

**Survey Report  
for the 2001 Cultural Resource Survey  
of Historic Northeast Lakewood  
May 31, 2002**

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**Cover Photos – Clockwise from top right: Casa Bonita at JCRS Shopping Center;  
Lakewood Brick and Tile plant; William and Miranda Loveland residence at  
1435 Harlan Street; former chicken sheds at 800 Fenton; Rocky Mountain  
Motel sign; community mural project in Edgewood; and JCRS dairy circa 1920  
(courtesy JCRS/AMC and Beck Archives).**

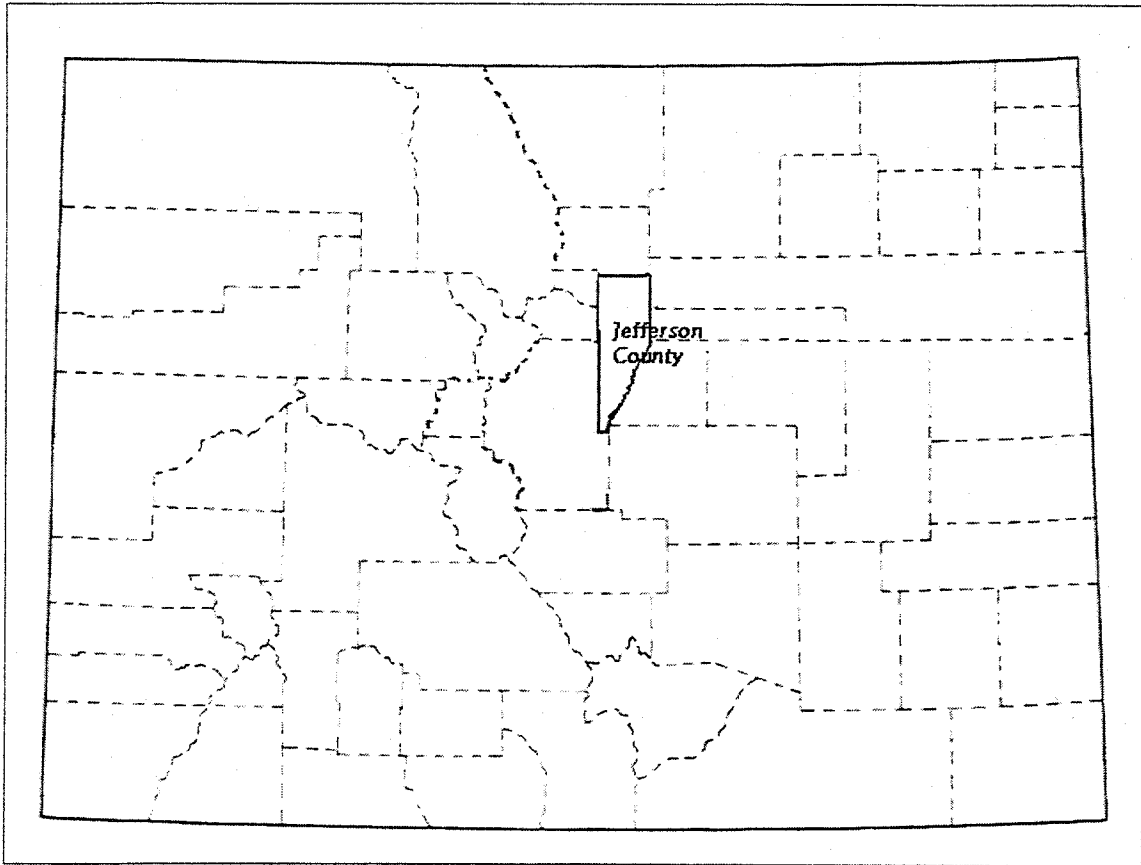


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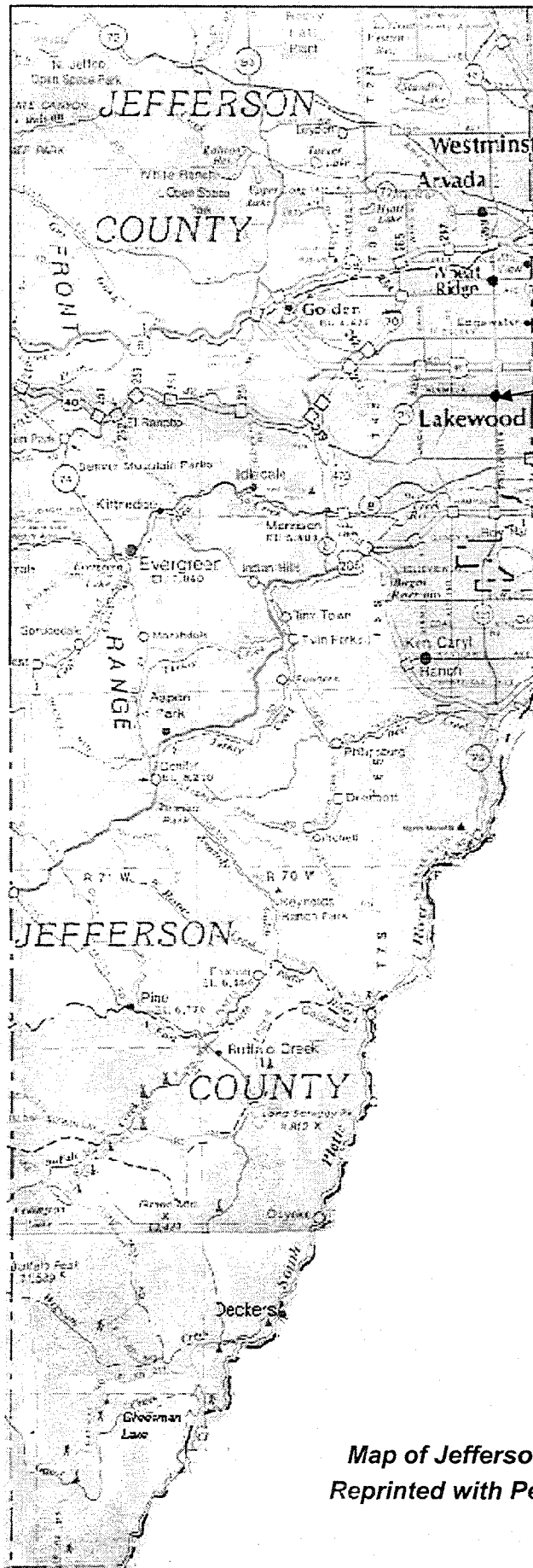
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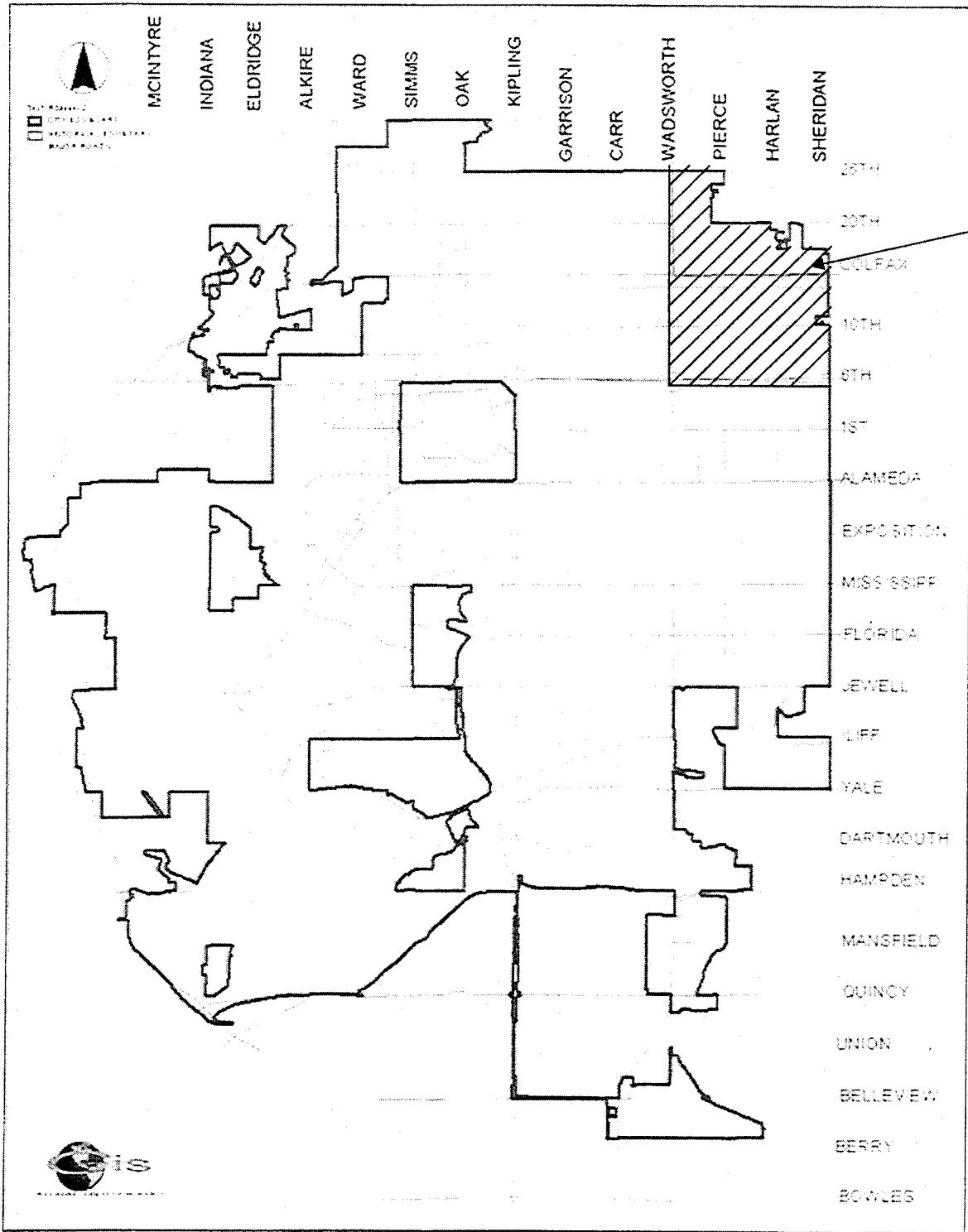
***State of Colorado, showing Jefferson County.  
Reprinted with permission from Historical Atlas of Colorado.***



