

United States Department of the Interior  
National Park Service

12/22/88

Certified Local District

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Denver City  
other names/site number Lower Downtown Historic District Site # 5DY47

### 2. Location

street & number from Wynkoop to Market between 13th and 20th Streets  not for publication  
city, town Denver  vicinity  
state Colorado code CO county Denver code CO 031 zip code 80202

### 3. Classification

Ownership of Property		Category of Property		Number of Resources within Property	
<input checked="" type="checkbox"/> private		<input type="checkbox"/> building(s)		Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local		<input checked="" type="checkbox"/> district		<u>127</u>	<u>43</u> buildings
<input type="checkbox"/> public-State		<input type="checkbox"/> site		<u>1</u>	<u>      </u> sites
<input checked="" type="checkbox"/> public-Federal		<input type="checkbox"/> structure		<u>2</u>	<u>3</u> structures
		<input type="checkbox"/> object		<u>      </u>	<u>      </u> objects
				<u>130</u>	<u>46</u> Total

Name of related multiple property listing:  
N/A

Number of contributing resources previously listed in the National Register 14

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of certifying official Barbara Morgan Date 12/22/88  
National Register Coordinator, State Historic Preservation Office  
State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

### 5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

1-5-1989

Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

COMMERCE: Business  
COMMERCE: Specialty Store  
COMMERCE: Warehouse  
DOMESTIC: Hotel  
INDUSTRY: Manufacturing facility

Current Functions (enter categories from instructions)

COMMERCE: Business  
COMMERCE: Warehouse  
DOMESTIC: Hotel/Residential

**7. Description**

Architectural Classification  
(enter categories from instructions)

Italianate  
Romanesque Revival  
Renaissance Revival  
(Cont.)

Materials (enter categories from instructions)

foundation Stone  
walls Brick  
roof Asphalt/Tar & gravel  
other Metal: cast iron  
Terra Cotta

Describe present and historic physical appearance.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Lower Downtown Historic District

Architectural classification (cont.)

Neo-Classical Revival  
Commercial Style  
Chicago Style  
Warehouse Style  
Art Deco Style

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 3

## 7. Description

The Lower Downtown Historic District is located immediately northwest of the central business district in Denver, Colorado. Its main arteries, running northeast and southwest, are Wynkoop, Wazee, Blake and Market Streets bounded by 13th Street on the west and 19th Street on the northeast. Whereas the district boundaries generally follow the B-7 Zoning District established by the city, the western boundary is drawn at 13th Street to include Cherry Creek, a contributing site. It also delineates the district from the Auraria Higher Education facilities further west. The southeastern boundary runs along Larimer Street between 13th and 14th Streets and along the alley between Market and Larimer Streets from 14th to 20th Streets. This boundary follows the B-7 zoning limit from 14th Street east and divides the district from the Larimer Square Historic District (1400 block) and modern construction on Larimer Street. The northeastern boundary of the district is delineated by 20th Street between the Larimer/Market alley and Wazee Street. To the northeast of 20th Street, the majority of the buildings have been altered and do not qualify for the National Register. On the northwest, the boundary is stepped along Wazee, Wynkoop and Wewatta Streets to exclude the railroad yards, buildings associated with the railroad, and properties of a more industrial nature.

The Lower Downtown Historic District is principally comprised of late 19th century and early 20th century commercial and warehouse buildings. The district also includes a portion of Cherry Creek, a feature which played a major role in the development of the area. Other notable features include sandstone sidewalks, wrought iron railings, brick paving, and railroad spur tracks alongside some of the warehouses.

The majority of buildings remaining in the historic district were built between 1870 and 1940 and represent a wide range of architectural styles, materials and ornamentation. The height and scale of the buildings also vary considerably, reflecting the transition of the area from a modest commercial district of the 1860s and 1870s to a major wholesale, warehouse and manufacturing center beginning in the 1880s. In general, the buildings of the pre-boom era (1860s - 1870s) are of one and two story brick construction with minimal facade ornamentation. Most are vernacular 19th

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Century Commercial in style, with Victorian, Gothic and Italianate elements. In contrast, the boom period architecture of the 1880s and 1890s is of a much greater height and scale, and borrows stylistically from the Italianate and Romanesque Revival styles. Twentieth century buildings are represented by the Renaissance Revival Style, Neo-Classical Style, Chicago Style, Art Deco Style, and the plainer, more utilitarian "Warehouse Style" adopted in the 1910s.

While most buildings in lower downtown are related to the wholesale/warehousing/manufacturing themes, there are also several historic hotels scattered throughout the district. The three major hotels, all built on 17th Street during the 19th century boom period, are the Barth Hotel (1514 17th), the Oxford (1600 17th), and the Columbia (1320-80 17th). The Barth, erected in 1882, and the Columbia, built in 1878 and remodeled in 1891, reflect an earlier, Victorian character. The Oxford, built in 1891, is a more massive, Romanesque Revival example, representing the hotel industry at the peak of its importance in lower downtown.

Contributing resources in the district include 127 buildings, two railroad bridges, and one site (the portion of Cherry Creek within the district boundaries). Forty-three buildings and three bridges are considered non-contributing resources.

Contributing buildings are defined as those which retain their basic architectural integrity and feature only minimal alterations. A common type of alteration which has occurred in the historic district, for example, is the modification of first story storefronts, originally distinguished by the recessed entrances typical of late 19th century and early 20th century commercial architecture. Because the upper stories of most buildings remain intact, however, this is not considered a criterion for qualifying contributing resources. Other common alterations to contributing buildings include removable facade panels, window and door alterations, and partial veneers. Most non-contributing resources are less than fifty years old; the remainder are buildings which have lost their integrity due to alterations that have completely destroyed their original historic character. On the whole, the district retains its basic integrity as Denver's late 19th century and early 20th century wholesale and warehouse center.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 5

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The earliest buildings in the Lower Downtown Historic District may date from the rebuilding period after the fire of 1863, which virtually destroyed the lower downtown area. Unfortunately, it is difficult to assess which buildings may date from the 1860s due to remodeled facades.

A few buildings from the 1870s still survive and reveal much about this period of architectural transition in Denver. Perhaps the most important building from this era is the 1874 Wells Fargo Building (1338 15th), the district's only remaining example of the Gothic arched window. Originally three stories in height, the one-story structure that survives is of red-orange brick with a Gothic arched arcade outlined in beige sandstone along the 15th Street facade. The city's first commercial building to employ Gothic arches, it represented a radical departure from the 1860s concept of commercial style which dictated the use of the rounded arch. Although the upper two stories of the building were destroyed by a fire in the 1940s, the Wells Fargo Building still retains sufficient integrity to qualify as a contributing resource to the district.

Two excellent examples of the small, two-story commercial buildings found in lower downtown during the late 1870s are represented by the row of buildings at 1515-31 Market Street and at 1516-38 Wazee. The Market Street row consists of five similar brick buildings with tall, narrow arched second story windows with heavy surrounds, quoins, ground floor cast iron storefronts, and a continuous dentiled beltcourse. Occupied by separate wholesale grocery concerns, the units differ only in ground floor ornamentation and were probably constructed simultaneously.

Similarly, buildings in the Wazee Street row feature the same tall, narrow window proportions and ground floor storefronts and share a common cornice line (1534 has been altered with a gabled parapet) and dentil beltcourse above the ground floor. Research on the building occupants dates these structures to the late 1870s and suggests that they may have been constructed separately over a period of years.

Another example of the two-story brick commercial building characteristic of this period, 1516 Blake Street is notable for its wooden storefront. Built c. 1880, it features elaborately carved wooden columns that closely resemble cast iron. While cast iron building components were commonly

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 6

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used to adorn lower downtown buildings after the arrival of the railroad in 1870, this storefront is one of the few wooden examples remaining in the district (1440 Market Street represents another such example).

The generation of buildings erected in the 1880s, particularly toward the end of the decade, contrast boldly with the simple, small scale architecture of the earlier buildings. The more elaborate, architect-designed building of this era is exemplified by F.C. Eberley's Barth Hotel, erected in 1882 as a warehouse and converted into a hotel in 1892. Four stories in height and one-half block long, it is an early prototype of Denver's grand scale architecture of the 1880s. Built of red brick with extensive sandstone detailing, it is basically Italianate in style with Classical massing, symmetry and ornamentation. The differing window treatment of the upper stories, each with a corresponding surround, is a particularly striking element of the design.

The Crocker Cracker Factory (1862 Blake) provides another example of the trend toward larger scale buildings in lower downtown. Built in the popular Italianate style, this building is representative of 1880s factory architecture, featuring decorative brickwork that is carried through to the elaborate brick cornice.

Besides the larger factory and warehouse facilities dating from this period, the Lower Downtown District includes many fine examples of 1880s Victorian commercial buildings. The row of buildings at 1620-60 Market Street, for instance, includes some noteworthy examples of the craftsmanship performed by Denver's brick and stone masons. Although each building is architecturally distinctive, they share a similar three to four story scale, recessed ground story storefronts characteristic of late 19th century commercial buildings, and fine masonry detailing in the Italianate or Romanesque Revival modes. Several feature ornate pressed tin cornices and cast iron columns, suggestive of the wide use of metal ornamentation at the time. The Hitchings Block (1620), the last of the buildings completed in this row in 1893, is one of the more elaborately designed and ornamented structures of the district, featuring rusticated stone lintels and detailing, Romanesque arched windows on the upper floor, and a central triangular roof pediment with a stone panel bearing the building name.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 7

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At the height of Denver's building boom, between 1888 and 1893, the Romanesque Revival Style came into favor for lower downtown buildings. One of the earliest Romanesque Revival buildings in the district is the Struby-Estabrook Warehouse (1660 17th), built in 1885 by prominent architect Frank E. Edbrooke. This handsome four-story brick structure displays wide Romanesque arches trimmed in rough cut stone on the ground floor, giving the facade a massive feeling. Located on the corner of 17th and Wynkoop Streets, the Struby-Estabrook Warehouse represents the first major warehouse in the Wynkoop Street district which became the "Warehouse Row" of the early 20th century.

The Romanesque Revival Style was also used for smaller scale commercial buildings, such as the stone-faced example at 1520 Blake Street, built in 1890. This three-story commercial building features a rusticated sandstone facing above a first story cast iron storefront and third story Romanesque arched windows with radiating voussoirs. It is the only stone-faced rendering of the style in the historic district.

The maturation of the Romanesque Revival Style in lower downtown is represented by the Oxford Hotel (1600 17th) and the remodeled Sheridan Building (1635 17th).

