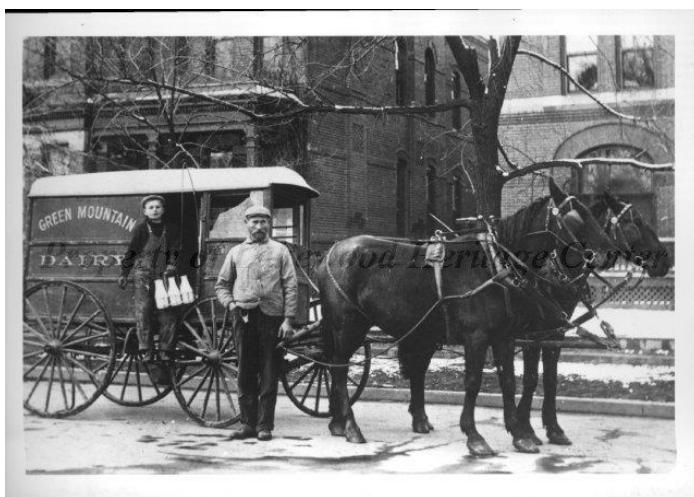
Avenue at Pierce Street. As other businesses have come and gone over time, it is perhaps not surprising that the business with the most longevity has been related closely to agriculture.

The development of industry in Lakewood proved difficult. While farming came easy to the wide-open spaces of the neighborhood, industrial pursuits found that there was little to capitalize. Without the mining and extractive resources of towns like Golden, the ranching of Greeley, or ready water sources of other Denver-adjacent communities like Littleton, few industrial projects took root in Lakewood. The Denver Hardware Manufacturing Company was destroyed by the same railroad that facilitated its growth, and few other entrepreneurs saw the potential for the Lakewood area. The Denver Brick and Tile Company and the D&IM proved the two main exceptions to this rule. Post-war development would go on to change the character of industry in Lakewood, but prior to 1920, agriculture predominated.

Only one resource was associated with this theme; please refer to Section 5.1.2 of this report for more information.

3.3 Residential and Suburban Development (1889-1919)

Sandwiched as it was between Golden and Denver with growing connections to transportation pathways and economic opportunity to both the east and west, real estate investors as well as farmers were drawn to Lakewood. Speculators augmented Lakewood's land value by emphasizing its attractive views, clean air, and comfortable distance from the city.



Harsh Lederman and his son Jake deliver milk from their farm, the Green Mountain Dairy, in downtown Denver in 1915. The Lederman Dairy was located on West 1st Avenue and Wadsworth Boulevard on land purchased from George Devinny. Image: Lakewood Heritage Center.

Developers snapped up parcels to turn a profit on subdividing for hoped-for future residential construction. Farmers, conversely, saw the potential as coming from the earth beneath their feet. Although the Lakewood region was an ill-fit for staple crop monoculture, the potential for truck farming and other small agricultural businesses attracted homesteaders. These two types of landowner shaped the landscape of Lakewood according to two different visions: a community composed of semi-isolated farmsteads, and a community of luxurious, well-populated commuter subdivisions. For a list of resources associated with this theme (and sub-themes), please refer to Section 5.1.3 of this report.

3.3.1 Suburban Homesteading and Truck Farms

Lakewood's development as a community began as an extension of Denver. In the late 1800s growth expanded from the city center like tree rings, with closer settlements to the south, east, and west of Denver like Baker, Capitol Hill, and the Highlands developing first.⁶⁵ Those living in the closer subdivisions could live outside the range of the smelters and stockyards, and still access the city center for economic opportunity. While the urban neighborhoods worked well for those who wanted to turn a trade, many people who came to Colorado in the early years came in search of cheap land. For that, new settlers needed to look farther afield, and many looked west across the South Platte to what would become Lakewood.

⁶⁵ Robert Olson, "The Suburbanization Process of Eastern Jefferson County, 1889-1941," *Historically Jeffco*, Vol. 7, no. 11 (1994): 11.

Unlike early mining camps like Denver and Boulder which typically clustered buildings around a water source, Lakewood was first laid out according to township and section lines. The gridded arrangement of the roads meant that the land in Lakewood was easy to break into farm-sized parcels between 40 acres and 640 acres, depending on the scale of operation. The early prominence of this layout is reflected in the rural character of some of the oldest houses in the neighborhood. In some cases, residents worked in Denver during the day and homesteaded in Lakewood every evening.⁶⁶ Later arrivals in the western suburbs of Denver who sought to farm the land did not have the opportunity for 160-acre farms, but might still have been able to secure a 5-to-10 acre plot on which to truck farm. The truck farm was popular in the south portion of Edgewater around the banks of Sloan's Lake, where irrigation, ready markets, and fertile soil worked to farmers' favor.

In Lakewood, several agricultural subdivisions were platted between 1888 and 1890, including Smith's Subdivision (1887), Norwood (1888), and Edgewater Heights (1890), Devinny's Place (1890) and Jefferson Gardens (1888). These subdivisions were intended to accommodate 5- to 10-acre truck farms. For example, John C. Hummel, Alfred E. Lea and Alexander GT. McLeod platted Norwood, a 120-acre subdivision north of West Colfax Avenue flanking both the east and west sides current Wadsworth Boulevard, consisting of 16 lots which were each 7.5 acres in size. West of Norwood, William G. Smith platted 78 acres into 16 rectangular lots, each containing about 7.5 acres. Most of these agricultural subdivisions saw limited success, and several were re-subdivided into more traditional town lots by the early 1900s. At the turn of the century, most of what is now Lakewood remained un-platted and agricultural in character, with a small number of individuals owning large tracts of land.⁶⁷

For a list of resources associated with these areas of significance please refer to Appendix I: Survey Results.

3.3.2 Real Estate Speculation and the “Streetcar Suburb”

In addition to those looking for cheap farmland, many early Lakewood boosters saw the potential for community development in the area, and Lakewood had no greater boosters than William Loveland, his wife, and their business partner Charles Welch. This trio of 59-ers were well-known Front Range entrepreneurs.⁶⁸ William Loveland was a pioneer who had come to the west from Barnstable, Massachusetts after the Mexican



Miranda Loveland, one of the three founders of Lakewood, in 1923. Image: Lakewood Heritage Center.

nomination for president.⁶⁹ Miranda Ann Loveland, also an easterner by birth, was the second youngest of eleven children. It is unclear how she and William met, but they were married in 1856, two years after the

American War. Loveland struck out for California for gold in 1849, and then in 1859 followed the gold fever again to the Pike's Peak region. In 1861, Loveland was a founder of the Colorado territorial capital, Golden, and served as its first treasurer. By the late 1860s Loveland had left prospecting behind entirely and had turned to the more reliable industry of rail transportation. With Edward L. Berthoud, Loveland founded the Colorado Central Railroad (CCR), which stretched from Golden to Longmont and then to Fort Collins by 1877. Like so many frontier railroads, the CCR was eventually acquired by Jay Gould. Loveland would vie for political office after Colorado became a state, running for governor in 1878 and throwing his hat in the ring for the 1880 Democratic party

⁶⁶ Autobee and Autobee, *West Colfax Avenue*, 27.

⁶⁷ *Front Range Associates, Morse Park Historic Contexts (draft)*, 3-4

⁶⁸ Autobee and Autobee, *Images of America*, 7.

⁶⁹ Antsey and Thomas, 4-7.

death of William's first wife Philena.⁷⁰ Charles Welch, partner to the Lovelands in their Lakewood subdivision endeavors, was also a prospector. Welch became partial owner of a quartz mill while in California, which he left to spend time in Australia on mining expeditions. Welch came to Colorado in 1860 and began a placer mine but would eventually turn to investing in railroads. Welch served as vice president of the CCR and later as director of the Santa Fe Railroad.⁷¹

Lakewood subdivision was platted in 1889 by Charles Welch and William and Miranda Loveland. The subdivision reached from West Colfax Avenue to West 10th Avenue, and from Harlan Street to Teller Street. In addition to being former miners, entrepreneurs, and real estate speculators, both Welch and the Lovelands were major investors in the Lakewood streetcar line, the DL&G. To this end, they chose their subdivision boundaries carefully in order to take advantage of the streetcar line's placement. The original 1889 Lakewood subdivision, as well as its addition to the west, featured long, narrow roughly 3,000-square feet house lots, sites for circular pocket parks, and would be served by rail power.

Welch and the Lovelands named their new subdivision "Lakewood" to evoke other naturally themed railroad subdivisions like Lake Forest and River Side outside of Chicago. Despite the pastoral name, there were few trees and almost no lakes in the Lakewood area, save one small lake near Pierce Street and West 10th Avenue.⁷² The Lovelands and Welch hoped a rail line would aid in the development of their subdivision, would transport commuters from west Denver to either Golden or downtown Denver, and might also turn a profit moving freight. Perhaps to help kickstart the sale of lots in their subdivisions, both the Welches and the Lovelands built houses in the rural Lakewood area. Welch lived at Wide Acres Ranch south of West Colfax Avenue and west of Carr Street. The Lovelands built a late Victorian house at 1435 Harlan Street, where they maintained a small farm raising dairy cows, horses, poultry, and a vegetable garden.⁷³ As noted in Section 3.2, Loveland and Welch filed their "Lakewood" plat, the subdivision that would eventually become the city's namesake, in 1889, along West 13th Avenue adjacent to the DL&G. Lakewood's early subdivisions were located within two miles of Denver, close to major roads such as the Middle Golden Road (W. 26th Avenue), Colfax Avenue and County Line Road (Sheridan Boulevard), or adjacent to the DL&G interurban line.

Welch and the Lovelands were not the only speculators in the Lakewood area. Charles M. Kittredge was another prominent investor in Lakewood, having platted Jefferson Gardens in 1888. Kittredge moved to Denver in 1885, where he opened a bank with R.H. McMann. Building on that success, Kittredge began investing in real estate and developed another bank with his father, Cornelius Kittredge. In addition to Jefferson Gardens, Kittredge invested in suburban developments in Park Hill, Montclair, and East Colfax Avenue. His palatial house in Montclair as well as the Richardson Romanesque Kittredge Building on 16th Street in Denver cemented his place as an investor in high-style architecture and real estate.⁷⁴ Kittredge's investment in Lakewood was limited to Jefferson Gardens, but the relatively early date of platting would help to inspire confidence for other speculators.

Aside from the original Lakewood plat, early plats along the streetcar line included Washington Heights and Cleveland Heights in 1889 and Alameda Park in 1890. In addition to the streetcar subdivisions, several subdivisions were platted along West Colfax prior to 1900, including Miller's West Colfax (1890), West Colfax (1888), 2nd West Colfax (1888), Wight's Resub (1889), West Colfax Heights (1890). The new century brought a few more subdivisions, including New Rochelle (1910) and Morningside (1911). Located southwest of West Colfax Avenue and Sheridan Boulevard was Mountair, laid out with dense 48-lot blocks. The name was chosen via a contest, and the contest winner Mrs. Hensley Shaller chose Mountair to evoke the healthy air and

⁷⁰ Norman, *Historic Northeast Lakewood*, 10.