Lakewood

Map of Jefferson County, Colorado  
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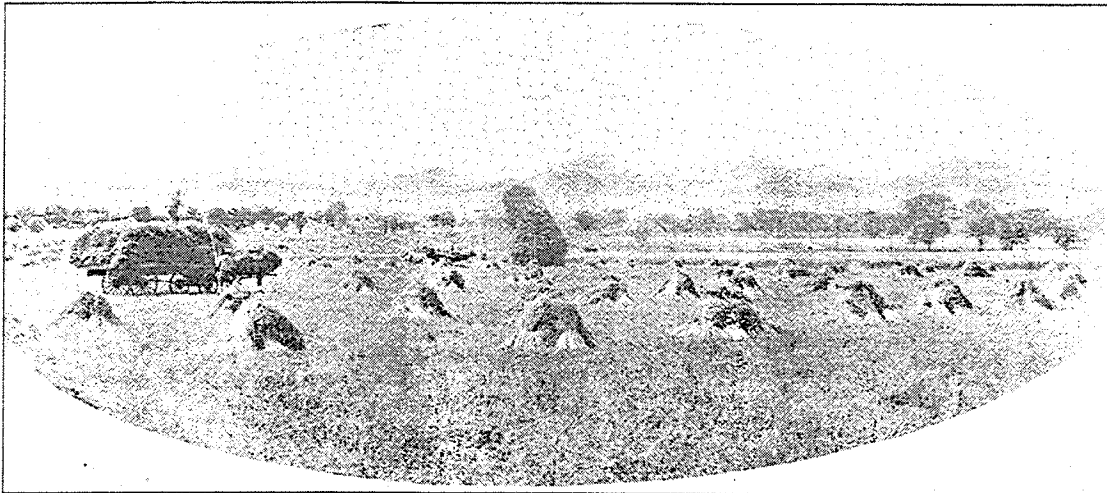
Survey Area

Map of Lakewood, Colorado  
 Courtesy Lakewood GIS Department

## ***Introduction***

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Lakewood, Colorado is a city of 145,000 residents located at the east edge of Jefferson County at the Denver-Jefferson County line. Lakewood's northeast corner contains the city's first subdivisions, the Lakewood and West Colfax plats dating to the late 1800s. The area remained primarily agricultural until the first decades of the twentieth century, when the streetcar line along 13th Avenue and automobile travel on West Colfax spurred residential and commercial growth. After World War II, more subdivisions developed rapidly to meet the huge demand for postwar housing. Lakewood incorporated in 1969, combining several prewar communities and numerous postwar residential subdivisions, instantly becoming the state's fourth largest city. Today, historic northeast Lakewood contains neighborhoods, schools, and churches; shopping centers and commercial strips; and several industrial sites. Yet, pockets retain a semi-rural character conveyed by tree-lined irrigation ditches, vacant fields, and horse pastures, as well as the absence of sidewalks, curbs, and gutters.



**Historic northeast Lakewood was originally farmland, as shown in this circa 1910 photograph of the JCRS hay fields near present-day West Colfax and Pierce Street. Photo courtesy of JCRS/AMC and Beck Archives, Penrose Library at Center for Judaic Studies, University of Denver.**

Although agricultural predominated through the early 1900s, three diverse entities reflected the area's potential for health, recreation, and industry as an economic base. The Jewish Consumptives Relief Society (JCRS) established a sanitarium on West Colfax Avenue in 1904 that expanded into a medical campus eventually serving thousands of tuberculosis patients. The facility operates today as a cancer research and treatment center and its grounds form a National Register Historic District, fronted by the large 1960s shopping center developed to fund the organization's endeavors.<sup>1</sup> The Lakewood Country Club, laid out in 1907 between West 6th and West 10th avenues, influenced the nature of nearby neighborhoods. The golf course serves as open space along the area's southern edge. The Lakewood Brick and Tile Company at West 14th Avenue between Harlan and Kendall

<sup>1</sup> JCRS Shopping Center was renamed Bell Tower Center in 2001.

## Introduction

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streets produced masonry products beginning in 1919. The city's longest continuously operating business, the firm manufactured brick used in many Lakewood houses and commercial buildings.