The Oxford, an imposing red brick structure built in 1891 by Frank Edbrooke, achieves a fortress-like appearance with its crenelated roofline and the horizontal emphasis of the building, divided by beltcourses above each story. Flat-headed paired windows on the second, third and fifth floors contrast with radiating voussoirs and arched windows on the fourth, lending design interest to the pattern. The building is finished with ornamental stone panels featuring a floral motif above and between windows.

Similar to the Oxford in its massive look is the red-face brick Sheridan Building, the former Denver City Railway car barn, remodeled in the Romanesque Revival Style by the Baerreson Bothers in 1892. Its tall front parapet and stepped roofline give it an illusion of greater size. Brick pilasters divide the facade into bays of three windows each and a wide central bay of eight windows. Romanesque arched windows on the fourth floor and brick corbelling and details



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 8

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add to the handsome, straightforward design of the building, regarded as one of Denver's finest 19th century warehouses.

Few buildings were built in lower downtown during the seven year depression period which followed the Silver Crash of 1893. The C.S. Morey Mercantile (1628 16th Street), a five-story warehouse built in 1896, was perhaps the only significant addition to the district during these years. The next major building period began about 1900, when new architectural ideas were introduced. Warehouse architecture, in particular, took on a much more massive, streamlined appearance, indicative of the architectural influence of the Chicago School.

The early 20th century warehouses constructed on Wynkoop Street between 14th and 19th Streets, known as "Warehouse Row," comprise the finest collection of warehouse buildings in Denver. The J.S. Brown Mercantile (1634 18th), built by the architectural firm of Gove & Walsh in 1902, represents one of the more elaborate Wynkoop Street warehouse designs. The five-story brick building is Renaissance Revival in style, divided by stone beltcourses into three main divisions. The ground floor is comprised of wide Romanesque arches while the upper stories feature recessed vertical window bays which culminate in Romanesque arches on the fifth floor. The elaborate brickwork cornice is a particularly unusual element of the building.

In contrast, the 1906 Barteldes Seed Warehouse (1660 Wynkoop), another Gove & Walsh design, reflects a more functional form. A simplified example of the Renaissance Revival style, it features textured brickwork imitating stone rustication and wide arches on the first story, a plain brick surface on the upper stories framed by corbelled brickwork, and a decorative brick cornice. Originally, the warehouse also featured unusually small windows, reflecting the building use (these have been replaced with enlarged windows which do not, however, detract from the structure's integrity). This building clearly expresses the warehouse form and the superb brickwork gives it aesthetic appeal.

The finest intact example of the Renaissance Revival Style in lower downtown is the 1903 Carter-Rice Building (1623-25 Blake), a four-story tan brick commercial building. The upper stories of the structure are divided into three recessed bays with paired windows rising to segmental

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 9

arches. Cartouches, roundels and Ionic capitals above the fourth story windows add the classical elements to the design. A particularly notable feature is the unusual roofline with its flared eaves and deep overhang.

One of lower downtown's most outstanding buildings of the early 1900s is the Sugar Building (1530 16th), constructed in 1906 by Gove & Walsh for the Great Western Sugar Company. An early Chicago Style building, it features a functional warehouse design with terra cotta ornament in geometric and foliage patterns. The two upper stories, added by Gove & Walsh in 1912, are crowned with a heavy pressed metal cornice which completes the classical tripartate form associated with the Chicago Style. The building contains the original iron cage and gate Otis elevators, believed to be the only examples of this vintage in Colorado.

Although the 20th Century commercial style is the predominant architecture of the early 1900s, some buildings retained the 19th century tradition. One such example is the Strasser Candy Company (1440 Blake), a three-story brick commercial building built in 1902. With its tall, narrow windows, rusticated sandstone sills, and Italianate bracketed cornice, it clearly expresses the 19th century commercial character of the district.

However, by 1910, lower downtown buildings uniformly reflect the 20th century commercial aesthetic. The Renaissance Revival Style was popular for the more elaborate buildings, as was the Neo-Classical, seen in the design of the Oxford Hotel Annex (1612-1616 17th), built in 1912 by Robert Willison and Montana Fallis. Its gleaming white terra cotta exterior departs from the design of the original Oxford structure and constitutes the only terra cotta building in lower downtown.

Along with the spacious, Renaissance Revival Style warehouses, a plainer, smaller scale type of warehouse building is common to lower downtown from this period. The simple brick warehouses at 1801 Blake Street and 1301 Wazee Street, both built in 1915, are representative of this 20th century type. The minimal detailing of 1801 Blake consists of recessed window bays and a dentiled brick cornice. The Sears & Roebuck Auto Supply Warehouse, 1301 Wazee, maintains this simplicity with recessed upper story window bays, raised brick panels and terra cotta tiles around the third

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 10

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story windows, and a brick paneled cornice. Built in lower downtown through the 1920s, this building type is representative of the shift to more utilitarian warehouse design.

The Beebe & Runyan Building (1863 Wazee), designed in 1931 by Montana Fallis, represents the last major building period in lower downtown. Distinctive for its monochromatic brickwork, towered entry pavillion, geometrical brick detailing and terra cotta tiles, it is the only representation of the Art Deco Style in the district. The last major warehouse building and one of the few survivals of the 1930s, it is associated with the final period of infill construction that occurred in lower downtown prior to the outbreak of World War II in 1941.

There are two railroad bridges which cross Cherry Creek at Wynkoop and Wewatta Streets included in the district as contributing structures. These are designated as bridge #0.27S (Wynkoop Street) and #0.27W (Wewatta Street).

Since milepost 0.0 was located in the center of the yard of the Denver Union Terminal Railway Company, all of these bridges have the milepost of 0.27 miles. A system of letters after the milepost distinguishes one bridge from another. The Atchison Topeka & Santa Fe, however, did have a different milepost number for their bridge which was 737-A.

On Cherry Creek there were seven bridges that had been built by the railroads since 1887. All are standing except two of the bridges. Bridges before the flood of 1878 were pile trestles as seen in several photos of the times. After the 1885 flood, the railroads most likely built pile trestles but later replaced these with iron and later steel bridges.

All of the iron or steel bridges are of the through truss design which was a very popular type of construction in this country. These also are called Pratt Through Truss Bridge or a Warren Through Truss Bridge. Four of the bridges were single track; two of the bridges were double track and only one of the bridges has four tracks.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 11

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BRIDGE # 0.27S Wynkoop Street 1908.  
Built by the Penn. Steel Company. Bridge was shifted on its foundation in 1914. New stringers were added in 1954. The bridge is 109 feet long. Single Track. Warren Through Truss.

This bridge has not been used for many years. On the east side of the creek, the city has paved over the tracks on Wynkoop Street from 17th Street to Cherry Creek. There are no industries or warehouses on this part of the line that requires railroad service. On the west side of the creek, the railroad still has a connecting track to its Seventh Street Yard but this yard has not been used for many years and at present it is the storage place for many hopper cars.

Before this steel bridge, there was a wood pile bridge that was 352 feet long. After the 1878 flood, this pile bridge was destroyed and a new small truss bridge was built before the 1908 bridge was constructed. On some old maps, this is bridge O-A-S.

BRIDGE # 0.27W Wewatta Street 1912. (Or Depot Bridge or #B-0.27)  
Built by the American Bridge Company. The bridge is 108 feet long, double track. Pratt Through Truss.

At one time, this bridge was used by all passenger trains heading south out of Denver Union Station. Today this bridge and track are only used by the D&RGW to reach their Seventh Street yard. The BN and the AT&SF have removed their tracks on the west side of the creek which lead to this bridge. This has been done within the last two years.

The history and ownership of this bridge has changed over the last 100 years. After the 1878 flood, the railroad (DSP&P-C&S) built a pile bridge but it was replaced by a Pratt iron truss on stone abutments in 1880. This was a joint bridge with the D&RG and the DSP&P (at this time owned by the Union Pacific Railroad). This bridge was 110 feet long and 14 feet wide and was Bridge No. 1001 as stated in a bridge record of the Denver, Leadville and Gunnison Railway (later this became part of the Colorado & Southern). In several photos of this bridge taken at the time of the building of the 14th Street Viaduct (1899), it had two tracks and looks a lot wider than 14 feet. There is a listing in a bridge book of 1886 of the Union Pacific which lists 1883 as a built date. This however may be the year in which the second track and bridge was completed.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 12

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In 1912, this older bridge was replaced by the current bridge. This was part of the depot rebuilding project and upgrading of structures in Denver. The bridge was owned at that time by the D&RGW and the C&S (50% each). This was also listed as bridge O-A.

In 1961, the bridge (737-A), next to this bridge, which was owned by the AT&SF and the C&S was torn down. With it gone the railroads routed all traffic from the south over this bridge that needed to go through Denver Union Terminal.

In 1963, the D&RGW and the BN (the C&S) traded some land and with that, this bridge today is 75% owned by the D&RGW and 25% by the BN. The bridge has seen very little use since the D&RGW removed the track from the west side of the bridge to the BN mainline. At this time, all D&RGW trains must use Denver Union Terminal Railway to gain entrance to their Seventh Street Yard.

CONTRIBUTING STRUCTURES

Wynkoop at Cherry Creek	Railroad Bridge # 0.27S	1908
Wewatta St. at Cherry Creek	Railroad Bridge # 0.27W	1915

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Architecture

ca. 1860s-1893

N/A

Commerce

1899-1941

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Aaron Gove & Thomas Walsh

Frank E. Edbrooke

(Cont.)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Lower Downtown Historic District

Architect/Builder (cont.)

F.C. Eberley  
Franklin Goodnow  
J.J. Huddart  
Baerreson Brothers  
Fisher & Fisher  
Robert Willison  
Montana Fallis

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 3

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### 8. Significance

The Lower Downtown Historic District in Denver, Colorado is eligible for certification under National Register criteria A and C. Under criterion A, the district is significant for its role as the early commercial center of Denver and for its association with the growth of the wholesale and warehousing industries in the 19th and early 20th centuries. It is eligible under Criterion C for its fine examples of commercial and warehouse architecture built between the 1860s and 1941. The district represents several periods in Denver's architectural and commercial development and illustrates its growth from a small frontier supply town to a major wholesale center for the Rocky Mountain region.

The original town site of Denver grew up on the east bank of Cherry Creek near the confluence of the South Platte River in 1858. The founders, a group of pioneers from Lawrence, Kansas, laid the town out one mile square beginning at the corner of 14th and Larimer Streets. Their claim was promptly jumped by another group of Kansans, led by General William Larimer, who named the town Denver City after the Territorial Governor.