⁷¹ Antsey and Thomas, 7.

⁷² Norman, *Historic Northeast Lakewood*, 9

⁷³ Ibid., 9

⁷⁴ Kathleen O'Brien, 5DV.139 Kittredge Building National Register of Historic Places Nomination, 1977.

mountain views that the community hoped would attract residents. For her winning entry, she won a sack of potatoes.

To the disappointment of speculators, most of the Lakewood area sat empty and very few subdivision plots were sold. Lakewood saw modest population growth in the early 1900s. Census figures show that the population of the Lakewood area jumped from 462 to 1,488 from 1900 to 1910, an increase of more than 300 percent; however, this was still a small population for a vast rural area. Between 1900 and 1910 only 20 homes were built in the subdivisions around West Colfax, suggesting that most of this growth was scattered and rural in nature. This population increase did lead to Lakewood area residents creating their own separate school district in 1905, and to obtain other amenities.⁷⁵

One of the earliest schools in Lakewood was the Bancroft School, located at what is now 6001 W Mississippi Avenue. The land for the school once belonged to Dr. Frederick J. Bancroft, a prominent doctor considered one of the founders of Denver's public health programs as well as a co-founder and first president of the Colorado Historical Society. In addition to his private practice and influence in the Denver health scene, he owned a dairy farm in Lakewood.⁷⁶ Dr. Bancroft died in 1903, and his son George took over control of the family wealth and land. George Bancroft donated the land from part of the family holdings in central Lakewood to the burgeoning school district. The original one-room schoolhouse provided a place for local farm children to learn, but was replaced with a more substantial brick building in 1919. Though this building was later remodeled in the 1930s and sold by the school district in 1978, the Bancroft name came to be a referent to the central Lakewood area as a whole.⁷⁷ Although services such as the former Bancroft fire district have been combined to form larger regional services, the name is preserved in the Bancroft-Clover Water and Sanitation district that services the area.

Two years later, the Crown Hill Cemetery Association established a large cemetery just north of the current Lakewood City limits on Wadsworth Boulevard between West 26th and 32nd Avenues. The cemetery directors decided to build their own trolley line to the cemetery, which resulted in the construction of a single-track streetcar line that ran on W. 29th Avenue between the cemetery entrance on Wadsworth Boulevard and the Denver Tramway's 29th Avenue line at Yates Avenue in Denver. The Crown Hill Railway line began operations in 1911, and ran until 1928, when it was discontinued. This line provided (what is now) far northeast Lakewood with a direct connection to downtown Denver.⁷⁸ The area's growth slowed in the following decade, due to the slowing of Denver's economy and the onset of World War I, with a population of 1,590 for the Lakewood area reported in 1920. A considerable walking distance from Denver, a lack of goods and services close-by, no real "commercial center," and difficulty getting residential water made the Lakewood area less appealing than simply living downtown.⁷⁹ The dream of the streetcar subdivision went largely unfulfilled, as the primary economic driver in Lakewood remained agriculture. Small improvements such as wood boardwalk sidewalks were installed on Sheridan Boulevard in 1904.⁸⁰

Entry into World War I in 1917 put transportation improvements on hold for the rest of the decade, but agriculture continued to flourish along Lakewood's improved local thoroughfares.⁸¹ It would not be until after the war that new houses were built in Lakewood, such as in the Eiber neighborhood, which stretched from West Colfax Avenue to US 6 and from Oak Street to Wadsworth Boulevard. The neighborhood was one of few parts of Denver that experienced growth in the 1930s. Other subdivisions such as Glen Creighton,

⁷⁵ Olson, "The Suburbanization Process of Eastern Jefferson County," 12-14.

⁷⁶ "Doctor Bancroft Dies at San Diego," *Clear Creek Topics* 1, Number 52, January 22, 1903.

⁷⁷ "48 Children Sent to Buffalo Camp for the Month of September," *Colorado Transcript*, August 1934; "Board Rejects Parents' Pleas: Jeffco to Close Nine Schools," *Denver Post*, March 8, 1978.

⁷⁸ Robertson and Cafky, *Denver's Street Railways* Vol. II, 169-170.

⁷⁹ Olson, "The Suburbanization Process of Eastern Jefferson County," 11.

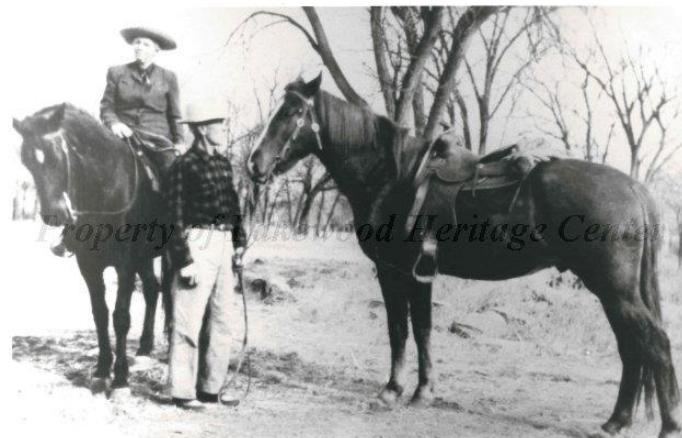
⁸⁰ Autobee and Autobee, *West Colfax Avenue*, 29-30.

⁸¹ Ibid., 29-30.

bounded by West Colfax and West 20th Avenues and Estes and Garrison Streets, was platted in 1923, with numerous other subdivisions created in the mid- to late-1920s.⁸²

For a list of resources associated with these areas of significance please refer to Appendix I: Survey Results.

3.3.3 Lakewood Luxury



Cyrus and Marie Creighton, date unknown. Creighton founded the highly racially restricted “Glen Creighton” neighborhood in Lakewood. Image: Lakewood Heritage Center.

of Speer Boulevard in Denver as well as the Bonnie Brae subdivision planner for nearly 50 years. Creighton also developed restrictive racialized covenants, specifying that only white families could reside in the subdivision. Houses in “the Glens,” as the neighborhood was known, came with ditch or well water rights and sewer lines, which were considered an important selling point as not every Lakewood subdivision had residential water.⁸³ Neighborhood founder Cyrus Creighton claimed that the neighborhood’s artesian wells would yield “the best water in the world” for future residents.⁸⁴

The idea of finding luxury in the rural expanses of Lakewood continued with the opening of the Colorado Golf Club in 1907. The club provided Lakewood residents their own exclusive golf course and meeting place. Located on a former alfalfa farm owned by the Loveland and Welch families between West 6th and West 10th Avenues, the club was the design of another Denver notable, Frederick Bonfils. Having been denied access to the Denver Country Club, the Denver Post publisher founded the Colorado Golf Club.⁸⁵ The golf course’s location was no doubt tied to the streetcar line

The pastoral characteristics of Lakewood, emphasized in the names of subdivisions like Mountair and Lakewood itself, were a key selling point for some developers. The five-mile distance from downtown Denver meant selling each house lot was more difficult, but some developers chose to make the difficult access seem like exclusivity. The Glen Creighton neighborhood, developed in the years following World War I north of West Colfax Avenue, was one of the earliest subdivisions to capitalize on the idea of countryside luxury in Lakewood. Neighborhood founder and namesake Cyrus Creighton hired Saco R. DeBoer to design the winding, picturesque streets of the neighborhood and central park area. DeBoer also designed the triangular parks on either side



The golf course at the Lakewood Country Club, 1918. Image: Denver Public Library Western History Collection

⁸² Front Range Associates, *Morse Park Historic Contexts (draft)*, 12.

⁸³ Antsey and Thomas, 19.

⁸⁴ Autobee and Autobee, *Images of America*, 74.

⁸⁵ Ibid., 78.

on 13th Avenue: not only was the club a convenient distance for players and caddies from Denver, but the course was built on the land of the two primary investors in the DL&G line.⁸⁶ The original clubhouses associated with the Golf Club were designed by Lester Varian of Denver in 1913 and the grounds themselves were designed and expanded by two famous golf course architects: Tom Bendelow, known as the “Johnny Appleseed of American Golf,” originated the course in the 1910s, and Donald Ross made contributions to the course in the 1920s. Bendelow designed over 700 courses, including the National Register-listed City Park Golf Course in Denver. Ross also designed the Wellshire Golf Course in Denver and hundreds of other golf courses nationwide. Both designers were famous for their “naturalistic” approach to course design.

The golf course inspired developers to build nearby and attract new wealthy families to Lakewood, and later would change its name from the Colorado Golf Club to the Lakewood Country Club to cement the idea of Lakewood as a refined, country escape. The golf course created open space on the southern edge of the neighborhoods between West 6th and West 10th Avenues.⁸⁷ What was originally known as “Country Club Road” is now Pierce Street. In later years, the golf course would continue to inspire subdivisions built around the idea of leisure and luxury, such as Golf Club Acres.⁸⁸ Nearby houses and subdivisions played up this association by building more expensive houses that borrowed from a style. While most of the pre-1920 housing stock in Lakewood was vernacular, in later years the Country Club area would inspire home builders to adopt the Tudor Revival style for their more exclusive neighborhoods. Houses built close to the course could also take advantage of the convenient Golf Club station on the D&IM.⁸⁹

The residential growth of pre-1920s Lakewood failed to meet the hopes of developers. Although dozens of subdivision plats were filed, the region remained dominated by agricultural settlement patterns. The 5-to-10-acre truck farm, the more unusual quarter section farm, and the empty lot-and-block subdivision characterized Lakewood’s built environment. Those early house-building projects that did find success in selling lots were typically clustered around transportation corridors, and even then, ridership from “streetcar suburbs” was below expectations of boosters like the Lovelands and Welches. West Colfax Avenue attracted a modest number of visitors to the area, but few chose to stay. Lakewood’s many early subdivisions clustered around

the Colfax corridor or the railway line but did not venture further south west until after World War I, when an increasing population in Denver encouraged infill development in Lakewood and other western suburban communities.

For a list of resources associated with these areas of significance please refer to Appendix I: Survey Results.



Patients enjoying Colorado's fresh air and sunshine at the Jewish Consumptive Relief Society, date unknown.
Image: Denver Public Library Western History Collection.

3.4 Tuberculosis Sanatoriums (1904 –1919)

In the late 19th Century, tuberculosis (also known as consumption) impacted the lives of thousands of Americans. Without proven cures, the lung-based infection drove sufferers to move in search of better environments in which to heal. Medical thought of the time encouraged

⁸⁶ Norman, *Historic Northeast Lakewood*, 22.