Transportation further shaped historic northeast Lakewood. The wagon road that preceded West Colfax Avenue developed in the early 1860s to link Denver and Golden. A railroad was built along West 13th Avenue in 1890 to connect those two cities, and evolved into a streetcar line that ran from 1904 to 1950. By the 1920s, the rising popularity of automobile travel encouraged expansion of West Colfax Avenue. This commercial corridor thrived until the 1970s with auto courts, motels, cafes, filling stations, and other businesses that profited from auto tourism.

Today, the resources that represent this area's rich history are dwindling, and few residents realize the area's important history. Historic farm houses, auto courts, and filling stations have been altered or removed. Impending transportation and redevelopment projects are impacting the neighborhoods and the West Colfax Avenue and West 13th Avenue corridors.

To raise awareness and encourage preservation of these rapidly disappearing resources, the Edgewood and Two Creeks Neighborhood Organizations initiated the 2001 Cultural Resource Survey. The project evaluated a 7.5-square-mile area (see Map of Lakewood, Colorado on page iv) containing over 3,500 commercial buildings, private residences, multiple dwellings, schools, churches and industrial sites. The reconnaissance survey focused on the 1,250 properties built prior to 1952.

Each historic property was visually examined to evaluate its architectural integrity and to identify its architectural style, if applicable, and historic significance, if any. The **Survey Findings** chapter contains information about architectural styles and building types within the survey area and the Property Log in the **Appendix** lists places recommended for further investigation for possible historic designation. To help evaluate the significance of properties, the project also developed Historic Contexts, including the histories of agriculture, transportation, and suburban development in the area.

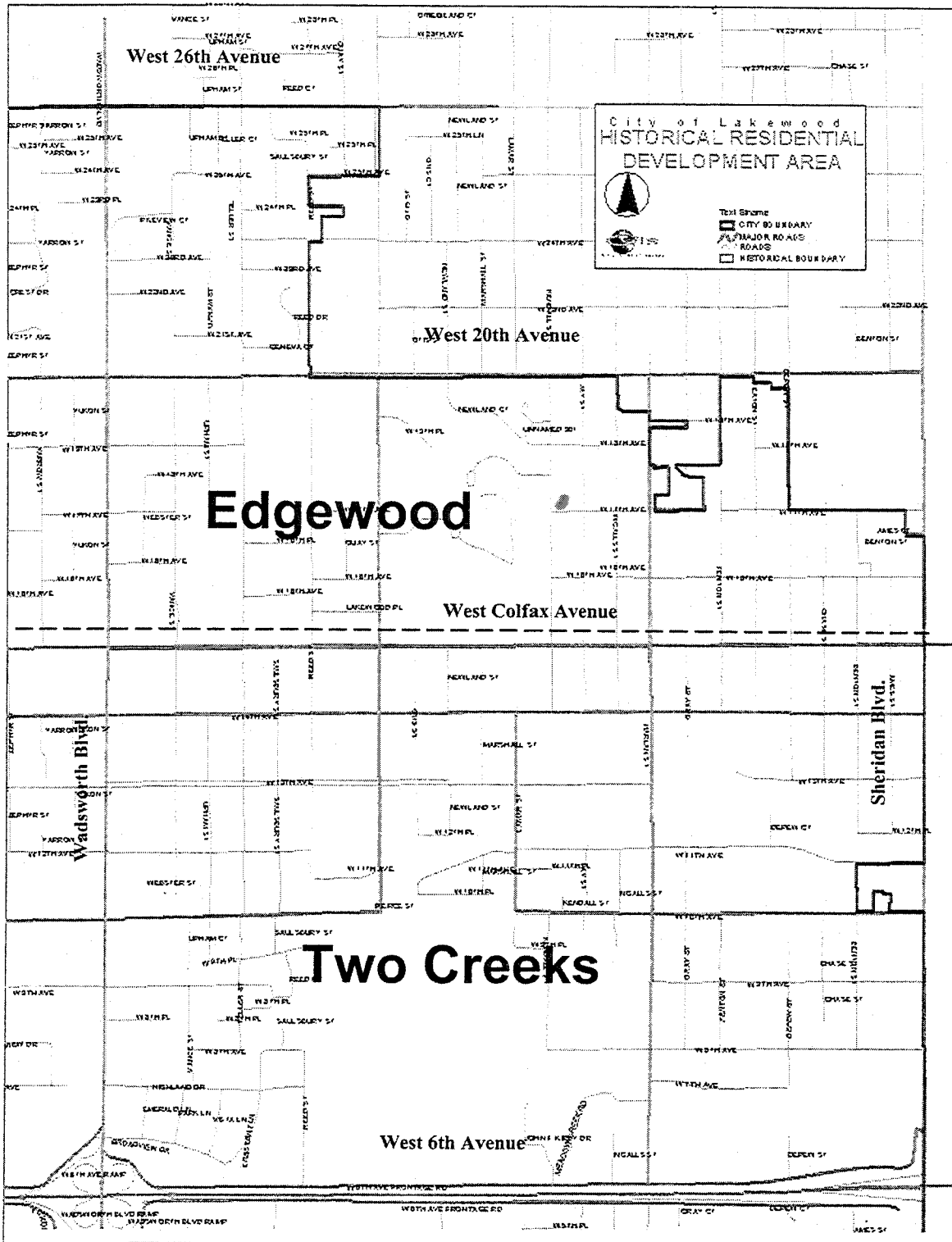
The Cultural Resource Survey took place from June 2001 through April 2002 and concluded with recommendation of 177 properties for further investigation. This intensive survey phase, tentatively planned for 2003, will prepare a four-page Architectural Inventory Form for each property as required by the Office of Archaeology and Historic Preservation (OAHP) at the Colorado Historical Society. The inventory form documents each property and evaluates its eligibility as a designated Lakewood landmark and/or for listing in the State or National Register of Historic Places. The final project phase, planned for 2004, will prepare National Register, State Register, and/or Lakewood landmark nomination forms for appropriate properties.