The founders of the Denver Town Company named the streets running parallel to the Platte River for members of their group, occasionally alternating with an Indian name. The first street was named for Larimer, with McGaa (changed to Market in 1887), Blake, Wazee, and Wynkoop Streets laid out to the northwest. The cross streets were designated by letter with 14th Street as E; progressing eastward up to Q. The present numbering system was adopted in 1873.

During the 1860s, Blake Street was the principal thoroughfare of Denver with businesses also housed on Wazee and Market Streets. This early district had a rather crude appearance, comprised of makeshift wooden buildings. In 1863, a disastrous fire broke out at the corner of Blake and 15th, devastating the area from Market to Wazee between 16th Street and Cherry Creek.

The business district was rapidly rebuilt, but this time in brick. Designed and built by masons, these buildings were of modest proportion and simple design, using only brick for ornamentation. The reconstructed district maintained its



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 4

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random, frontier appearance, as described by Baker & Hafen in their History of Colorado (v. 3, p. 1058):

The business conducted about this center of trade was still as indiscriminate as the earlier buildings which had given it shelter. Saloons, gambling clubs, boarding houses dignified by the name of hotels, a blacksmith shop, banks, retail stores and corrals were oddly gouped together.

The arrival of the Denver Pacific Railroad in 1870 changed the city's status from frontier town to boom town. Prior to 1870, the population of Denver remained under 5,000 and improvements such as street grading, lighting and sidewalks were non-existent. By the end of that decade, the population had swelled to over 35,000.<sup>1</sup>

During the 1870s, the lower downtown area grew into the wholesale center of the city, with numerous businesses established close to the railroad yards immediately northwest of Wynkoop Street. While Blake and Wazee became the focus of the wholesale trade, Market Street expanded with wholesale produce and meat dealers. These remained the major commercial streets, with few buildings fronting on the numbered cross streets. (This pattern of development continued until the 1890s, when the numbered streets became the major business arteries.)

In addition to encouraging development, the coming of the railroad brought a significant change in the architectural character of the commercial district. With sudden access to Eastern architectural ideas and building materials, Denver's buildings began to reflect a greater variety of styles and ornamentation. Most significant was the introduction of cast iron ornamental components, popularized by the 1850 Crystal Palace Exposition. The earliest remaining buildings in lower downtown date from this 1870s period of architectural transition and include excellent examples of the use of cast iron elements such as cornices, storefront columns and window hoods.

While more sophisticated than the buildings of the previous decade, the commercial architecture of the 1870s still represented the work of brick masons and contractors, rather than professionally trained architects. Two- and three-story buildings of modest proportions and brick construction

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 5

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remained the standard for the business district. Architectural ideas were derived principally from pattern book imitation. Denver could not claim its first professional architect until 1879, when Chicagoan Frank E. Edbrooke arrived to supervise the construction of the now demolished Tabor Block and Tabor Grand Opera House in the central business district. The first buildings of grand scale and design in the city, their completion in 1881 marked a significant turning point in the evolution of the commercial district.

The construction of the Tabor buildings coincided with another momentous occurrence in Denver's history - the construction of the Union Depot, the first consolidated railroad user facility. The site selected for the new depot, at 17th and Wynkoop Steets, ensured the future of lower downtown as the wholesale center of the city.

Because of its convenient proximity to the railroad lines, Wynkoop Street took on new importance as a warehousing location. The construction of its first warehouse facilities in the 1880s and 1890s marked the beginning of Wynkoop's "Warehouse Row," which expanded to occupy the 1400 to 1900 blocks during the early 20th century.

During the twelve year period preceding the 1893 Silver Crash, Denver experienced the greatest era of expansion in its history. A boom time for wholesale businesses in the lower downtown district, it was also the height of the hotel industry in this area. The three large hotels in the district - the Columbia, Barth and Oxford - represent the peak of social and business activity that the area achieved before 1893.

The buildings erected in lower downtown during the late 19th century boom period reflect the spirit of prosperity. Larger in scale and more architecturally refined, these commercial structures were designed and built by professional architects, who emigrated to Denver in record numbers during the 1880s. The vogue for Victorian architectural revival styles and the increased use of rusticated stone (predominantly used in foundations and for door/window ornamentation) conveyed a newly-acquired sense of sophistication and permanency.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 6

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Architects who worked in lower downtown during the boom era include Frank Edbrooke, who built the Struby-Estabrook Warehouse in 1885 and the Oxford Hotel in 1891; F.C. Eberley, noted for the 1882 Barth Hotel; Franklin Goodnow, who completed the 1892 renovation of the Columbia Hotel; the Baerreson Brothers, responsible for the remodeling of the Sheridan Building in 1892; and J.J. Huddart, who designed the Barney Gross Supply Building in 1890. Many of these architects enjoyed numerous commissions for buildings in lower downtown and continued to be active in the district into the 1900s.

The Silver Crash of 1893 ended the building boom and sent virtually every industry in Denver into decline. The Post-Crash depression and recovery period lasted nearly seven years, crippling business and construction activity. With the dawning of the 20th century, Denverites began to build an economy based on a more solid foundation.

By 1899, Denver was experiencing an economic revival. The city's growing importance as a distribution center for jobbers and manufacturers made warehouse construction for wholesalers a profitable investment. In March 1899, major warehouse facilities were begun on Wynkoop Street, the city's new "Warehouse Row." Designed by the city's most prominent architects, the buildings which appeared on these blocks in the early 1900s represent the most architecturally significant warehouses in Denver.

The Wynkoop Street warehouses became the 20th century headquarters for some of Denver's most successful pioneer merchants. Among them were John Sidney Brown of Brown Mercantile; Frederick Barteldes of the Barteldes Seed Company; Chester S. Morey, founder of Morey Mercantile; and George Tritch, owner of the George Tritch Hardware Company. All of these important early businesses had their beginnings in lower downtown; Brown and Barteldes once occupied part of the 1516-1538 block of Wazee, one of the earliest remaining row of warehouses in the district (c. 1870s).

From modest beginnings, the pioneer businesses of lower downtown grew into the regional giants of the wholesale industry headquartered in Denver. The Morey Mercantile Company, a food wholesale business which opened its doors in 1884, established itself as one of the largest wholesalers in the Rocky Mountain region with 500 employees and 18

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 7

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branches in Colorado, Wyoming, New Mexico and Nebraska before its 1956 sale to Continental Foods. The J.S. Brown Mercantile, a wholesale grocer which came to rival Morey Mercantile, operated successfully until 1937, when it was sold to the Morey Company. The Barteldes Seed Company and the George Tritch Hardware Company catered to other segments of the regional wholesale market; Barteldes specializing in feed, grain and hay; and Tritch in hardware items. The success of these businesses at the turn of the century is exemplified by the handsome warehouses that were built for them in lower downtown.

Lower downtown's warehouse building boom continued into the 1910s, engineered primarily by the Denver architectural firm of Gove & Walsh, whose straightforward warehouse designs were enlivened with classical elements of the Renaissance Revival and Chicago Styles. The historic district buildings credited to this firm include the C.S. Morey Mercantile (1896); the Spice & Commission Warehouse (1899); the J.S. Brown Mercantile (1902); the Sugar Building and its addition (1912); the Barteldes Seed Company (1906); and the Peters Paper Company (1915).

During the 1920s, commercial and warehouse buildings constructed in the district took on a smaller scale and a plainer, more utilitarian appearance. Construction slacked off in the Depression years of the 1930s, notable only for the completion of the splendid Art Deco, Beebe & Runyan Building in 1931. The last major building period in lower downtown came to an end in 1941, with the beginning of World War II.

While the Lower Downtown Historic District has lost a number of buildings in recent years due to demolition, a trend toward rehabilitation and restoration of older buildings has been in evidence since the late 1970s. Today, the majority have been renovated for office space, commercial businesses and restaurants.

The Lower Downtown Historic District includes a wide representation of architectural styles and periods reflecting Denver's growth from frontier town to boom town. Its buildings further reflect the evolution of this area as an important regional wholesale and warehouse supply center. Although a small number of buildings are of modern construction or have been altered, the district contains one

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 8

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of the most intact collections of late 19th century and  
early 20th century commercial and warehouse architecture in  
Colorado.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 9

### NOTES

1 In 1879, the railroad lines were constructed to Denver to bring in supplies to the area. The first railroad was the Denver Pacific which later became a part of the Union Pacific Railroad system. Soon after the Denver Pacific line, several railroads built their lines south and west out of Denver. They were the Denver & Rio Grande (D&RG) and the Denver, South Park & Pacific (DSP&P) which later became the Colorado & Southern (C&S). Two railroads built from the south towards Denver were the Atchison, Topeka & Santa Fe (AT&SF) and the Denver & New Orleans (D&NO) which would become another part of the Colorado & Southern. The last railroad to be mentioned is the Chicago Burlington & Quincy (CB&Q) which today is the Burlington Northern (BN). Later the Colorado & Southern became part of the CB&Q which later became the BN.

The various railroad lines traversed through the Platte Valley, crossing back and forth over Cherry Creek. By the mid 1880s, there were the following railroads operating over Cherry Creek. They were the Denver & Rio Grande, the Colorado & Southern (DSP&P and D&NO), the Atchison, Topeka & Santa Fe and the Chicago Burlington & Quincy (B&C RR). There have been seven railroad bridges built across Cherry Creek since 1887. Five are still in place.

#### Cherry Creek

Most of the time, Cherry Creek is a peaceful little creek and it got its name from the Chokecherry bushes which used to line its banks. With the new city of Denver building everywhere, these shrubs disappeared. The small amount of water in the creek as it wanders through the city is deceptive. In the past there have been six major, destructive floods which effected the city and the railroads.

#### Cherry Creek Floods

May 22, 1876	July 14, 1912
May 22, 1878	July 28, 1922
July 26, 1885	August 3, 1933

After the 1885 flood, the city government, the railroads and area businesses started a construction job of walling, bricking and channeling the creek. Sometime in 1907-1908, the lower downtown area near Denver's Union Station and the (C&S) Rice Yard were walled. This was an important step in making sure the flood waters did not wash away the railroad bridges again. In the 1878 flood all of the railroad and street bridges were washed away. Therefore any bridge on Cherry Creek can only date from 1878. The 1885 flood was the largest of the Cherry Creek floods.