⁸⁷ Norman, *Historic Northeast Lakewood*, 1.

⁸⁸ Ibid., 8.

⁸⁹ Ibid., 31.



The library building at JCRS, sometime between 1910 and 1940.
Image: Denver Public Library Western History Collection

consumptives, moved to the Denver area, and Colorado at large, with hopes of letting the semi-arid climate heal them. The Colorado Business Directory records for the years before 1920 list over a dozen sanatoriums, and regular hospitals, as well as some private homeowners, also took in sufferers. Denver, however, did not always provide a warm welcome. Seeking treatment could become costly, and many arrived in Denver without the capital resources to afford long-term treatment. Certain convalescence centers would refuse to admit people in the late stages of the disease, or those who could not afford treatment. And finally, Denver's landlords were known to evict tenants with tuberculosis fearing that the disease would spread.⁹¹ These forces encouraged the sick to seek refuge in less settled parts of the Front Range, one of which was Lakewood. In Lakewood, consumptives congregated at one of two treatment facilities: the Jewish Consumptive Relief Society (JCRS) and the Brotherly Love Colony.⁹²

The JCRS was opened in 1904 by Dr. Charles Spivak, with the goal of developing a fully kosher tuberculosis treatment facility. Sanatoriums usually housed patients permanently during their long treatment and recovery from the disease. Dr. Spivak taught at Denver University and practiced medicine at the National Jewish Hospital. Spivak saw a need for services that helped the impoverished recover, took in the most desperate cases, and helped Jewish patients recover without breaking kosher. To this end, he purchased 20 acres on West Colfax for \$5,000 and established a small tent colony on the site. JCRS would take on patients suffering from the worst stages of the disease, who were often turned away from help in other places because they were considered beyond curing. The focus of treatment was fresh air, which was abundant in the unsettled Lakewood area. The sanitorium took its work seriously, and in 1912 acquired the first X-ray machine west of Chicago. The hospital also pioneered the use of pneumothorax treatments, a procedure that collapsed an infected lung to allow it to heal.⁹³

The JCRS center was initially populated by light temporary shelters. Patients lived in small wood structures with canvas roofs and awnings, designed to take advantage of Colorado's dry environment and natural ventilation. With financial help from Jewish women's groups in cities nationwide, the JCRS was able to raise money for several more elaborate and permanent buildings. Eventually the society grew to a cluster of buildings around an open green space ringed by buildings, resembling a university campus.⁹⁴ The main street of the

people to avoid humidity and damp places. Accordingly, crowded city living exacerbated the disease, so those with the means moved to drier, less settled places. Colorado was considered the perfect environment for healing from consumption: the dry, sunny climate and lack of city pollution created a perception of the state as a healthy destination. Communities around the state, such as Colorado Springs, took full advantage of this, becoming a hub for the long-term live-in hospitals that specialized in treating consumption known as sanatoriums.⁹⁰

Tuberculosis patients, known as

⁹⁰ Norman, *Historic Northeast Lakewood*, 27. Elsewhere spelled as sanitoriums and sanitariums.

⁹¹ Norman, *Historic Northeast Lakewood*, 27.

⁹² Ibid.

⁹³ Norman, *Historic Northeast Lakewood*, 27.

⁹⁴ Ibid.

campus was known as “Broadway,” and patients were encouraged to spend as much time outside as possible.⁹⁵ Every day at 6:30 and 7:30 am, and then again at noon and 5:00 pm, a steam whistle on the JCRS campus blew to announce mealtimes and wakeup calls.⁹⁶ The JCRS property was also used by the Robinson Diary as pastureland from 1906 to 1923, so the patients always had access to fresh dairy products. Patient care continued even after they were cured, with an on-campus book bindery and print shop offering employment experience and several classes in trades such as shorthand, stenography, and typing.⁹⁷ JCRS operated for 50 years, and in that time treated 10,000 patients.⁹⁸

While JCRS attracted Jewish sufferers (as well as a small minority of gentile patients) from around the country, few cured patients lived in Lakewood after treatment. Most went home or moved into Denver proper and even staff lived on-site rather than interspersed in the neighborhood.⁹⁹ Ironically, the patients that stayed in Lakewood permanently were those that did not recover from tuberculosis and were buried at the Golden Hill Cemetery on West Colfax Avenue west of JCRS. Similarly, the bulk of built features related to JCRS are concentrated within the boundaries of the campus. Previous survey efforts have speculated that the house at 1000 Harlan Street, built in 1908, may have been a boarding house sanatorium, although did not come to any conclusions about this resource.¹⁰⁰

A second smaller treatment facility, also located on West Colfax, was started by Frank Craig in 1907. Craig pitched a tent at the undeveloped 1500 block of Ingalls Street, and soon hundreds of other poor tuberculosis sufferers were living in tents with him. In 1909 Craig officially founded the Brotherly Love Colony, which primarily took in male sufferers who had been evicted from lodging in Denver due to their disease. Although Craig passed away in 1913, the Colony persisted with the help of the Denver Community Chest, Craig Colony Clubs around the country, and private patronage. Later in 1923 the organization would open Craig Hospital in a more permanent building to offer a higher standard of care to patients.

No resources were identified in this survey associated with this theme; for more information, refer to Section 5.1.4 of this report.

3.5 Conclusion:

Lakewood began its existence as a loose collection of agricultural properties and empty speculation acres. The '59-ers who arrived in Denver looking for gold often found that land was the real prize and invested in the western foothills of the Front Range. From these early failed prospectors, boosters, and railroad magnates, two



Patients outside of the small “permanent tents” provided at the Craig Colony, sometime between 1910 and 1925. The smaller facilities at Craig catered specifically to male sufferers. Image: Denver Public Library Western History Collection.

⁹⁵ Autobee and Autobee, *Images of America*, 69.

⁹⁶ Wilcox, ed., 127.

⁹⁷ Norman, *Historic Northeast Lakewood*, 28.

⁹⁸ Ibid.

⁹⁹ Ibid.

¹⁰⁰ Norman, *Phase II*, 16.

land use patterns began to emerge: truck farms and subdivisions. Lakewood's truck farms supported more than just the typical agribusiness, and activity in the area ranged from the familiar (orchards, vegetable gardens, dairies, and hatcheries) to the more unusual, including fox fur farms and purebred dog kennels. As agriculture bloomed, real estate developers such as the Lovelands and Welches attempted to bring new settlers to the area and were the first to assign it the name "Lakewood." Despite the interconnectedness of developer projects like the golf course and streetcar line, the bid to create a Lakewood commuter community fell short. While the small factories of Lakewood and the presence of both JCRS and Craig Colony brought a temporary influx of residents, these isolated economic opportunities proved ineffective for long-term growth. However, the struggles Lakewood faced attracting settlement would not permanently cripple the community, and the groundwork of a successful suburb had already been laid. Lakewood's development would ramp up post-1920, when the more widespread use of automobiles would encourage Denverites to think more seriously about a stately house in the Lakewood countryside.

The most obvious physical legacy of the pre-1920s in Lakewood is the arrangement of the community around 5- to 10-acre farmhouse parcels. These early truck farms lend many corners of Lakewood a unique feeling when compared to the slender lots of Denver or the more spacious farms of the eastern plains. Subdivisions were placed between these parcels or chose to simply include existing farmhouses as though they were part of the plan all along. The remaining large-parceled resources occasionally still have agricultural outbuildings or other connections to this time such as ditch water access. Another key legacy of this time period is the arrangement of important buildings and residential areas around the two main east-west transportation corridors: West Colfax Avenue and the streetcar line on 13th Avenue. This two-block-wide strip of Lakewood has a significant amount of pre-1920s resources.

4. Architectural Style Guide

This guide presents the architectural styles and types used to categorize the buildings in this survey and some of the features associated with each style or type. The guide is ordered from most common (Houses by Plan) to least common (Classic Cottage). An explanation of the methodology can be found in the methodology section on pages 4-6. This style guide does not represent a comprehensive list of Lakewood architecture. However, it does demonstrate the styles and plans of those resources surveyed as part of this effort. Each style or type is set within a larger style or type classification. Typical elements draw primarily on the OAHF Field Guide to Colorado's Historic Architecture & Engineering and Virginia & Lee McCalester's 1994 *A Field Guide to American Houses*.

Houses by Plan (1875-1919)

Many of the resources surveyed are simple dwellings that lack stylistic influence in their design. Because these resources do not represent a style or type of architecture, they are categorized by building plan or roof type. Though the original dwelling is still evident in most cases, many of these modest houses have been modified over time. In most cases, the siding material on the house has been replaced or covered over, the original windows and doors have been replaced and in some cases additions obscure the original form.

In addition to the three plans called out on this page, one house has been categorized as a "T-shaped" plan (6900 W. 26th Ave., 5JF.7709) and two resources are identified as "Cross-(shaped) plan" (2500 Estes St., 5JF.7677 and 1806 Allison St., 5JF.7665).

Side gabled



1455 S. Garrison St., top photo 2019, bottom photo 1969- note the changes to windows, siding roofline, etc. dwelling constructed in 1900

- Characterized by the side-gabled roof.

Front gabled



1330 Ames St., 1908

- Characterized by the front-gabled roof.

L-(shaped) plan



2310 Estes St., 1918.

- Characterized by the L-shaped plan.

National Folk (1875-1920)

As described by McAlester (1994), National Folk style houses became possible for a growing number of Americans as railroad access improved through the second half of the 19th century. The availability of light, high quality lumber via the railroads in places like Denver meant that carpenters could build solid frame housing, often based on models in the Eastern United States, with little added ornamentation. Such housing was relatively inexpensive, providing housing for tradespeople, industrial workers, and settlers.¹⁰¹

In Lakewood, there are several subtypes within the broader style category of National Folk. For this survey, these types have been categorized by roof type or plan. The National Folk style houses in Lakewood often date to the earlier portion of this survey. Of the 20 resources considered National Folk in this survey, 13 were constructed before 1910. Some examples have been heavily altered, with large additions obscuring the historical plan. Others have undergone more modest updates, including new siding, windows, and doors, or have been altered very little. The prevailing characteristic of National Folk houses is their simplicity and lack of applied ornamentation.

The four National Folk residential plans called out on this and the next page are side gabled, front gabled, hipped and L-shaped) plan. In addition to these four plans, one additional National Folk house has been categorized as a “Cross-(shaped) plan” (1821 Dover St., 5JF.7666); this house has the many of the same characteristics as the front gabled type. The National Folk houses featured in this study are rare survivors of a type that was once common in rural Jefferson County. Few National Folk type homes survive in the Denver Metro area, making this type particularly noteworthy and unique for Lakewood.