The project informed and involved local residents as much as possible. Survey work was overseen by a project committee composed of members from the two neighborhood organizations, a Lakewood Planning staff person, and representatives from the Lakewood Heritage Center and Lakewood Historical Society. The committee met at or visited important local places, such as the JCRS campus and Lakewood Brick plant. Project updates appeared in the City of Lakewood's newsletter, the Lakewood Historical Society Newsletter, and the Neighborhood Organization's newsletters and websites. Project presentations were made at meetings of the neighborhood organizations, Green Acres Home Owners' Association, West Colfax Community Association, and Lakewood City Council.

Introduction

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Several brochures were created from information and photographs from the survey. The project consultant and several volunteers interviewed long-time neighborhood residents, producing interview tapes and transcripts archived at the Lakewood Heritage Center. Edgewood has displayed survey photographs and narrative text in the new kiosk erected at Walker-Branch Park. Two Creeks displayed photographs and information at their annual picnic in May. A public slide show on historic West Colfax, the neighborhoods' history, and the survey project was presented May 15, 2002, Historic Preservation Month.



Survey Area Map

## **Survey Area**

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The survey area lies within R69W T3S Sections 35 and 36, and R69W T4S Sections 1 and 2. It is 7.5 square miles in size and bounded by Wadsworth Boulevard, West 6th Avenue, Sheridan Boulevard, and the Lakewood-Edgewater and Lakewood-Wheatridge boundaries along West 20th and West 26th avenues (see Survey Area Map on page 4). Local north-south arteries are Harlan, Pierce, and Teller streets.

The survey area is relatively flat, with the exception of the northeast corner of Edgewood, which declines northward from West 20th Avenue at Harlan. The area is characterized by its creeks, gulches, and irrigation ditches. In the Two Creeks neighborhood, Dry Creek and McIntyre Creek flow west to east eventually draining into the South Platte River. Dry Creek flows near West 13th Avenue and forms Dry Gulch east of Harlan Street between West 12th and West 14th. McIntyre Creek flows east near West 7th Avenue through Lakewood Gulch and McIntyre Gulch. The Edgewood neighborhood contains creek drainages northeast of Wadsworth and West Colfax and northeast of Teller and West 20th. Creeks and gulches limited earlier development, but flood control projects have reduced this threat. Irrigation ditches built in the late 1800s helped farmers cultivate the arid prairie. Today, the ditches serve as landscape features edged with tall cottonwoods, and they still provide water for lawns, gardens, and horse pastures. In Two Creeks, the Wight Lateral flows along West 13th Avenue. In Edgewood, a ditch flows along portions of 26th Street.

Nearly all streets lay on a rectilinear grid oriented with an east-west and north-south axis. Several roadways are interrupted by the country club, brick plant, AMC campus (American Medical Center, former JCRS sanitarium), JCRS Shopping Center, West 13th Avenue rail tracks, or creek gulches. East-west avenues bear number names. North-south streets proceed alphabetically from Ames on the east to Webster on the west. By the 1940s, street names had been standardized, with the names of U.S. Senators or Supreme Court Justices often replacing names initially given by subdivision developers. For example, Country Club Road became Pierce Street and Grandview became Teller Street. East-west avenue names were changed to conform to the numbered-names of aligning streets in adjacent Denver; Mountain View Street became West 13th Avenue and Lake Street became West 10th Avenue. Odd-numbered property addresses are on the north and east sides of streets; even-numbered properties are on the south and west.

The survey area also contains the major transportation corridors of Sheridan Boulevard, Wadsworth Boulevard, West Colfax Avenue, and West 6th Avenue Freeway, as well as the West 13th Avenue railroad right-of-way planned for development as a rapid transit line.