The South Platte River at times did flood but only a few of the floods hampered the railroads. The major South Platte floods were May 31, 1894, June 2, 1921, September 9-10, 1933 and June 16, 1965.

**9. Major Bibliographical References**

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property 97

UTM References

A 

1	3	4	9	9	6	8	0	4	3	9	9	8	8	0
Zone		Easting						Northing						

B 

1	3	4	9	9	8	9	0	4	4	0	0	0	7	0
Zone		Easting						Northing						

C 

1	3	4	9	9	9	6	0	4	4	0	0	0	5	0
Zone		Easting						Northing						

D 

1	3	5	0	0	2	8	0	4	4	0	0	3	3	0
Zone		Easting						Northing						

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

**11. Form Prepared By**

name/title Rebecca Herbst  
organization Consultant date August 1988  
street & number 7474 E. Arkansas #2704 telephone 745-0712  
city or town Denver state CO zip code 80231

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Lower Downtown Historic District

### Major Bibliographical References

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- Long-Hoeft Architects. Lower Downtown Inventory, 1980.
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- Smiley, Jerome. History of Denver. Denver: Old Americana Publishing Co., 1901; reprinted 1978.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 10 Page 2

Lower Downtown Historic District

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## Geographical Data

### UTM References

	Zone	Easting	Northing
E.	13	500360	4400240
F.	13	500460	4400330
G.	13	500650	4400140
H.	13	500020	4399550
I.	13	500060	4399510
J.	13	499920	4399410

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 Page 3

Lower Downtown Historic District

### Verbal Boundary Description

The Lower Downtown Historic District is situated within the corporate limits of the city of Denver. District boundaries follow streets and alleys between streets. The western boundary is delineated by 13th Street (excluding the 13th Street Viaduct built in 1956). The southeastern boundary runs along Larimer Street between 13th and 14th Streets and along the alley between Market and Larimer Streets from 14th Street to 20th Street. Twentieth Street between the Larimer/Market alley and Wazee Street forms the northeastern boundary. On the northwest, the boundary is stepped along Wazee, Wynkoop and Wewatta Streets. See city plat map with boundaries drawn.

### Boundary Justification

The district is a cohesive collection of late 19th and early 20th century resources that form the original wholesale and warehouse district of Denver. Boundaries are drawn to exclude resources that are out of context with the district (e.g. railroad the industrial properties to the northeast and northwest of the district boundaries). The segment of Cherry Creek between Larimer and Wewatta Streets is also included, as a resource that played a significant role in the development of the historic district. The district is primarily made up of the area which the city has designated as the B-7 Zoning District to promote revitalization of lower downtown and discourage demolition. Overall, the district retains a high degree of architectural and historical integrity.

*Upper West of  
Certified Buildings*

LOWER DOWNTOWN HISTORIC DISTRICT  
LIST OF CONTRIBUTING BUILDINGS

1421 Blake Street	Commercial Building	1910 (est.)
1421 Blake Street	Warehouse Building	1920 (est.)
1430 Blake Street	Garage	1910 (est.)
1434 Blake Street	Commercial Building	1920 (est.)
1440 Blake Street	Straser Candy Co.	1902
1444 Blake Street	Commercial building	1911
1514 Blake Street*	Barney Ford's People's Restaurant	1863 Landmark Nat'l Reg.
1515 Blake Street	Stores Equipment Co.	1900 (est.)
1516 Blake Street*	Commercial Building	1890 (est.)
1520-22 Blake St.*	Corn Exchange Saloon(site)	1890
1521-23 Blake St.	Commercial Building	1885 (est.)
1525 Blake Street	K & B Packing and Provision Co. (Berardi and Sons)	1910 (est.)
1526 Blake Street	Commercial Building	1890 (est.)
1600 Blake Street	RTD (Horwitz Bldg.)	1890 (est.)
1623-25 Blake St.*	Carter-Rice Building Leonard Joseph Building	1903 Nat'l Register
1630 Blake Street	Horwitz Building (RTD)	1882
1635 Blake Street	Commercial Building	1900 (est.)
1725 Blake Street	Colo. Sheet Metal Works	1890 (est.)
1730 Blake Street	Cheotech Building	1930 (est.)
1732-70 Blake St.* 1420-30 18th St.	Blake Street Bath and Racquet Club	1881 Landmark
1755 Blake Street	Commercial Building	1920 (est.)
1801 Blake Street	Commercial Bldg. (Dikeou)	1915
1810 Blake Street	Commercial Building	1890 (est.)
1818-26 Blake St.	J.A. Hingley Machine Co.	1900 (est.)
1821 Blake Street	Commercial Building	1900 (est.)
1836 Blake Street	Commercial Building	1920 (est.)
1855-63 Blake St.	Commercial Building	1918
1862 Blake	Crocker Cracker Factory and Blake Street Terrace	1890 (est.) Nat'l Reg.
1902 Blake Street	Warehouse Building	1920 (est.)
1909 Blake Street	Commercial Building	1900 (est.)
1930-38 Blake St.	Warehouse/Mill Building	1924
1940-46 Blake St.	Commercial Building	1900 (est.)
1948 Blake Street	Decorator's Walk	1900 (est.)
1962 Blake Street	Commercial Building	1900 (est.)
•		
1400 Market	Commercial Building	1890 (est.)
1411 Market	Commercial Building	1924
1414-16 Market		1890 (est.)
1417 Market	Commercial Building	1907
1425 Market	Commercial Building	1910 (est.)
1429 Market	Commercial Building	1900 (est.)
1435 Market	Commercial Building	1900 (est.)
1437 Market	Commercial Building	1900 (est.)

1440 Market	Commercial Building	1890
1444 Market*	Kessler's Egg Market	1887 (est.)
1448 Market	Country Sandwich Shop	1900 (est.)
1515-31 Market*	Commercial Building	1880 (est.)
1620 Market*	Hitchings Block	1893 LM(est.)
1624 Market*	Liebhardt-Lindner Block	1881 Landmark
1626-32 Market*	McCrary Block	1884 Landmark
1642 Market*	Waters Building	1885 Landmark
1644-64 Market*	Gorsline Building	1884 Landmark
1900 Market	Denver Fire Dept. Line Shop	1940 (est.)
1917 Market	Warehouse	1920 (est.)
1920 Market	Warehouse	1920 (est.)
1936 Market	Warehouse	1910 (est.)
1941 Market	Warehouse	1930 (est.)
1944-46 Market	Warehouse	1920 (est.)
1949-55 Market	Warehouse	1930 (est.)
1301 Wazee	Sears & Roebuck	1915
1333 Wazee	Acme Upholstery	1909
1408-14 Wazee	Commercial Building	1900 (est.)
1435 Wazee	Commercial Building	1927
1441 Wazee	Wire Works Co.	1903
1444 Wazee	Elephant Corral	1885 (est.)
1513 Wazee	Karmen	1901
1516 Wazee	Commercial Building	1885 (est.)
1520 Wazee	Commercial Building	1885 (est.)
1527 Wazee	Karmen	1889
1528 Wazee	Commercial Building	1885 (est.)
1534 Wazee	Commercial Building	1890 (est.)
1538 Wazee	Commercial Building	1885 (est.)
1540 Wazee	Commercial Building	1890 (est.)
1543 Wazee	Kansas Plow Company	
1549-63 Wazee*	Henry Lee/Morey	1890
16th Street	Mercantile Co.	
1554 Wazee*	Sugar Building Addition	1912 Nat'l Register
1612 Wazee*	Barney Gross Supply	1890
1625 Wazee	Peters Paper Company	1915
1626 Wazee	Commercial Building	1909
1637 Wazee	Commercial Building	1915 (est.)
1701 Wazee	Grand Central Hotel	1890 (est.)
1601-1615 17th Street		
1715-19 Wazee	Commercial Building	1900 (est.) -
1730 Wazee	Commercial Building	1925 (est.)
1740 Wazee	S.H. Supply Co.	1909
1743 Wazee	Henry and Bolthoff	1910 (est.)
1745 Wazee*	Commercial Building	1900 (est.)
1863 Wazee*	Beebe/Runyan	1931
1980 Wazee	Design Center	1890 (est.)
1441-49 Wynkoop	Weicker Warehouse #1	1910 (est.)
1430 Wynkoop	Tritch Hardware Warehouse Terminal Annex	1900 (est.)

1536 Wynkoop	Kennicott-Patterson Transfer and Storage	1908
1538 Wynkoop	Morey Mercantile	1900 (est.)
1600 Wynkoop*	Barteldes Seed Warehouse	1906
1610 Wynkoop	Grete Western Stove Co.	1910
1738 Wynkoop*	Spice Warehouse and Commission House (Edward W. Wynkoop)	1899 Landmark
1318-22 15th St.	Commercial Building (Crest)	1920 (est.)
1328 15th St.	Country Sandwich Shop	1900 (est.)
1331 15th St.	Commercial Building	1885 (est.)
1338 15th St.*	Wells Fargo Building (Life Cycle)	1874 Landmark
1409 15th St.		1900 (est.)
✓ 1425-31 15th St.*	Store Equip. Co.	1889
1521 15th St.	Commercial Building	1900 (est.)
1524 15th St.	Commercial Building	1890 (est.)
1529 15th St.	Commercial Building	1890 (est.)
1538 15th St.	Commercial Building	1885 (est.)
1600 15th St.	Wazee Lounge	1890 (est.)
1611 15th St.	Commercial Building	1900 (est.)
1501 Wazee		
1608 15th St.	Commercial building	1890 (est.)
1610 15th St.	Commercial Building	1890 (est.)
1614 15th St.	Commercial Building	1890 (est.)
1626-38 15th St.	Sprattlin Anderson Grocery	1900 (est.)
1450 Wynkoop	Davis Brothers Drug	Nat. Reg.
1631 15th St.*	M.J. O'Fallon Supply Co. Colorado Saddlery Co.	1908
1700 15th St.	Weicker Transfer and Storage	1918
1530-36 16th St.*	Sugar Building	1906 Nat'l Register
1628 16th St.*	Morey Mercantile Co.	1896
1320-80 17th St.*	Columbia Hotel	1878 Landmark
1433 17th St.	St. Elmo Hotel	1895 (est.)
1514 17th St.*	Barth Hotel	1882 Landmark Nat'l Reg.
1521-35 17th St.	Terminal Bar	1900 (est.)
1600 17th St.*	Oxford Hotel	1891 Landmark Nat'l Reg.
1624 Wazee		
1612-16 17th St.*	Oxford Hotel Annex	1912 Landmark
1635 17th St.*	Sheridan Heritage Bldg.	1883 Landmark
1660 17th St.*	Struby-Estabrook	1890 (est.)
1640 Wynkoop		
1441 18th St.*	General Electric Bldg.	1906 Nat'l Register
1621 18th St.	B.D.T. Warehouse 18th Street Atrium	1920 (est.)