National Folk / Side gabled



1640 Fenton St., 1877

Typical Features:

- Massed plan
- One or two stories
- Wood frame
- Simple side gable
- Dormers (sometimes)
- Simple front porch or no front porch
- Simple vertically-oriented windows
- Little ornamentation

National Folk / Front gabled



5520 W. Virginia Ave., 1898

Typical Features:

- Front gable, typically steeply pitched
- One or two stories
- Wood frame
- Dormers sometimes
- Simple vertically-oriented windows
- Full width front porch (sometimes enclosed)
- Strong cornice line in front gable
- Limited to no ornamentation in front gable (varies)

¹⁰¹Virginia & Lee McAlester, *A Field Guide to American Houses*, 1994, pp. 89-101.

National Folk / L-shaped plan



5720 W. 3rd Ave., 1902

Typical Features:

- Side gable with front-gabled wing
- One or two stories
- Wood frame
- Steep front gable (typical)
- Little Ornamentation
- Strong cornice line in front gable
- Simple front porch, sometimes enclosed
- Simple vertically-oriented windows

National Folk / Hipped-roof (box)



5720 W. 3rd Ave., 1902

Typical Features:

- Hipped /pyramidal roof
- One or one and a half stories
- Wood frame
- Rectangular and boxy in shape
- Dormers (sometimes)
- Partial or full width centered front porch
- Simple vertically-oriented windows

Queen Anne (1880-1900)

The growth of the middle-class and industrialization freed up house shapes and encouraged exuberance in the late 19th century. The Queen Anne style of architecture celebrates freedom of forms made possible by balloon frame construction and mass-produced wood ornamentation, and is closely associated with decorative embellishments to avoid a smooth-walled appearance, and asymmetrical house layouts. Decorative trusses and gables, variating wall planes, towers and turrets, turned spindle porch posts, horizontal and vertical bands, wraparound porches, turrets, steeply pitched cross gabled roofs and decorative shingles are some of the features typically associated with this style.¹⁰²

In Lakewood, where the majority of early homes lack ornamentation are simple, and tend towards the National Folk, there are few high style Queen Anne houses. Examples tend to be simpler than versions in urban areas. This survey revealed the presence of two previously unsurveyed Queen Anne style houses (one pictured at right).

Queen Anne



9000 W. Jewell Ave., image courtesy Janssen Photography (housed in the building), 1892

Typical Features:

- Asymmetrical plan
- Steeply pitched irregular roof, with front gable
- Varying wall planes, typically ornamented
- Partial or full wraparound porch
- Decorative shingles
- Turned porch posts
- Towers, turrets, dormers

¹⁰² McAlester, 1994, pp.239-317.

Classic Cottage (1895-1920)

This survey identified many small, one-story dwellings but only one, 1650 Simms St. (pictured) with the stylistic elements of the Classic Cottage. The Classic Cottage is essentially a hipped roof box (see above) with Classical styling added. These elements include “simplified Doric columns, central dormer, flared eaves, and belt course.”¹⁰³ This example illustrates the character defining features of the style.

Classic Cottage



Typical Features:

- Hipped/pyramidal roof
- One or one and a half stories
- Wood frame
- Rectangular in shape
- Centered front dormer
- Centered front porch with Classical columns
- Simple windows

Bungalow (1905-1920)

This study found 13 Bungalow style houses built before 1920 that had not been previously surveyed. Lakewood's pre-1920 Bungalow style homes are concentrated in northern Lakewood, near Colfax Ave. or W. 1st Ave., in locations that were likely accessible for early Denver commuters.

Bungalows became prevalent for small houses in the early 20th century, inspired by the Arts and Crafts Movement in California. These houses tend to feature multiple materials and often have Craftsman style details, such as decorative beams, braces and false timbering. Most examples have front porches, some with exposed trussed gables. Many of the examples surveyed are modest; while recognizably Bungalows, these examples often don't contain many of the Craftsman details often associated with the style. However, as can be seen in the case of 5505 W. 1st Ave. (pictured at right), or 1621 Glen Eyre Dr., some early Lakewood Bungalows contain notable features of the Craftsman style.

Bungalow



5505 W. 1st Ave, 1919.

Typical Features:

- Broad front elevation
- Gabled or hipped roofs
- One or one and a half stories
- Brick, wood, stucco
- Exposed rafter tails, overhanging eaves and knee braces at eaves
- Prominent front porch, typically projecting gable
- Substantial porch columns
- False half-timbering (sometimes)
- Windows often grouped and divided-lite single- or double-hung

¹⁰³ OAHP, 2008, p. 111.

Late 19th and 20th Century Styles (1905-1920)

Few of Lakewood's extant early buildings represent distinct architectural styles. However, this survey revealed the presence of a few notable buildings in early 20th Century Revival styles. These include three Dutch Colonial Revival style houses, two French Eclectic style houses, and one Colonial Revival style house. The Colonial Revival style house at 5475 W. First Ave., 5JF.7689 is not discussed here; it appears that the Colonial Revival details were added at least a couple decades after the house's reported 1882 construction date.

As described in the "Lakewood Luxury" section of the historic context, some developers and wealthy early residents took advantage of the pastoral character of Lakewood to build exclusive, peaceful homes. Both 2686 S. Harrington Lane and 6650 E. Lakeridge Rd. were built in the French Eclectic style in south Lakewood. The styling of these homes were influenced by French country homes encountered by Americans serving in World War I.

Discuss Colonial revival homes became popular in the early 20th century, as part of a rediscovery of early American homes popularized by architects and periodicals of this period. The surveyed examples of this style in Lakewood were simple, and highly modified.

French Eclectic



6650 W. Lakeridge Rd., 1918.

Typical Features:

- Asymmetrical and rambling plans
- Half-timbering (optional)
- Turret(s)
- Massive chimneys
- Varied roof line height
- Various window types including casements, leaded glass, etc.

Dutch Colonial Revival



7850 W. 20th Ave., 1908.

Typical Features:

- Large Gambrel roof, typically side-facing
- Dormers (sometimes)
- Typically wood frame
- Porches optional
- Wide overhangs
- Wood siding and/or shingles
- Pedimented/Classical door details (optional)

Other Properties

In addition to the styles described above, the survey includes one Early Twentieth Century Commercial property (Curve Feed & Supply, 6750 W. Mississippi, 5JF.7708) and one Early Twentieth Century School (the Bancroft School, 6001 W. Mississippi, 5JF.7698). As unique examples within this survey, these building styles are not discussed in this architectural style guide.

5. Survey Results

5.1 Results by Theme:

5.1.1 Early Settlement and Agriculture:

Early settlement and agriculture are deeply interrelated in Lakewood. Many pre-1900 houses in the area were farmhouses or grew some of their own food on additional acreage. These larger lot sizes and greater distance between houses have characterized much of Lakewood's physical arrangement, but the buildings associated with this context area were not as prevalent in the survey. In most cases the lands formerly associated with each agricultural parcel have been sold, re-parceled, and built out with infill development.

The survey identified 13 total resources connected to the theme of early settlement and agriculture. Of these, six resources connected to this theme have the potential to be a "preservation priority" and two others were found to be "potentially eligible" to the NRHP or as a City of Lakewood historic landmark. Additionally, two resources were identified within this category that either merit further research or were not visible from the public access right of way, so were categorized as "needs data." The surviving high priority and potentially eligible properties that are associated with early settlement and agriculture tend to be on large lots (often an acre or more in size), exhibit mature vegetation, and often have surviving associated agricultural outbuildings. These properties are also typically situated along one of the three primary agricultural ditches (or an associated ditch lateral) in Lakewood, only a short wagon ride away from the Denver, Lakewood & Golden (DL&G, later renamed the Denver & Intermountain, or D&IM) rail line. Additional research on early settlers and historic agricultural uses associated with the preservation priority and potentially eligible properties is recommended.



Two properties identified as a "preservation priority" which are associated with the early settlement and agriculture of Lakewood are: 5455 W. 10th Ave. (5JF.7688), upper left, a farmhouse which still sits on over two acres of land; and the historic residence at 9000 W. Jewell Ave. (5JF.7722) shown on upper right which also includes the barn on bottom left (1992 photo from Jefferson County Assessor). This property sits on nearly two acres and, even though it has been converted to commercial use, it still conveys a sense of its past agricultural use.

5.1.2 Industry and Commerce:

Industry and commerce were limited to small businesses as well as a few factories. The built features of these factories have been mostly removed, such as the Lakewood Brick and Tile Company, or in the case of the Denver Hardware Manufacturing Company were destroyed in a fire shortly after construction. Because of the scarcity of building stock dating from prior to 1920, almost all of what remains is either no longer extant or has already been surveyed during previous efforts.

Very few resources within the city remain from this early history of industry and commerce. Only one resource within the survey area, 6750 Mississippi Ave, was identified as being related to the history of commerce. The resource, which is now a feed store, was built in 1901. The building has housed Curve Feeds for a considerable length of time, though documentary evidence is scarce for the very earliest years of use in the building. Named for the topography of Mississippi Avenue/Morrison Road through the intersection with Pierce Street, Curve Feeds represents one of the few surviving businesses from Lakewood's earliest days. The business's connection to agriculture was no doubt a contributing factor to its staying power.

5.1.3 Residential and Suburban Development:

Most properties located through the survey were associated with Residential and Suburban Development. By far the most numerically prominent of the four categories, the survey identified 75 resources in the Lakewood city limits related to the context area of pre-1920 residential and suburban development. This encapsulates many early houses built as Lakewood was taking shape in the late 19th and early 20th centuries. The survey identified 12 properties associated with these themes which are a "preservation priority" and 11 more that are also "potentially eligible" to either the NRHP or the City of Lakewood historic landmark program. Many of the homes associated with these themes are located near major roadways such as West Colfax Ave., along the Denver, Lakewood & Golden (DL&G, later renamed the Denver & Intermountain, or D&IM) rail line, or on the far east side of Lakewood within commuting distance to Denver employers.



One property identified as a "preservation priority" associated with Lakewood's early industry and commerce is Curve Feeds, 6750 Mississippi Ave. (5JF.7708). The property's location on Old Morrison Road would have attracted early agricultural business. While this property has had additions and alterations over the years, it is a rare survivor, and still reads as an early agricultural business in Lakewood.



One early property associated with Lakewood's early residential and suburban development which was identified as "potentially eligible" is the 1919 Bungalow, 1362 Ames St., (5JF.7633) located in the West Colfax Subdivision (left). The 1915 Bungalow (right), 1621 Glen Ayr Dr. is located in Glenn Creighton, and was recorded as a "preservation priority" in the study.

5.1.4 *Tuberculosis:*

Two major relief missions, JCRS and the Craig Colony, attempted to help tuberculosis sufferers in Lakewood. The area's wide-open spaces, "clean" air when compared to the Denver smog, and pastoral setting were considered ideal for the convalescence of consumptives. Most of the extant buildings associated with this theme have already been surveyed. The JCRS campus is a listed National Register of Historic Places district, and the few nurses' houses in the area did not meet the survey criteria for this report.