**Streets within the Survey Area**

**East to West (5200 West to 7600 West)**

Sheridan Boulevard (5200) west side  
Ames Street (5300)  
Benton Street (5400)  
Chase Street (5500)  
Depew Street (5600)  
Eaton Street (5700)  
Fenton Street (5800)  
Gray Street (5900)  
Harlan Street (6000)  
Ingalls Street (6100)  
Jay Street (6200)  
Kendall Street (6300)  
Lamar Street (6400)  
Marshall Street (6500)  
Newland Street (6600)  
Otis Street (6700)  
Pierce Street (6800)  
Quay Street (6900)  
Reed Street (7000)  
Saulsbury Street (7100)  
Teller Street (7200)  
Upham Street (7300)  
Vance Street (7400)  
Webster Street (7500)  
Wadsworth Boulevard, (7600) east side

**West of Country Club**

Broadview Lane  
Crescent Lane  
Highland Lane  
Park Lane  
Vista Lane

**Streets within the Survey Area (cont)**

**South to north (600 North to 2600 North)**

West 6th Avenue Freeway (north side)

West 7th Avenue

West 8th Avenue

West 9th Avenue

West 10th Avenue

West 11th Avenue

West 12th Avenue

West 13th Avenue

West 14th Avenue

West Colfax Avenue

West 16th Avenue

West 17th Avenue

West 18th Avenue

West 19th Avenue

West 20th Avenue (south side)

(West of Edgewater/Lakewood line)

West 21st Avenue

West 22nd Avenue

West 23rd Avenue

West 24th Avenue

West 25th Avenue

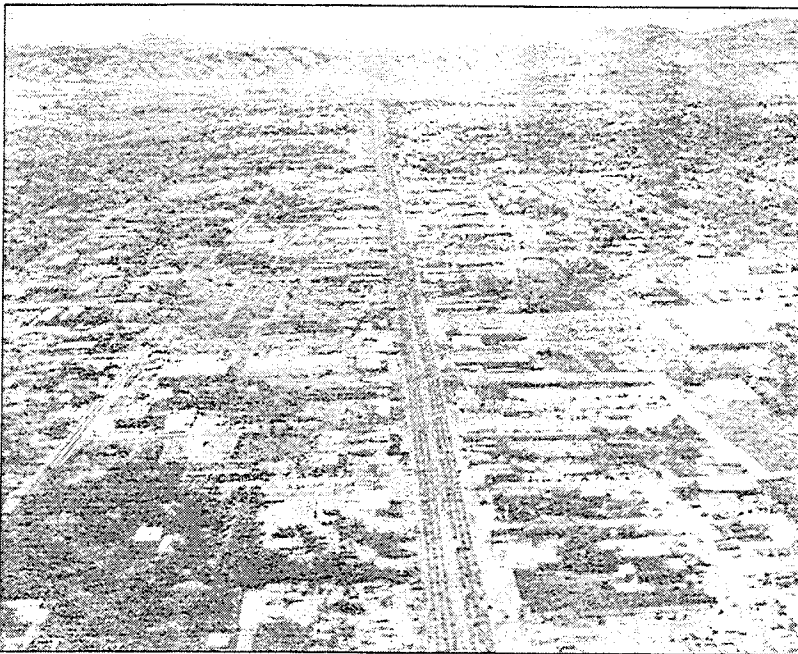
West 26th Avenue (south side)



## Historic Contexts

Historic northeast Lakewood developed from farm land into a collection of residential subdivisions, interspersed with public buildings and industrial sites and bisected by the West Colfax commercial corridor. Four residential subdivisions were platted between 1888 and 1890, yet the area experienced little growth. For the next thirty years, the area consisted of a few farmhouses scattered among hay fields, dairy farms, fruit orchards, and vegetable gardens. During the 1920s, its location between Denver and the mountains contributed to growth spurred by increased automobile travel on West Colfax Avenue. The thoroughfare progressed from a dusty wagon road to a segment of U.S. 40, a coast-to-coast highway route by 1928. Businesses opened offering lodging, meals, and gasoline to travelers. Others sold groceries, livestock feed, and other goods and services to the growing number of local residents. For the next several decades, auto-related commerce dominated West Colfax, which also served as a local business center. Until the 1964 construction of Interstate 70, Colfax Avenue/U.S. 40 was the primary east-west artery through the Denver metro area, a 26-mile-long commercial corridor stretching from the east edge of Aurora to the west edge of present-day Lakewood.