1634 18th St.	J.S. Brown Mercantile Company	1902
1529 19th St. 1527-43 19th St.	Wazee Exchange	1890 (est.)
1324 20th St. 1320 20th St.	Marcus Hotel	1910 (est.)

The \* designates buildings which not only contribute to the historic district potential, but also are eligible for individual National Register listing and/or Denver Landmark status. Landmark denotes Denver Landmark status.

**LOWER DOWNTOWN HISTORIC DISTRICT  
LIST OF NONCONTRIBUTING BUILDINGS**

1301 Blake Street	Fire Dept. Station No. 6	1949
1401 Blake Street	Commercial Building	1904
1420 Blake Street	Commercial Building	1945
1443 Blake Street	Commercial Building	1965 (est.)
1528 Blake Steet	Commercial Building	
1601 Blake St.	Commercial Building	1983
1808 Blake St.	Warehouse Building	1900 (est.)
1825 Blake Street	Commercial building	
1835 Blake Street	Commercial Building	
1860 Blake Street	Blake Street Terrace	1960
1917-19 Blake	Design Center	1960
1925 Blake Street	Design Center	
1939 Blake Street	Design Center	
1981 Blake Street	Commercial Building	
1410 Market	Commercial Building	1890 (est.)
1445 Market	Market Park	1956
1520 Market	Rocky Mtn. Seed Co.	1889
16th & Market	Market Street Station	1983
1790 Market	Garage Building	1985 (est.)
1799 Market	Garage Building	1985 (est.)
1850 Market	Commercial Building	1945 (est.)
1890 Market	Commercial Building	1945
1322 19th Street		
1923 Market	Warehouse	1950 (est.)
1937 Market	Warehouse	1945 (est.)
1942 Market	Commercial Building	
1962 Market	El Chapultepec	1945 (est.)
1620-22 Wazee	Commercial Building	1981
1617-21 Wazee		1940 (est.)
1731 Wazee	Commercial Building	1965 (est.)

1801 Wazee	Parking Garage	1983 (est.)
1812 Wazee	Warehouse Building	1940 (est.)
1819 Wazee	Casual Furniture	1970 (est.)
1501 Wynkoop	U.S. Post Office	1960 (est.)
1660 Wynkoop	Office and Parking Bldg.	1983
1325 15th St.	Rock Mtn Seed Co.	1920 (est.)
1428 15th St.	Eastern Mtn. Sports	1960 (est.)
1446 Blake		
1350 16th St.	Dave Cook	1978 (est.)
1331 17th St.	Guaranty Bank	1983 (est.)
1700 Market		
1401 17th St.	Alamo Plaza	1981
1523 18th St.	Commercial Building	1945 (est.)
1401 19th St.	Channel/Chaffin	1978
1901 Market		
1400 20th St.	Hank's Radiator	1932
1520 20th St.		1900 (est.)
Cherry Creek	Market St. Bridge	1985
Cherry Creek	Blake St. Bridge	1984
Cherry Creek	Wazee St. Bridge	1985

disc: listmjr

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# National Register of Historic Places Continuation Sheet

Section number Photos Page 1

Lower Downtown Historic District

## LOWER DOWNTOWN HISTORIC DISTRICT PHOTOGRAPHS

### General Information:

LOCATION OF PROPERTY: Denver, Colorado  
PHOTOGRAPHER: Rebecca Herbst  
DATE OF PHOTOGRAPH: July 1988  
LOCATION OF NEGATIVE: City of Denver Planning Office

<u>PHOTO #</u>	<u>BUILDING NAME/ADDRESS</u>	<u>VIEW</u>
1	Weicker Transfer & Storage Warehouses 1441-49 Wynkoop/1700 15th Street	N
2	Streetscape showing warehouses 1600-1800 block Wynkoop Street	E
3	Barteldes Seed Co. Warehouse 1600 Wynkoop Street	S
4	Streetscape 17th Street, south of Wynkoop Street	SE
5	Struby-Estabrook Warehouse 1660 17th Street	S
6	Sheridan Heritage Building 1635 17th Street	E
7	Oxford Hotel Annex 1612-16 17th Street	S
8	J.S. Brown Mercantile 1634 18th Street	S
9	Sears & Roebuck Warehouse/Acme Upholstery Co. 1301 Wazee/1333 Wazee	W
10	Streetscape Wazee Street, west of 15th Street	SW
11	Streetscape showing c. 1870s row of warehouses 1516-38 Wazee Street	S
12	Sugar Building 1530-36 16th Street	S



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number Photos Page 2Lower Downtown Historic District

<u>PHOTO #</u>	<u>BUILDING NAME/ADDRESS</u>	<u>VIEW</u>
13	Streetscape Wazee Street, east of 16th Street	NE
14	Barney Gross Supply 1612 Wazee Street	E
15	Peters Paper Company 1626 Wazee Street	W
16	Oxford Hotel 1600 17th Street	W
17	Streetscape North side, 1600-1700 block Wazee Street	W
18	Garage - noncontributing resource 1801 Wazee Street	N
19	Beebe & Runyan Building 1863 Wazee Street	W
20	Wazee Exchange 1527-43 19th Street	E
21	Strasser Candy Company 1440 Blake Street	S
22	Commercial Building 1516 Blake Street	SE
23	Commercial Building 1520 Blake Street	S
24	Streetscape Blake Street, east of 16th Street	NE
25	Carter-Rice Building 1623-25 Blake Street	W
26	Barth Hotel 1514 17th Street	W
27	Warehouse 1801 Blake Street	N

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number Photos Page 3Lower Downtown Historic District

<u>PHOTO #</u>	<u>BUILDING NAME/ADDRESS</u>	<u>VIEW</u>
28	Crocker Cracker Factory 1862 Blake Street	S
29	Streetscape Blake Street, west of 19th Street	SW
30	Streetscape South side, 1900 block Blake Street	S
31	Cherry Creek South of Market Street Bridge	S
32	Commercial building - noncontributing resource 1410 Market Street	SE
33	Wells Fargo Building 1338 15th Street	S
34	Streetscape, c. 1870s commercial row 1515-31 Market Street	N
35	Hitchings Block 1620 Market Street	S
36	Streetscape, 1880s-1890s commercial row 1620-60 Market Street	S
37	RTD Station - noncontributing resource North side, 1600 block Market Street	W
38	Columbia Hotel 1320-80 17th Street	S
39	Commercial Building - noncontributing resource 1942 Market Street	SE
40	Streetscape Market Street, west of 20th Street	SW

Lower Downtown Historic District  
Index to Slides for National Register Nomination

<u>Frame No.</u>	<u>Building name/Address</u>
1	Streetscape, 1880s-90s commercial row 1620-60 Market Street
2	Barth Hotel 1514 17th Street
3	Warehouse (c. 1915) 1801 Blake Street
4	Crocker Cracker Factory 1862 Blake Street
5	Beebe & Runyan Building 1863 Wazee Street
6	Streetscape South side, 1700-1800 block Blake Street (View to south)
7	Streetscape South side, 1900 block Blake Street (View to south)
8	General Electric Building 1441 18th Street
9	Garage - noncontributing resource 1801 Wazee Street
10	Streetscape North side, 1500-1700 blocks Wazee Street (View to west)
11	J.S. Brown Mercantile 1634 18th Street
12	Streetscape 17th Street, south of Wynkoop Street (View to southeast)
13	Sheridan Heritage Building 1635 17th Street
14	Barteldes Seed Co. Warehouse 1600 Wynkoop Street
17	Oxford Hotel Annex 1612-16 17th Street

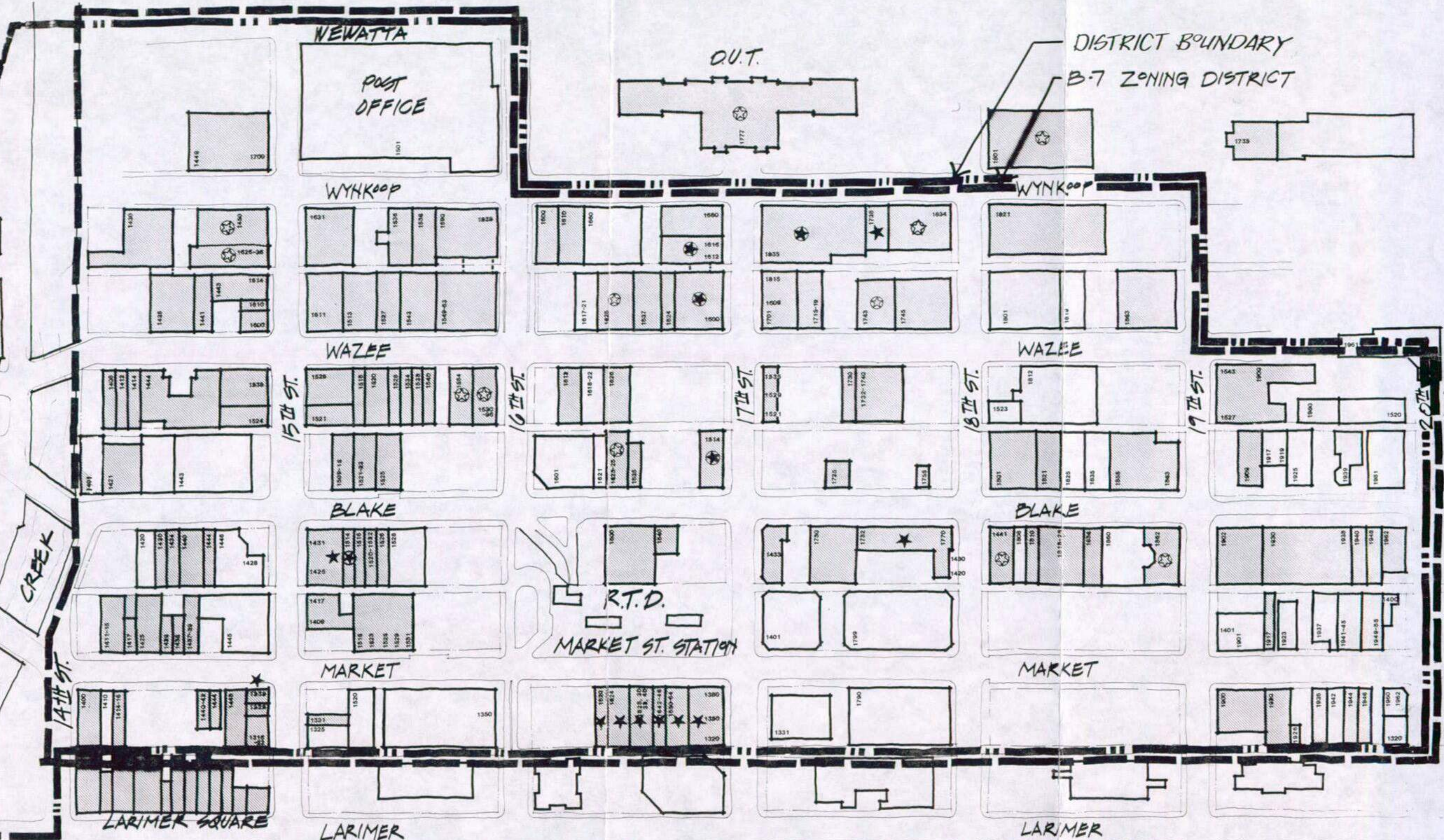
Lower Downtown Historic District  
 Index to Slides for National Register Nomination