No resources relating to the history of tuberculosis treatment in Lakewood were identified as a result of this survey. Combined with the geographic concentration of tuberculosis-related buildings on the JCRS campus, the small initial number of resources from the time period, and the extensive documentation already undertaken in relation to this theme, this survey did not identify any pre-1920 tuberculosis resources that had not already been surveyed.

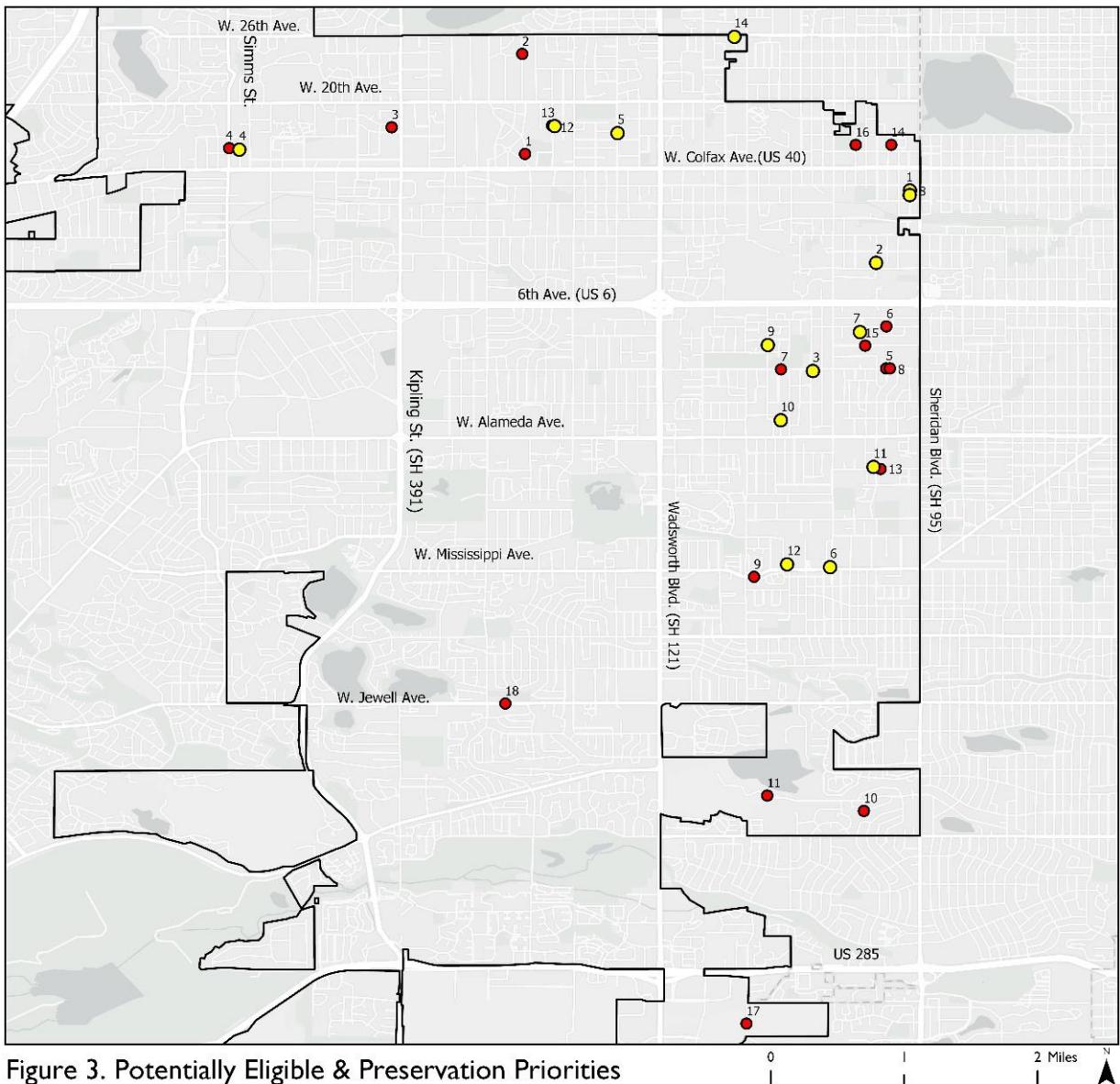


Figure 3. Potentially Eligible & Preservation Priorities

- Preservation Priority Properties
- Potentially Eligible Properties
- City of Lakewood Boundary

1. 1621 GLEN AYR DR	15. 5720 W 3RD AVE	1. 1362 AMES ST
2. 2400 ESTES ST	16. 1640 FENTON ST	2. 825 DEPEW ST
3. 1777 KIPLING ST	17. 3763 S PIERCE ST	3. 6190 W 1ST AVE
4. 1650 SIMMS ST	18. 9000 W JEWELL AVE	4. 1641 ROUTT ST
5. 5505 W 1ST AVE		5. 1806 ALLISON ST
6. 5407 W 4TH AVE		6. 6001 W MISSISSIPPI AVE
7. 6440 W 1ST AVE		7. 5760 W 4TH AVE
8. 5475 W 1ST AVE		8. 1334 AMES ST
9. 6750 W MISSISSIPPI AVE		9. 294 NEWLAND ST
10. 2686 S HARRINGTON LN		10. 200 S MARSHALL ST
11. 6650 W LAKERIDGE RD		11. 5603 W VIRGINIA AVE
12. 1821 DOVER ST		12. 6405 W MISSISSIPPI AVE
13. 5520 W VIRGINIA AVE		13. 1800 DOVER ST
14. 5455 W 16TH AVE		14. 6900 W 26TH AVE

5.2 Results by Survey Priority

This study, focusing on pre-1920 properties which have not been included in prior surveys, identified 18 properties as a “high priority” for preservation, and 14 more as “potentially eligible.” These 32 properties have the greatest potential to qualify for listing on the NRHP or as local landmarks, and are displayed on Figure 3. Previous surveys completed in Lakewood have identified major enclaves of historic buildings that retain their significance – this survey supplements the findings of previous reports such as Eiber and NE Lakewood, as well as the West Colfax corridor surveys.

5.2.1 Preservation Priorities:

This survey identified 18 properties as a “preservation priority,” either because of their architectural/physical merits, or their associations with important trends in Lakewood history (or both). See table below. This includes the Arthur Johns farmstead at 3765 S. Pierce Street, an agricultural property which includes an 1899 Queen Anne residence and a substantial barn, as well as the property at 1640 Fenton Street, which has a listed date of construction in the Jefferson County Assessor Database of 1877, and may be one of the earliest extant houses in Lakewood. (The Stone House is older by a decade, 1859-1864.) Additional research into the history of these properties to confirm their agricultural history, as well as dates of construction and physical changes over time is needed. Early houses with National Folk characteristics are also rare; candidates with even moderate alterations were earmarked as high priority for preservation.

A number of early Bungalows were also identified as a high preservation priority, focusing on early and intact examples of this early residential/suburban type in Lakewood. The seven Bungalows earmarked as a “preservation priority” are early examples of this popular early 20th century residential type, exhibiting either a mix of characteristic Craftsman features, such as brick construction, half-timbering, divided lite windows, overhanging eaves, brackets and substantial front porches, or that represent simple but intact wood-frame examples. A good example of a Bungalow with Craftsman features is 5407 W. 4th Ave. while the house at 2400

Address	Site Number	Year	Style	Survey Priority
6440 W 1ST AVE	5JF.7704	1909	Bungalow	Preservation priority
5407 W 4TH AVE	5JF.7686	1914	Bungalow	Preservation priority
1621 GLEN AYR DR	5JF.7651	1915	Bungalow	Preservation priority
2400 ESTES ST	5JF.7675	1918	Bungalow	Preservation priority
1777 KIPLING ST	5JF.7663	1919	Bungalow	Preservation priority
5505 W 1ST AVE	5JF.7691	1919	Bungalow	Preservation priority
1650 SIMMS ST	5JF.7656	1919	Bungalow	Preservation priority
5475 W 1ST AVE	5JF.7689	1882	Classic Cottage	Preservation priority
6750 W MISSISSIPPI AVE	5JF.7708	1901	Colonial Revival	Preservation priority
2686 S HARRINGTON LN	5JF.7679	1914	Early 20th Century Commercial	Preservation priority
6650 W LAKERIDGE RD	5JF.7707	1918	French Eclectic	Preservation priority
1821 DOVER ST	5JF.7666	1908	French Eclectic	Preservation priority
5520 W VIRGINIA AVE	5JF.7692	1898	National Folk / Cross-shaped plan	Preservation priority
5455 W 16TH AVE	5JF.7688	1909	National Folk / Front-gabled	Preservation priority
5720 W 3RD AVE	5JF.7695	1902	National Folk / Hipped-roof (box)	Preservation priority
1640 FENTON ST	5JF.7652	1877	National Folk / L-(shaped) plan	Preservation priority
9000 W JEWELL AVE	5JF.7722	1892	National Folk / Side gabled	Preservation priority
3763 S PIERCE ST	5JF.7681	1899	Queen Anne	Preservation priority

Estes St. is a simpler wood-frame example on a large lot which has a more agricultural feeling. While bungalows are common in Denver, they are less prevalent in Lakewood, and wood-frame examples are particularly rare.

This survey identified several other unique architectural examples which were also identified as a high preservation priority. Two properties are examples of the French eclectic style, which is rare for the Lakewood (and Denver) area. Both are located near Ward Reservoir Number 1. One resource, 6650 W Lakeridge Road, is a large stone and false half-timbering single-family house, with lakefront access and several outbuildings dedicated to boat storage. Site survey of the building proved difficult as it is at the end of a long private drive, but the architectural character of the merits further research. Another French eclectic resource, 2686 S Harrington Lane, is also near to the Ward Reservoir Number 1, and presents as a more modest interpretation of French eclectic with shallow arched doorways, twin brick chimneys, rounded roof edges, and painted false half-timbering. Both of these houses appear to be architect designed, and warrant additional research. The 1901 house at 6750 W. Mississippi Ave. also stood out as an interesting and early specimen, that was likely updated with Colorado Revival details at a later date.

5.2.2 Potentially Eligible Resources:

Of the 93 resources surveyed, 14 resources were determined to be “potentially eligible” for listing in the NRHP and as local landmarks, as shown in the table below. Typically, these are resources that represent an important architectural style/type in early Lakewood history, and/or that were identified with probable historical associations with one of the four historic context themes, but that appear to have more alterations and less historic integrity than the “high priority” candidates discussed in the prior section. More research on these properties, particularly their physical alterations over time and the effect of these modifications on the integrity of these properties is needed, as well as on their history. This additional information is needed to definitively determine if they are NRHP eligible.