Historic northeast Lakewood grew only sporadically until the mid-1940s. Around 1920, a few blocks of modest homes were built southwest of Wadsworth and Sheridan, on Ames, Benton, Chase, and Depew streets. Residences also were constructed further west, as farmers subdivided and sold lots to home builders. In the mid-1920s, Grandview Acres subdivision was platted on Teller Street north of West Colfax Avenue and Golf Club Acres platted east of the Lakewood Country Club. Both developed with small Craftsman



**Aerial View of West Colfax, from near Sheridan Boulevard, circa 1975. Photo by Robert "Spooks" Allen, courtesy of Roy Wisenberg.**

following World War II further stimulated residential growth in northeast Lakewood. Speculative developers built block after block of brick Ranch style houses sold to veterans returning from the war, who wished to settle down and raise families. Former workers at the

bungalows. The streetcar line along West 13th Avenue encouraged growth, allowing new residents to commute to work in Denver or Golden. Construction declined during the Great Depression of the 1930s, but resumed in the early 1940s. The area experienced population growth and some residential construction during World War II as the 20,000 workers at the Denver Ordnance Plant (DOP) at Kipling and West 6th Avenue sought housing for themselves and their families.

The period of growth and prosperity

DOP also bought homes and stayed in the area. From the 1950s on, dozens of subdivisions also developed on agricultural property south and west of historic Lakewood. The City of Lakewood incorporated in 1969, integrating the prewar communities of Lakewood, Mountair, and Bancroft with the numerous postwar subdivisions into a single civic entity providing police protection and road maintenance. Several factors motivated incorporation, including the threat of annexation to Denver and a public outcry for increased police protection. Numerous names were proposed for the instant city. Voters selected "Lakewood," honoring the original subdivision platted by the Lovelands and Welch. The name had been used for a short-lived tungsten mining camp in Boulder County in the 1910s – 1920s. The city immediately became Colorado's fourth largest municipality. Since then, Lakewood has continued expanding with various annexations of neighborhoods and commercial areas.

### **Settlement, 1860s - 1919**

The present-day area of Lakewood was traveled by Native American tribes crossing from the foothills to the eastern plains. A Ute Trail ran from Turkey Creek Canyon south of Morrison, over Green Mountain toward the confluence of the South Platte River and Cherry Creek. The Utes traveled to the river confluence where they traded with the Cheyenne and Arapahoe plains tribes. A segment of the trail ran from Green Mountain northwest to West 10th Avenue and Garrison Street, on to West 14th and Brentwood, then across West Colfax Avenue towards Sloan Lake.<sup>2</sup>

The gold rush of 1858 – 1859 brought prospectors and settlers through the area. The South Golden wagon road ran near present-day West Colfax linking the Auraria and Denver settlements to Golden and the foothills. It soon served as a route for freight wagons carrying supplies to mining districts in the central Colorado mountains, accessed by canyon toll roads through the Jefferson County foothills.

The Lakewood area was initially settled in 160-acre parcels, which pioneers acquired by homesteading or as military bounties awarded to officers and enlisted men for service in the War of 1812 and the Civil War. These military bounties were frequently sold sight unseen by the war veterans or their widows. The land parcels typically passed through a series of owners, who subdivided them into smaller acreages put into agricultural use.

The first residential subdivisions were platted south of West Colfax Avenue just east of Sheridan Boulevard. In 1888, Henry A. McIntyre filed the West Colfax plat and William H. Reid filed the Second West Colfax plat that together occupied an eight-block area from Sheridan to Depew and between West Colfax and West Thirteenth.

Envisioning a railroad suburb, in 1889 Charles C. Welch, Sr., and William A. H. and Miranda A. Loveland platted the 48-block Lakewood subdivision from Harlan Street to Teller Street and from West Colfax to West 10th. Welch and Loveland had been pioneer founders of the Golden Town Company in 1859 and leading developers of several Colorado railroads. The Lovelands resided in a large, double-gabled, brick home built the previous year at 1435 Harlan Street midway between William Loveland's business interests in Denver and in Golden. "Lakewood" was a euphemism, likely influenced by successful railroad suburbs such as Lake Forest and River Side outside Chicago. The area lacked trees and the only water body was a small lake near Pierce Street and West 10th Avenue.

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<sup>2</sup> *Lakewood, Colorado – An Illustrated Biography*, 125, 135, 139.

## ***Historic Contexts***

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The following year, the business partners doubled the size of the subdivision, extending it west to Carr Street. Also in 1890, Loveland, Welch, and other investors began construction of the Denver, Lakewood & Golden (DL&G) standard-gauge railroad between Denver and Golden. The line was completed the following year, but the railroad suburb failed to develop for several reasons. The area lacked a dependable water system, so that property owners had to rely upon wells. Lakewood competed with several streetcar suburbs closer to central Denver, such as Curtis Park, Capitol Hill, and northwest Denver. The final blow was the nationwide economic depression that began in 1893.

The following year, William Loveland died of pneumonia and was buried at Riverside Cemetery. Until 1898, Miranda Ann Loveland maintained their Lakewood property, which consisted of the main residence and a small farm with milk cows, riding horses, poultry, and a vegetable garden. She later moved with her son William and his family to Evanston, Illinois, and died in 1923 at Nanuet, New York. The historic Loveland residence remains extant although it has suffered deterioration and neglect. At one time known as the White House Apartments, it has been a rooming house for over fifty years.