<u>Frame No.</u>	<u>Building name/Address</u>
18	Oxford Hotel 1600 17th Street
19	Streetscape North side, 1500 block Wazee Street (View to west)
20	Sugar Building 1530-36 16th Street
21	Streetscape showing c. 1870s warehouse row 1516-38 Wazee Street
25	Commercial building 1516 Blake Street
26	Commercial building 1520 Blake Street
28	Carter-Rice Building 1623-25 Blake Street
29	Strasser Candy Company 1440 Blake Street
30	Sears & Roebuck Warehouse/Acme Upholstery Co. 1301 Wazee/1333 Wazee
31	Weicker Warehouses 1441-49 Wynkoop/1700 15th Street
32	Cherry Creek South of Market Street Bridge
33	Commercial building - noncontributing resource 1410 Market Street
34	Commercial buildings (c. 1870s) 1440 Market/1444 Market
35	Wells Fargo Building 1338 15th Street
36	Streetscape, commercial row 1515-31 Market Street
37	RTD Market Street Station - noncontributing North side, 1600 block Market Street
38	Blake Street Bath & Racquet (commercial row) 1732-70 Market Street



**KEY:**

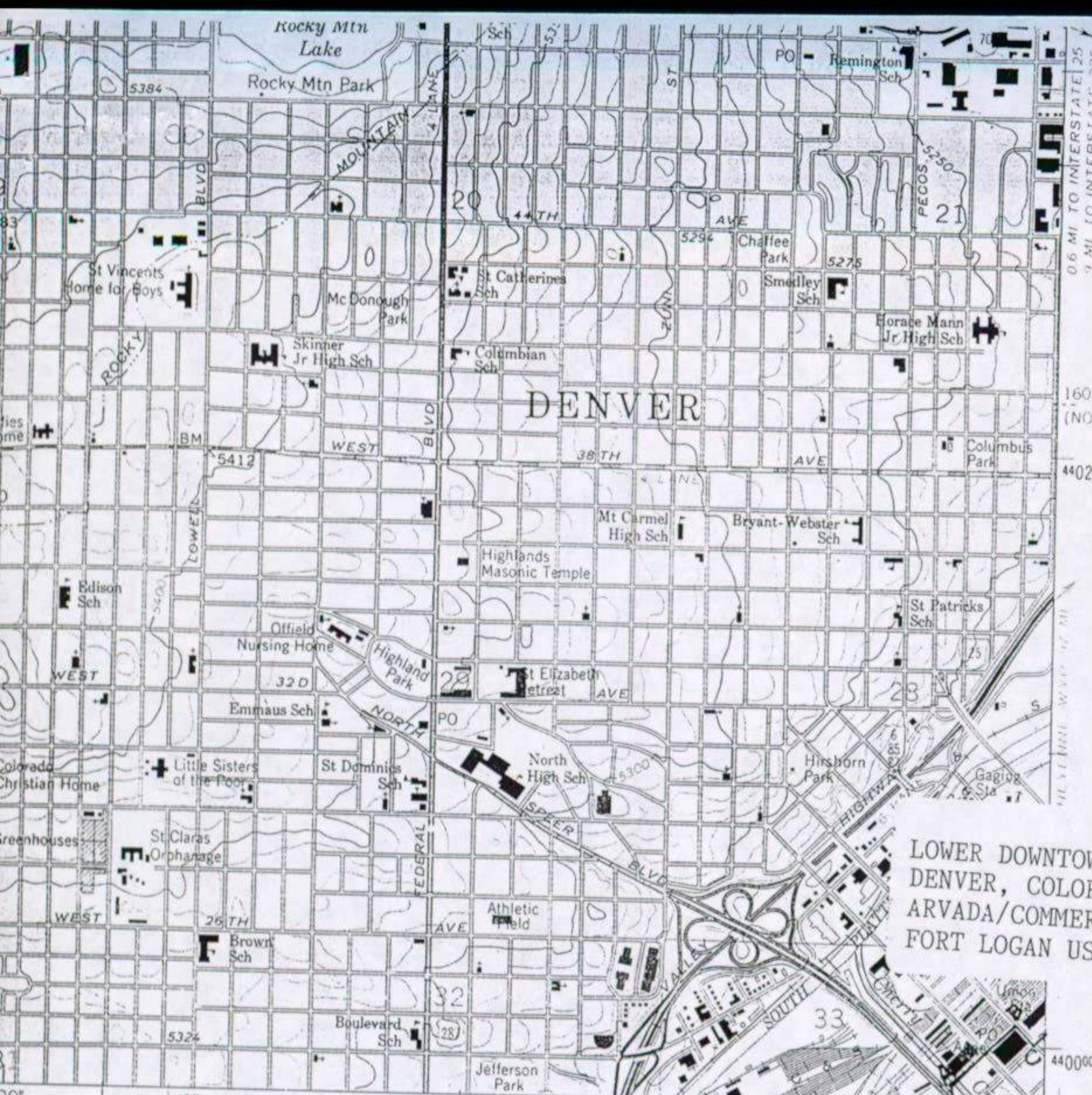
- DENVER HISTORIC LANDMARK
- NATIONAL REGISTER
- DENVER LANDMARK & NATIONAL REG.
- CONTRIBUTING BUILDING
- NON-CONTRIBUTING BUILDING



DISTRICT BOUNDARY  
B-7 ZONING DISTRICT

# LOWER DOWNTOWN HISTORIC DISTRICT

MAR. 94



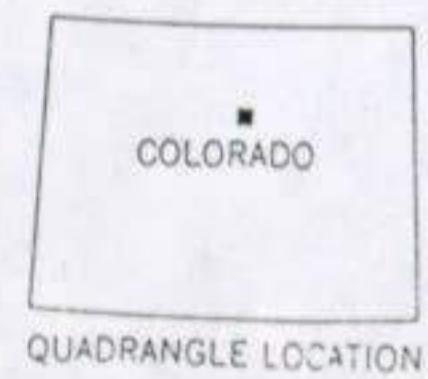
0.6 MI TO INTERSTATE 25  
 9 MI TO INTERSTATE 225  
 160,000 FEET (NORTH)  
 4402  
 4400000m. N.  
 39°45'

LOWER DOWNTOWN HISTORIC DISTRICT  
 DENVER, COLORADO  
 ARVADA/COMMERCE CITY/ENGLEWOOD/  
 FORT LOGAN USGS QUADRANGLES

INTERIOR- GEOLOGICAL SURVEY, RESTON, VIRGINIA-1980  
 499000m. E. 2 140 000 FEET (NORTH) 105°00'

**ROAD CLASSIFICATION**

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt	-----
Interstate Route	—————	U.S. Route	—————
		State Route	—————



ARVADA, COLO.  
 N3945 - W10500/7.5

1965  
 PHOTOREVISED 1980  
 DMA 4963 1 SE-SERIES V877

(ENGLEWOOD)  
 5063 111 NW

FORT LOGAN QUADRANGLE  
COLORADO

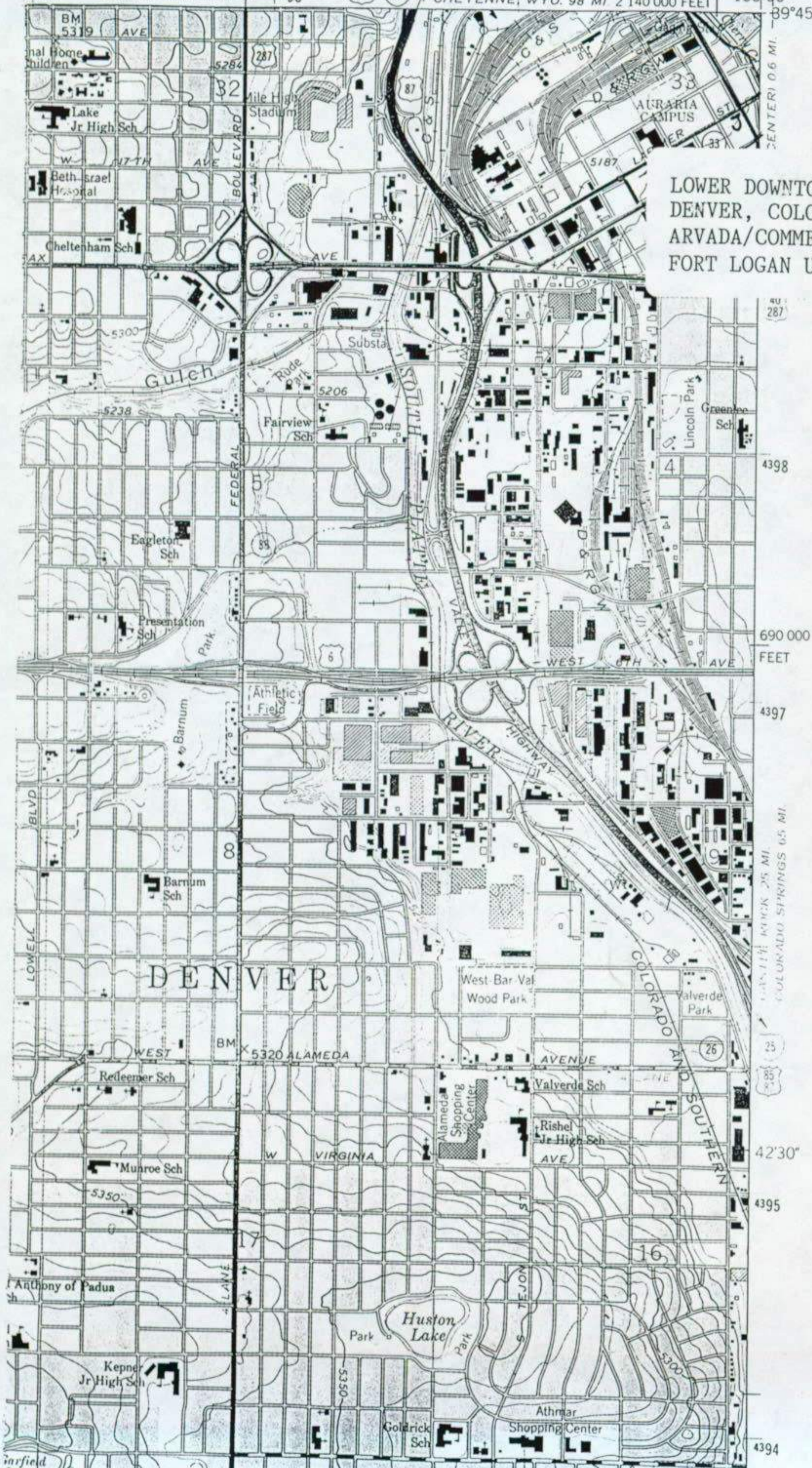
7.5 MINUTE SERIES (TOPOGRAPHIC)