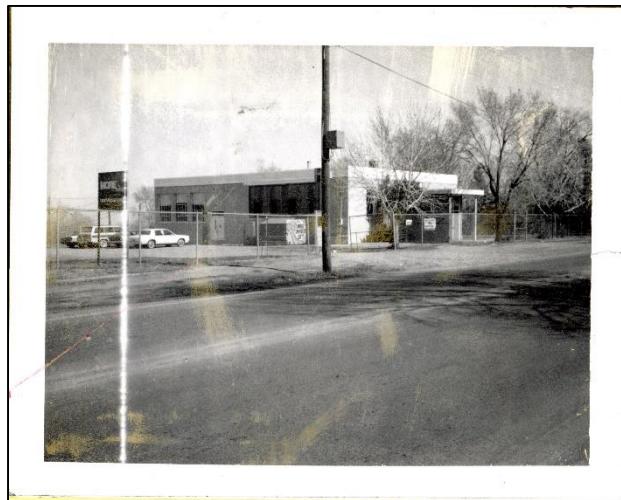
Several of the homes in this category are Bungalows, a popular house type in early 20th-Century Lakewood subdivisions as noted in the prior section. While the four homes in this category are relatively intact and have Craftsman or other characteristics typical of a rural wood-frame Bungalow, they tend to have more alterations than comparable Bungalows in the “preservation priority” category. Most notably, these examples tend to have their original wood siding removed or covered. The survey also identified six National Folk type houses

Address	Site Number	Year	Style	Survey Priority
825 DEPEW ST	5JF.7718	1907	Bungalow	Potentially eligible
1641 ROUTT ST	5JF.7654	1914	Bungalow	Potentially eligible
6190 W 1ST AVE	5JF.7700	1916	Bungalow	Potentially eligible
1362 AMES ST	5JF.7643	1919	Bungalow	Potentially eligible
1806 ALLISON ST	5JF.7665	1908	Cross-(shaped) plan	Potentially eligible
6001 W MISSISSIPPI AVE	5JF.7698	1917	Early 20th Century School	Potentially eligible
5760 W 4TH AVE	5JF.7696	1899	National Folk / Front-gabled	Potentially eligible
294 NEWLAND ST	5JF.7680	1901	National Folk / Hipped-roof (box)	Potentially eligible
1334 AMES ST	5JF.7641	1919	National Folk / Hipped-roof (box)	Potentially eligible
200 S MARSHALL ST	5JF.7673	1917	National Folk / L-(shaped) plan	Potentially eligible
5603 W VIRGINIA AVE	5JF.7693	1909	National Folk / Side gabled	Potentially eligible
6405 W MISSISSIPPI AVE	5JF.7703	1909	National Folk / Side gabled	Potentially eligible
1800 DOVER ST	5JF.7664	1918	Side gabled	Potentially eligible
6900 W 26TH AVE	5JF.7709	1918	T-(shaped) plan	Potentially eligible

as potentially eligible. These examples are relatively intact, but present more alterations than homes in the “preservation priority” category, such as more than one of the following changes: building siding, window replacements, and porch enclosures.

Three houses are simple specimens, identified in the survey by their plan type. This includes the 1908 cross-shaped (shaped) plan residence at 1806 Allison St., the 1918 side gabled house at 1800 Dover St., and the 1918 T-shaped (shaped) plan building at 6900 W. 26th Ave. All of these homes display some level of alterations, such as additions, faux historic embellishments, and window replacements. However, they still present themselves as early “vernacular” wood-frame homes which were once prevalent in the Lakewood area, but are now increasingly rare.

Also, in this category is the Bancroft School, 6001 West Mississippi Ave. (Old Morrison Road), located on land donated by George Bancroft. The surviving building is a remnant of the original 1917 brick school, which is the second school building on this site. The 1917 school had an upper story which served as a “teacherage,” and had Bungalow features such as a broad hipped roof, deep overhanging eaves, and exposed rafter tails. In 1956, the Bancroft Fire Department declared the second story unsafe, and removed the upper story. Reportedly, it continued to serve as a school for several years before its conversion to commercial use. While the 1919 school is heavily altered, and no longer recognizable as the 1919 school it once was, its historical associations as an early school on its original site may outweigh its alterations and integrity concerns, warranting its preservation.



One property identified as “potentially eligible” for the NRHP and local landmark designation is the Bancroft School, 6001 W. Mississippi Ave. The photo above left shows the school ca. 1930 in its original configuration with its second story “teacherage.”. The photo above dates from 1984 and shows the building after the 1956 removal of its second floor. The 2019 photo on the left displays the photo as it looks today, converted to a commercial use.

5.2.3 Resources Needing Data

The survey identified six resources as “Needs Data” given that historic property surveyors were unable to gather information on these properties during the reconnaissance survey. In most cases, these resources typically were not visible from the street and, as such, the project team was unable to assess their possible significance. During site visits, the project team also identified one resource in the survey area that is no longer extant, 645 Ingalls St. (it is not included in the 93 properties counted for this survey). For the six properties identified as “Needs Data,” access to the properties would be needed to assess their architectural significance, and to better understand their historical associations and setting.

Address	Smithsonian	Year	Style	Survey Priority
960 LAMAR ST	5JF.7725	1913	L-(shaped) plan	Needs Data
963 KENDALL ST	5JF.7727	1918	National Folk / Hipped-roof (box)	Needs Data
8019 W 23RD AVE	5JF.7715	1888	Other	Needs data
1880 DOVER ST	5JF.7668	1908	Other	Needs data
9101 W 11TH AVE	5JF.7723	1908	Other	Needs Data
1950 S NEWLAND ST	5JF.7671	1919	Other	Needs data

5.2.4 Resources No Longer Extant / Heavily Altered:

Of the 93 resources surveyed as part of this project, 40 of those resources were determined likely not eligible to the NRHP or for local Lakewood landmark designation based on reconnaissance level survey information. The majority of these houses lacked the integrity necessary to communicate their connection to events in the history of Lakewood or did not possess any character defining features that identify the resource as part of an architectural style or identifiable building process. In most cases, the historic buildings are heavily altered and/or have large alterations that overwhelm the historic structure. A list of these resources is included in Appendix B. Another 15 properties were classified as “No Longer Extant / Heavily Altered.” While these properties are listed in the Jefferson County Assessor with pre-1920 construction dates, they are no longer recognizable at all as a historic property. A list of these properties is also found in Appendix A.

5.3 Results Summary:

The City of Lakewood’s historic preservation program has previously identified much of the most significant historic building stock from prior to 1920. As shown on Figure 4 (page 42), the majority of the extant buildings within the City of Lakewood constructed before 1920 are located in the northeast portion of the city. Of all the buildings in Lakewood constructed before 1920 (including those previously surveyed), seven were constructed before 1880, 39 before 1900 and 195 before 1920.

This survey focused on identification of those pre-1920 properties which had been excluded from prior surveys. In all, the study examined 93 properties without a formal survey and completed reconnaissance-level documentation on each resource.

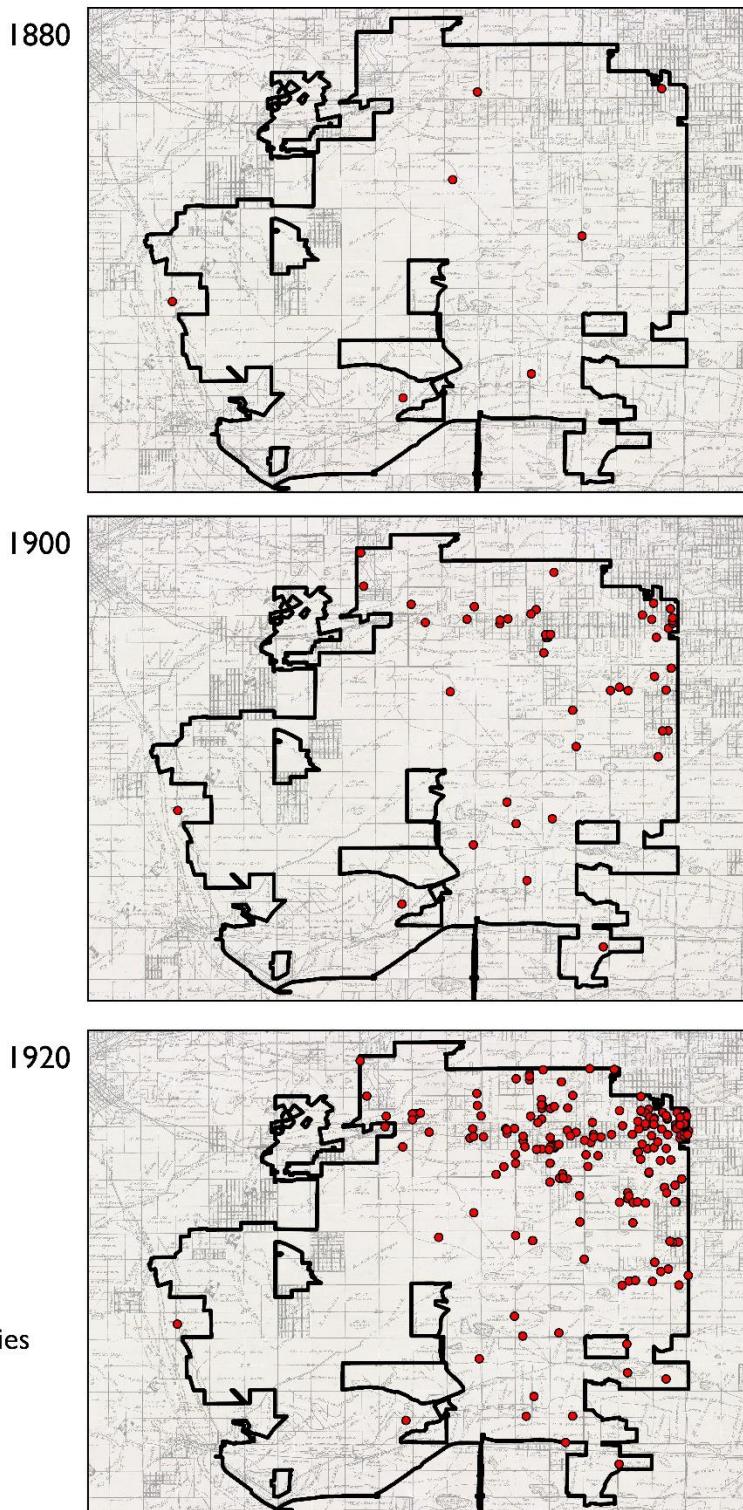
The survey efforts were successful in that a number of properties were identified with a high to medium potential to qualify for the NRHP or as City of Lakewood historic landmarks. A summary of the results are as follows:

- In all, 32 properties – or 34% of the surveyed properties - warrant additional research, and potential NRHP and local landmark designation (categorized as “Preservation Priority” or “Potentially Eligible.”)
- Out of the surveyed properties, 55 – or 59% of the surveyed properties – do not warrant preservation (categorized as “Likely Not Eligible” or “No Longer Extant / Heavily Altered”).
- Another six (6) properties could have historical significance but were categorized as “Need Data” given that they were not readily accessible to the historical survey team.

This study recommends that the City of Lakewood conduct further research and documentation on the 32 properties with the greatest potential for historic designation, focusing on the 18 “preservation priority” properties first if resources are limited. An intensive level historic property survey, with additional historical research and contact with property owners is recommended to obtain access and additional historical information, and to ascertain the level of owner support for such designations. As part of this effort, or a separate effort, this study recommends that the City of Lakewood also consider an intensive level survey for the six properties classified as “Needs Data,” given that some of these properties appeared to be interesting and potentially significant based on a quick review of aerial maps and limited information available from the Jefferson County Assessor. Given the scarcity of pre-1920 resources in Lakewood and the high quality of the “high priority” properties identified in this survey, this study recommends that the City of Lakewood complete additional survey work as recommended above and work closely with property owners to explore the possibility of NRHP designation (which has no restrictions) and/or City of Lakewood landmark designation for these resources.

Figure 4. Pre-1920 Properties by Year Constructed

- City of Lakewood Boundary
- Pre-1920 Extant Properties



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Appendix A. Modified 1417 Reconnaissance Form (Example)

OAHP Site #:

OAHP Form #1417

COLORADO CULTURAL RESOURCES INVENTORY

Historical and Architectural Reconnaissance

City of Lakewood Pre-1920s Survey

This form is intended for use in survey projects undertaken for preservation planning purposes and it is NOT to be used for Section 106 compliance projects. It provides a basic descriptive record of a single building, structure, object, or site. Please use the #1417b Ancillary form to document additional resources on a single site. This form may provide enough information to assess architectural significance and/or to identify other potential areas of historical significance. Full evaluations of historical significance require additional property-specific research beyond the scope of this form and typically require completion of the OAHP *Historical / Architectural Properties: Intensive Level / Evaluation* form (OAHP form # 1403). For guidance on completing this form and required accompanying documentation, please refer to the instructions, available online at <http://www.historycolorado.org/oahp/survey-inventory-forms>

Official eligibility determination (OAHP use only)

Date	Initials
<input type="checkbox"/> Determined Eligible- NR	
<input type="checkbox"/> Determined Eligible- SR	
<input type="checkbox"/> Needs Data	
<input type="checkbox"/> Eligible District - Contributing	

IDENTIFICATION

1. Property Name: Historic Current Other

2. Resource Classification: Building Structure Object Sites/Landscape

3. Ownership: Federal State local non-profit private unknown

LOCATION

4. Street Address:

5. Municipality: Lakewood Vicinity

6. County: Jefferson

**7. USGS Quad: Year: 7.5'

**8. Parcel Number:

**9. Parcel Information: Lot(s): Block: Addition:

**10. Acreage: Actual Estimated

**11. Location Coordinates:

UTM reference: Zone ;mE ;mN NAD 1927 NAD 1983

**Please check with your project sponsor to determine which fields are required, as not all locational fields are needed for every project.

DESCRIPTION

14. Construction features (forms, materials):

Stories	Style/Type	Foundation	Walls
Windows	Roof	Chimney	Porch
Number of Buildings	Significant Decorative Elements	Landscape Features	Other

HISTORICAL ASSOCIATIONS (based on visual observations and/or review of secondary sources):

15. Historic Function/Use: Current function/Use (if different):
 Estimated Actual (include source):

16. Date of Construction:

17. Other Significant Dates, if any:

18. Associated NR Areas of Significance:

- Agriculture Architecture Archaeology Art Commerce Communications Community Planning & Dev't
- Conservation Economics Education Engineering Entertainment/Recreation Ethnic Heritage
- Exploration/Settlement Health/Medicine Industry Invention Landscape Architecture Law Literature
- Maritime History Military Performing Arts Philosophy Politics/Gov't Religion Science Social History
- Transportation Other

19. Associated Historic Context(s), if known:

- Settlement Agriculture Tuberculosis Sanatoriums Suburban Development Industry and Commerce
- Transportation Corridors

20. Retains Integrity of: Location Setting Materials Design Workmanship Association Feeling

21. Surveyor Notes (Limited to 150 characters):

22. Sources:

PHOTOGRAPH



City of Lakewood Pre-1920s

Survey Priority:

To be completed by surveyor

- Preservation Priority
- Potentially Eligible
- Likely Not Eligible
- No Longer Extant

RECORDING INFORMATION

Survey Date:

Surveyed By: Pinyon
Environmental Inc.Project Sponsor: CDOT Region 1
and the City of Lakewood

Photograph Log: NA

Appendix B. Likely Not Eligible & Not Extant Properties Surveyed

The following table shows all properties surveyed that were found “likely not eligible” or “no longer extant / heavily altered.”

Address	Site Number	Year	Style/Type	Survey Priority
12695 W 20th Ave	5JF.7705	1918	Shed-roof house	No longer extant / heavily altered
5701 W 10th Ave	5JF.7694	1890	Bungalow	No longer extant / heavily altered
11810 W Katherine Ave	5JF.7680	1901	Cottage	No longer extant / heavily altered
1665 Robb St	5JF.7642	1919	Cottage	No longer extant / heavily altered
801 Fenton St	5JF.7645	1919	Cottage	No longer extant / heavily altered
840 Kendall St	5JF.7637	1884	Cross-gabled house	No longer extant / heavily altered
1385 Sheridan Blvd	5JF.7678	1901	Cross-gabled house	No longer extant / heavily altered
2500 Estes St	5JF.7728	1912	Cross-gabled house	No longer extant / heavily altered
7850 W 20th Ave	5JF.7655	1918	Cross-gabled house	No longer extant / heavily altered
635 Ingalls St	5JF.7659	1918	Cross-gabled house	No longer extant / heavily altered
9615 W 6th Ave Frontage Rd	5JF.7702	1918	Dutch Colonial Revival	No longer extant / heavily altered
1245 Benton St	5JF.7726	1918	Dutch Colonial Revival	No longer extant / heavily altered
1330 Ames St	5JF.7690	1900	Flat-roofed house	No longer extant / heavily altered
400 S Parfet St	5JF.7670	1889	Front-gabled house	No longer extant / heavily altered
1996 Kendall St	5JF.7637	1884	Bungalow	Likely not eligible
911 S Eaton St	5JF.7694	1890	Bungalow	Likely not eligible
975 S Sheridan Blvd	5JF.7718	1907	Bungalow	Likely not eligible
450 S Garrison St	5JF.7635	1908	Bungalow	Likely not eligible
6090 W 10th Ave	5JF.7658	1914	Bungalow	Likely not eligible
1366 Ames St	5JF.7714	1917	Bungalow	Likely not eligible
1370 Ames St	5JF.7720	1918	Bungalow	Likely not eligible
1333 Ames St	5JF.7646	1919	Bungalow	Likely not eligible
1391 Fenton St	5JF.7677	1913	Cross-(shaped) plan	Likely not eligible
2436 Garrison St	5JF.7713	1908	Dutch Colonial Revival	Likely not eligible
8055 W Hampden Ave	5JF.7702	1918	Dutch Colonial Revival	Likely not eligible
2310 Estes St	5JF.7726	1918	Dutch Colonial Revival	Likely not eligible
7691 W 2nd Ave	5JF.7636	1898	Front-gabled	Likely not eligible
190 S Yukon St	5JF.7639	1908	Front-gabled	Likely not eligible
2590 Cody Ct	5JF.7682	1910	Front-gabled	Likely not eligible
1300 Benton St	5JF.7672	1912	Front-gabled	Likely not eligible
190 Newland St	5JF.7724	1912	Front-gabled	Likely not eligible
1700 Dover St	5JF.7728	1912	Front-gabled	Likely not eligible

1695 Ingalls St	5JF.7683	1915	Front-gabled	Likely not eligible
1830 S Balsam St	5JF.7699	1918	Front-gabled	Likely not eligible
6230 W 11th Pl	5JF.7644	1919	Front-gabled	Likely not eligible
1455 S Garrison St	5JF.7645	1919	Front-gabled	Likely not eligible
7210 W 9th Ave	5JF.7640	1900	L-(shaped) plan	Likely not eligible
6605 W Mississippi Ave	5JF.7647	1900	L-(shaped) plan	Likely not eligible
1608 Jay St	5JF.7676	1910	L-(shaped) plan	Likely not eligible
1358 Ames St	5JF.7716	1914	L-(shaped) plan	Likely not eligible
12695 W 20th Ave	5JF.7674	1918	L-(shaped) plan	Likely not eligible
5701 W 10th Ave	5JF.7712	1918	L-(shaped) plan	Likely not eligible
825 Depew St	5JF.7670	1889	National Folk / Front-gabled	Likely not eligible
11810 W Katherine Ave	5JF.7678	1901	National Folk / Front-gabled	Likely not eligible
1665 Robb St	5JF.7638	1909	National Folk / Front-gabled	Likely not eligible
801 Fenton St	5JF.7669	1912	National Folk / Front-gabled	Likely not eligible
840 Kendall St	5JF.7660	1918	National Folk / Hipped-roof (box)	Likely not eligible
1385 Sheridan Blvd	5JF.7659	1918	National Folk / L-(shaped) plan	Likely not eligible
2500 Estes St	5JF.7667	1895	National Folk / Side gabled	Likely not eligible
7850 W 20th Ave	5JF.7701	1912	National Folk / Side gabled	Likely not eligible
635 Ingalls St	5JF.7648	1900	Side gabled	Likely not eligible
9615 W 6th Ave Frontage Rd	5JF.7710	1905	Side gabled	Likely not eligible
1245 Benton St	5JF.7706	1909	Side gabled	Likely not eligible
1330 Ames St	5JF.7650	1918	Side gabled	Likely not eligible
400 S Parfet St	5JF.7642	1919	Side gabled	Likely not eligible

Appendix C. Previously Surveyed Eligible & Listed Properties

The following table above shows the properties listed on the National Register of Historic Places or State Register of Historic Places or contributing to listed National Register or State Register Districts, within the City of Lakewood, constructed in 1920 or earlier.