5063 IV SW  
COMMERCE CITY

FORT COLLINS 62 MI.  
LAFAYETTE 21 MI.

497 498 CHEYENNE WYO. 98 MI 2 140 000 FEET

105°00'  
89°45'



LOWER DOWNTOWN HISTORIC DISTRICT  
DENVER, COLORADO  
ARVADA/COMMERCE CITY/ENGLEWOOD/  
FORT LOGAN USGS QUADRANGLES

690 000  
FEET

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42°30'

4395

16

4394

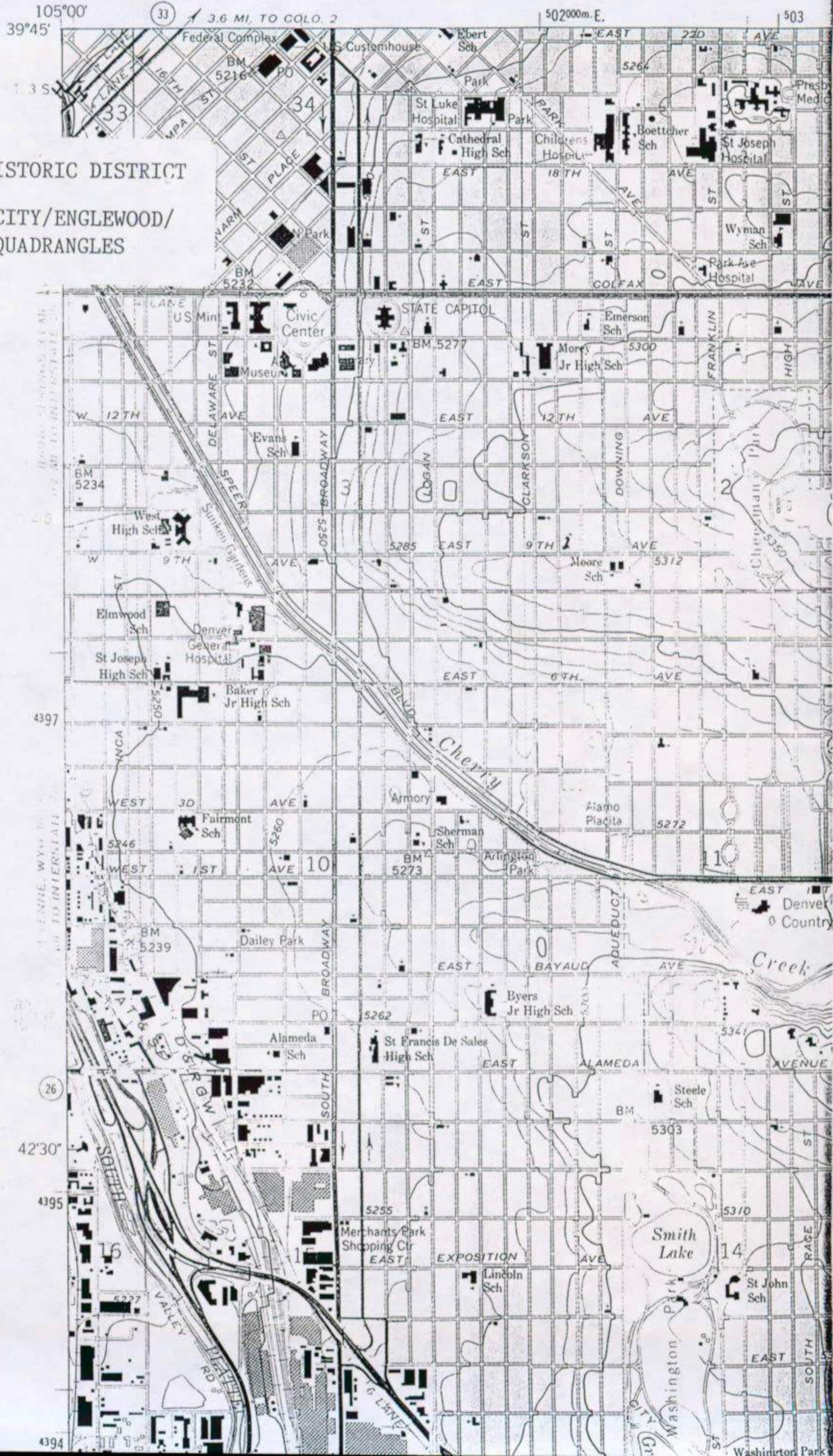
4394

4394

4394

1963 I SE  
(ARVADA)

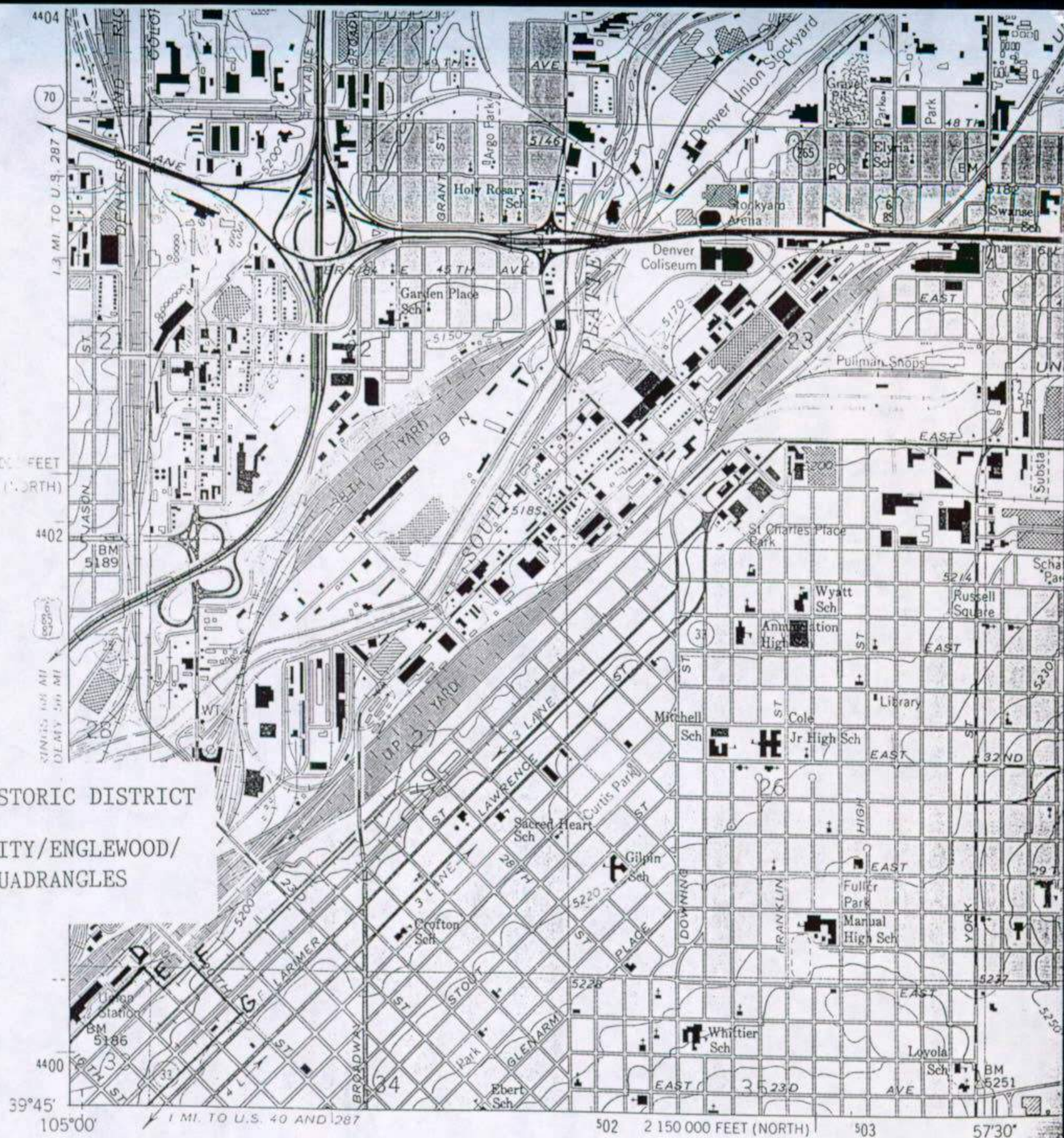
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



LOWER DOWNTOWN HISTORIC DISTRICT  
DENVER, COLORADO  
ARVADA/COMMERCE CITY/ENGLEWOOD/  
FORT LOGAN USGS QUADRANGLES



LOWER DOWNTOWN HISTORIC DISTRICT  
DENVER, COLORADO  
ARVADA/COMMERCE CITY/ENGLEWOOD/  
FORT LOGAN USGS QUADRANGLES



IFORT LOGANI  
4963 11 NE

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1964. Field checked 1965. Supersedes Derby map dated 1957

Polyconic projection 1927 North American datum  
10,000-foot grids based on Colorado coordinate system,  
north and central zones