Property Name	Address	Site Number	Year	Eligibility
Rooney Ranch	1731 S. Rooney Rd	5JF.196	1859	Listed / Contributing
Stone House, Pennsylvania House	2800 S. Estes	5JF.186, 5JF.4635	1872	Listed / Contributing
Lakewood Heritage Center	797 S Wadsworth Blvd	5JF.4945; 5JF.2659	1872	Listed / Contributing
Cason Howell House, Mary H. Newman House	1575 Kipling St	5JF.1010	1874	Listed / Contributing
Washington Heights Elementary	6375 W. First Ave.	5JF.324	1898	Listed / Contributing
Schnell Farm	3113 S Wadsworth Blvd	5JF.1030	1903	Listed / Contributing
Golden Hill Cemetery	12000 W. Colfax Ave	5JF.975	1908	Listed / Contributing
New York Ladies Auxiliary Pavilion	1600 Pierce St., Lakewood	5JF.4458	1908	Listed / Contributing
New York Mens Auxiliary Pavilion	1651 Kendall St	5JF.4456	1910	Listed / Contributing
Jewish Consumptive Relief Society	6401 W. Colfax Ave.	5JF.178	1911	Listed / Contributing
Denver and Intermountain Railroad Interurban No. 25	Denver Federal Center	5JF.817.9	1911	Listed / Contributing

The following table above shows the properties within the City of Lakewood that have been determined Officially Eligible for the National Register of Historic Places or State Register of Historic Places, constructed in 1920 or earlier, as provided by History Colorado.

Property Name	Address	Site Number	Year	Eligibility / Listing
Stagecoach Stop- Harriman	10020 Carmody Ln	5jf.2652	1882	Officially Eligible
Loveland House	1435 Harlan St	5jf.3605	1888	Officially Eligible
N/A	2800 Youngfield St.	5jf.4326	1889	Officially Eligible
O'kane House	6795 W 1st Ave	5jf.5113	1897	Officially Eligible
N/A	1385 Holland St	5jf.6562	1898	Officially Eligible
Gold Label Door Company	1350 Quail St	5jf.2982	1899	Officially Eligible
N/A	1597 Eaton St	5jf.6370	1914	Officially Eligible
N/A	1215 Wadsworth Blvd	5jf.4511	1918	Officially Eligible
Stagecoach Stop- Harriman	7900 W. 13th Ave.	5jf.2917	1918	Officially Eligible

Appendix D. Previously Surveyed -Field Determinations & Officially Not Eligible Properties

The following table shows properties within the City of Lakewood, constructed before 1920, that have been previously surveyed, but either do not have official determinations of eligibility for the National Register of Historic Places or State Register of Historic Places or are officially not eligible.

Address	Site Number	Year	Eligibility	Survey
13410 W Morrison Rd	5jf.226, 5jf.591	1918		
2080 Kline St	5jf.3764	1890	No Determination On Form	
1009 Brentwood St	5jf.1055	1917	Field Not Eligible	Eiber Survey (2018)
1045 Brentwood St	5jf.7132	1901	Recommended Not Eligible	Eiber Survey (2018)
1437 Ames St	5jf.6309	1919	Field Needs Data	West Colfax Survey (2016)
1006 Brentwood St	5jf.7129	1919	Needs Data	Eiber Survey (2018)
1035 Brentwood St	5jf.7131	1884	Field Not Eligible	Eiber Survey (2018)
1071 Balsam St	5jf.7118	1901	Recommended Not Eligible	Eiber Survey (2018)
1329 Holland St	5jf.7238	1912	Needs Data	Eiber Survey (2018)
1550 Benton St	5jf.3588	1918	N/A	Ne Lakewood Survey (2003) West Colfax Survey (2016)
10245 W 14th Ave	5jf.7372	1918	Needs Data	Eiber Survey (2018)
1361 Ames St	5jf.3574	1918	Identified As Local Landmark Eligible	Ne Lakewood Survey li (2003)
1401 Garrison St	5jf.720	1918	Recommended Not Eligible	Eiber Survey (2018)
1530 Dover St	5jf.6531	1900	Officially Needs Data	West Colfax Survey (2016)
770 Carr St	5jf.7141	1889	Needs Data	Eiber Survey (2018)
8642 W Colfax Ave	5jf.6724	1884	Field Needs Data	West Colfax Survey (2016)
1576 Ames St	5jf.6283	1890	Field Needs Data	West Colfax Survey (2016)
7310 W Colfax Ave	5jf.3564	1907	Identified As Local Landmark Eligible	Ne Lakewood Survey (2003)
1583 Sheridan Blvd	5jf.3623	1908	Identified As Local Landmark Eligible,	Ne Lakewood Survey (2003) West Colfax Survey (2015)
736 Holland St	5jf.7232	1914	Field Not Eligible	Eiber Survey (2018)
1275 Ames St	5jf.3572	1917	Identified As Local Landmark Eligible	Ne Lakewood Survey li (2003)
1275 Carr St	5jf.7169	1918	Field Not Eligible	Eiber Survey (2018)
1405 Holland St	5jf.6561	1919	Field Needs Data	West Colfax Survey (2016) -
1537 Harlan St	5jf.6408	1913	Field Needs Data	West Colfax Survey (2016)
7400 W 26th Ave	5jf.3571	1908	Recommended For Survey	Ne Lakewood Survey I (2002)
8601 W 10th Ave	5jf.7331	1918	Field Not Eligible	Eiber Survey (2018)
1520 Simms St	5jf.6545	1918	Field Needs Data	West Colfax Survey (2016)
1000 Harlan St	5jf.3603	1898	Field Not Eligible	Ne Lakewood Survey li (2003)
1414 Ames St	5jf.6294	1908	Field Needs Data	West Colfax Survey (2016)
1415 Benton St	5jf.6329	1910	Field Needs Data	West Colfax Survey (2016)
1445 Benton St	5jf.6326	1912	Recommended For Survey,	Ne Lakewood Survey I (2002) West Colfax Survey (2016)
1455 Benton St	5jf.6325	1912	Recommended For Survey	Ne Lakewood Survey I (2002), West Colfax Survey (2016)
1010 Carr St	5jf.7155	1912	Field Not Eligible	Eiber Survey (2018)
1435 Jay St	5jf.6443	1915	Field Needs Data	West Colfax Survey (2016)

1539 Harlan St	5jf.6407	1918	Field Needs Data	West Colfax Survey (2016)
765 Emerald Ln	5jf.4532	1919	Field Not Eligible	West Colfax Survey (2016)
10090 W 13th Ave	5jf.2950	1919	Field Not Eligible	Eiber Survey (2018)
1255 Lee St	5jf.7272	1900	Needs Data	Eiber Survey (2018)
1455 Chase St	5jf.6343	1900	Field Needs Data	West Colfax Survey (2016)
1461 Benton St	5jf.6323	1910	Field Needs Data	West Colfax Survey (2016)
1345 Ames St	5jf.3573	1914	Identified As Local Landmark Eligible	Ne Lakewood Survey li (2003)
1400 Chase St	5jf.3591	1918	Identified As Local Landmark Eligible	Ne Lakewood Survey (2003)
1397 Allison St	5jf.7111	1889	Field Not Eligible	Eiber Survey (2018)
1475 Jay St	5jf.6439	1901	Field Needs Data	West Colfax Survey (2016)
1533 Harlan St	5jf.6410	1909	Field Needs Data	West Colfax Survey (2016)
1570 Ingalls St	5jf.6417	1912	Field Needs Data	West Colfax Survey (2016)
798 Garrison St	5jf.7213	1918	Field Not Eligible	Eiber Survey (2018)
8125 W 6th Ave Frontage Rd	5jf.4563	1918	Field Not Eligible, Previously Officially Eligible	Eiber Survey (2018)
8130 W 6th Ave Frontage Rd	5jf.4573	1895	Officially Needs Data	Historic Resources Survey Us 6 And Wadsworth Blvd
8670 W 10th Ave	5jf.7333	1912	Field Not Eligible	Eiber Survey (2018)
9000 W 13th Ave	5jf.2929	1900	Field Not Eligible	Eiber Survey (2018)
9001 W 10th Ave	5jf.7340	1905	Field Not Eligible	Eiber Survey (2018)
901 Garrison St	5jf.7215	1909	Field Not Eligible	Eiber Survey (2018)
995 Carr St	5jf.7151	1918	Field Not Eligible	Eiber Survey (2018)
1290-1292 Kipling St	5jf.2946	1919	Recommended Eligible	Eiber Survey (2018)
1435 Ames St	5jf.3576	1919	Identified As Local Landmark Eligible	Ne Lakewood Survey li (2003)
1441 Ames St	5jf.6308	1919	Field Needs Data	West Colfax Survey (2016)
1451 Ames St	5jf.6306	1919	Field Needs Data	West Colfax Survey (2016)
1456 Benton St	5jf.6317	1919	Field Needs Data	West Colfax Survey (2016)
1471 Ames St	5jf.6303	1919	Field Needs Data	West Colfax Survey (2016)
1544 Eaton St	5jf.6361	1919	Field Needs Data	West Colfax Survey (2016)
1550 Eaton St	5jf.6371	1919	Field Needs Data	West Colfax Survey (2016)
1554 Benton St	5jf.3589	1919	Identified As Local Landmark Eligible	Ne Lakewood Survey (2003)
798 Garrison St	5jf.7213	1918	Field Not Eligible	Eiber Survey (2018)
Denver Federal Center	5jf.1051	1865	Officially Not Eligible / Not Extant	
580 Ames St		1899	Officially Not Eligible / Not Extant	Not Extant
1442 Pierce St	5jf.6461	1902	Officially Not Eligible / Not Extant	West Colfax Survey (2016)
1392 Lamar St	5jf.5123	1908	Officially Not Eligible / Not Extant	
6000 W 13th Ave	5jf.2866	1909	Officially Not Eligible / Not Extant	
1301 Marshall St	5jf.2865	1912	Officially Not Eligible / Not Extant	
1315 Sheridan Blvd	5jf.2996	1916	Officially Not Eligible / Not Extant	
900 Wadsworth Blvd	5jf.4523	1916	Officially Not Eligible / Not Extant	Appears Originally Residential
5901 W. 11th Ave	5jf.2853	1917	Officially Not Eligible / Not Extant	
1270 Vance St Approx	5jf.985	1918	Officially Not Eligible / Not Extant	Ne Lakewood Survey I (2002)
1300 Vance St	5jf.2884	1918	Officially Not Eligible / Not Extant	

500 Carr St	5jf.4571	1918	Officially Not Eligible / Not Extant	
6999 W 13th Ave	5jf.2890	1918	Officially Not Eligible / Not Extant	
7204 W 13th Ave	5jf.2900	1918	Officially Not Eligible / Not Extant	Ne Lakewood Survey (2003)
7996 W 6th Ave Frontage Rd	5jf.4578	1918	Officially Not Eligible / Not Extant	
8020 W 6th Ave Frontage Rd	5jf.4575	1918	Officially Not Eligible / Not Extant	
1395 Depew St., Lakewood	5jf.3166	1919	Officially Not Eligible / Not Extant	