1000-meter Universal Transverse Mercator grid ticks,  
zone 13, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence lines

To place on the predicted North American Datum 1983  
move the projection lines 5 meters north and  
47 meters east as shown by dashed corner ticks



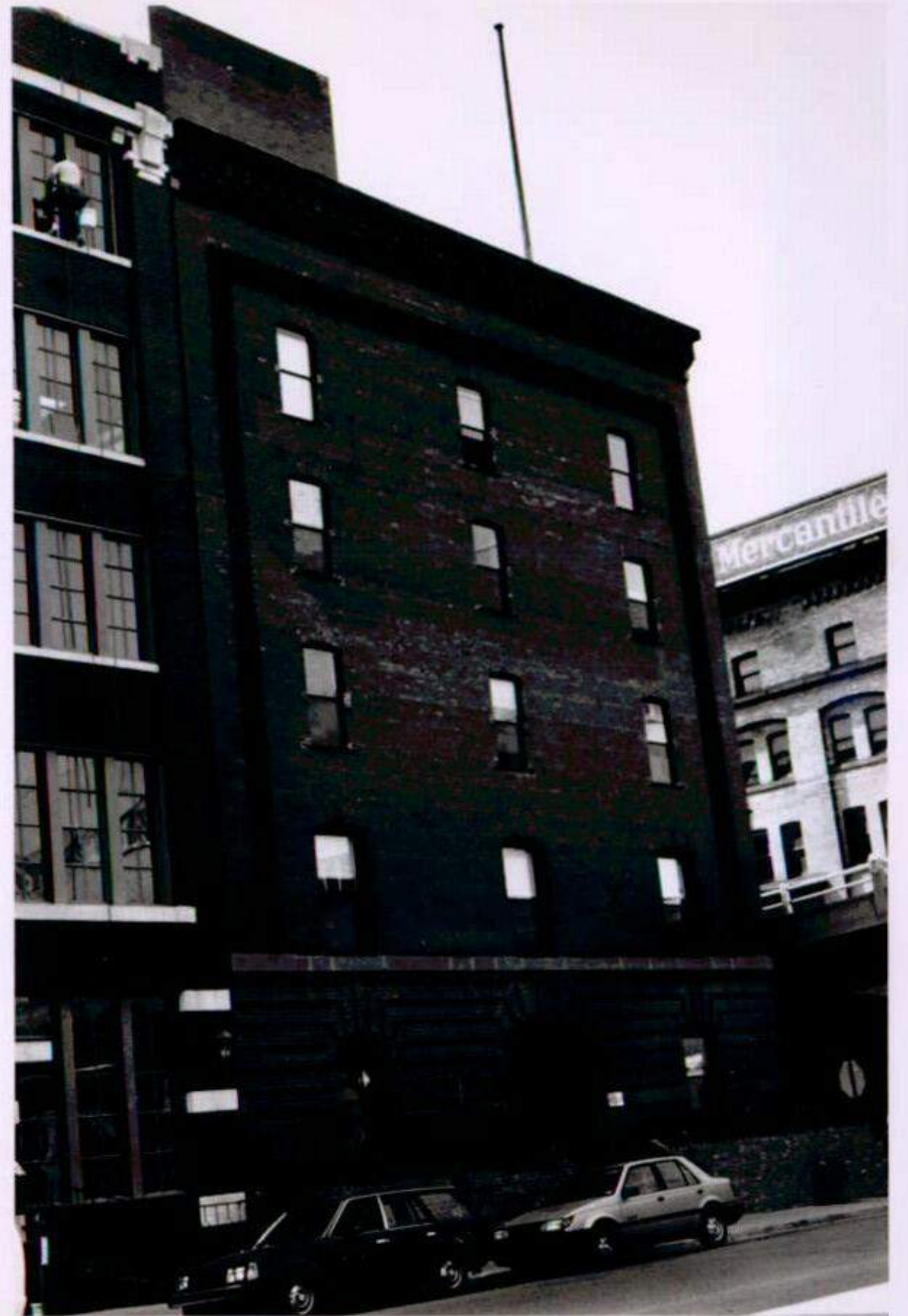
UTM GRID AND 1980 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET

Revisions shown in purple compiled from aerial photographs taken 1978 and other source data. This information field checked. Map edited 1980

Purple tint indicates extension of urban areas



Lower Downtown Historic District #1  
Denver, Colorado



Lower Downtown Historic District #3  
Denver, Colorado



Lower Downtown Historic District #2  
Denver, Colorado



Lower Downtown Historic District #4  
Denver, Colorado



Lower Downtown Historic District #5  
Denver, Colorado



Lower Downtown Historic District #6  
Denver, Colorado



Lower Downtown Historic District #7  
Denver, Colorado



Lower Downtown Historic District #8  
Denver, Colorado



Lower Downtown Historic District #9  
Denver, Colorado



Lower Downtown Historic District #10  
Denver, Colorado



Lower Downtown Historic District #11  
Denver, Colorado



Lower Downtown Historic District #12  
Denver, Colorado



Lower Downtown Historic District #13  
Denver, Colorado





Lower Downtown Historic District #14  
Denver, Colorado



Lower Downtown Historic District #15  
Denver, Colorado



Lower Downtown Historic District #16  
Denver, Colorado



Lower Downtown Historic District #17  
Denver, Colorado



Lower Downtown Historic District #18  
Denver, Colorado



Lower Downtown Historic District #19  
Denver, Colorado



Lower Downtown Historic District #20  
Denver, Colorado



Lower Downtown Historic District #21  
Denver, Colorado



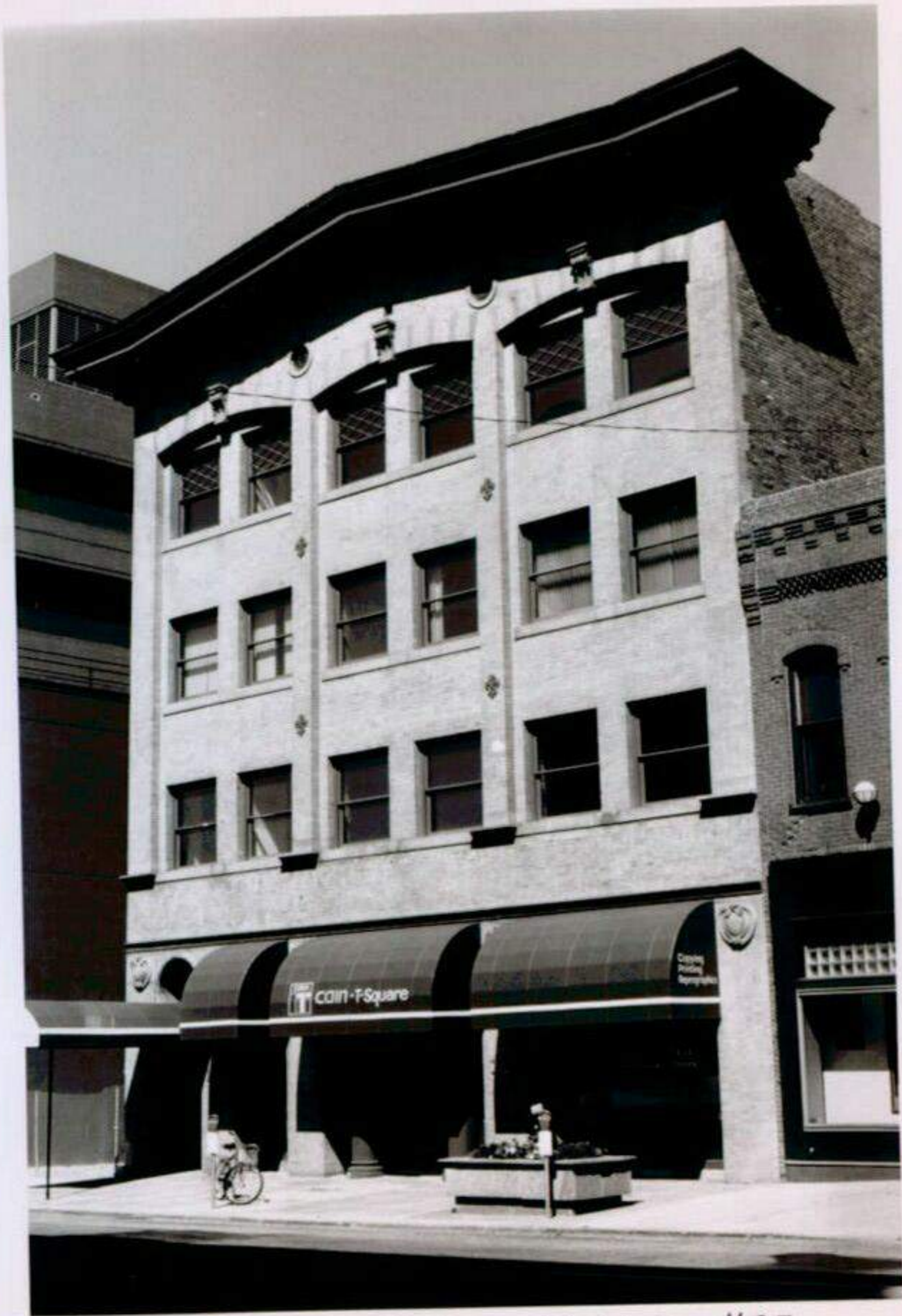
Lower Downtown Historic District #23  
Denver, Colorado



Lower Downtown Historic District #22  
Denver, Colorado



Lower Downtown Historic District #24  
Denver, Colorado



Lower Downtown Historic District #25  
Denver, Colorado



Lower Downtown Historic District #26  
Denver, Colorado



Lower Downtown Historic District #27  
Denver, Colorado





Lower Downtown Historic District #28  
Denver, Colorado



Lower Downtown Historic District #29  
Denver, Colorado



Lower Downtown Historic District #30  
Denver, Colorado



Lower Downtown Historic District #31  
Denver, Colorado



Lower Downtown Historic District #32  
Denver, Colorado



Lower Downtown Historic District #35  
Denver, Colorado



Lower Downtown Historic District #33  
Denver, Colorado



Lower Downtown Historic District #34  
Denver, Colorado



Lower Downtown Historic District #36  
Denver, Colorado



Lower Downtown Historic District #37  
Denver, Colorado



Lower Downtown Historic District #38  
Denver, Colorado



Lower Downtown Historic District #39  
Denver, Colorado



Lower Downtown Historic District #40  
Denver, Colorado