Until after World War I, historic northeast Lakewood remained a rural countryside dotted with a few farmhouses. Construction of irrigation ditches provided water to cultivate crops and raise livestock. By 1910, a few modest dwellings had been built on Ames and Benton streets in the West Colfax vicinity. In 1912, the neighborhood southwest of Colfax and Sheridan, originally platted as West Colfax, was renamed "Mountair," reflecting the pristine air and mountain view that attracted health-seekers. A contest held to select the new name awarded a sack of potatoes to Mrs. Hensley Shaller for her winning entry.<sup>3</sup> Prior to the 1920s, economic growth consisted of a few commercial businesses on West Colfax, two tuberculosis sanitariums, and the redevelopment of the DL&G Railroad into the Denver & Intermountain (D&IM) streetcar line.

**The historic Loveland residence  
at 1435 Harlan was nominated in  
2001 to Colorado's Most  
Endangered Places list.**



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<sup>3</sup> *Lakewood, Colorado – An Illustrated Biography*, 111. (*76 Centennial Stories of Lakewood, Colorado* identifies Al Cole as the person submitting the name Mountair and winning the prize).

## **Agriculture, 1900 - 1952**

Until the early 1940s, agriculture was an important local industry. The area was initially homesteaded, then divided into smaller farm properties. By the late 1800s, irrigation ditches provided water for cultivation of fruit trees, vegetables, and alfalfa fields. Poultry ranches, dairy farms, and nurseries were prominent during the first half of the twentieth century.

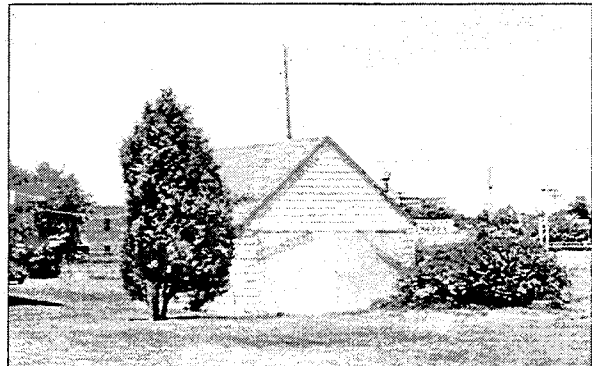
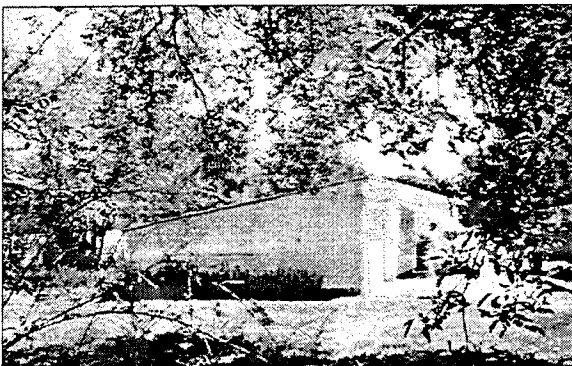
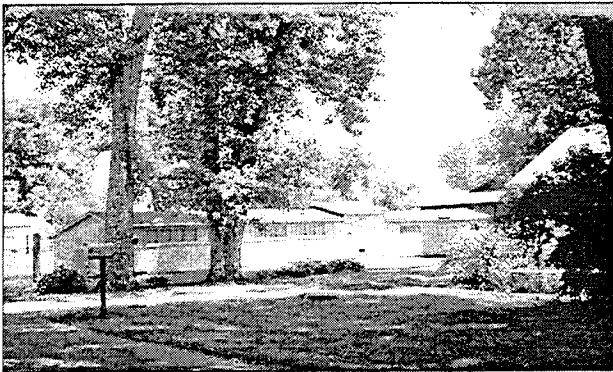
Farm crops included cantaloupes, pumpkins, squash, radishes, and onions sold at the Denver market on Champa Street. Fruit included apples, cherries, and berries. Automobile transportation provided easier farm to market shipment. Some farmers took their local produce to the Mountair Fruit and Produce Company at 5701 West Colfax and other outlets on West Colfax Avenue and Wadsworth Boulevard. Some set up produce stands at the front of their property, such as Ruby Simmon's fruit stand at 5700 West Colfax.

Nurseries included Franck Schmidt's Mountair Nursery at 1347 Chase Street, KFEL Nursery at 5900 West Colfax Avenue, and John and Mary Lyttle's greenhouse at 999 Depew Street. These produced carnations, pansies, and baby's breath.

Poultry raising was a leading agricultural segment. Prominent poultry farmers included members of the Peterson family. Frank Peterson and his wife Amanda purchased a farm in the 100 block of Depew and expanded it into a 110-acre property between Harlan Street and Sheridan Boulevard from Alameda Parkway to First Avenue. The Peterson sons started the first local turkey farm, importing a small flock of baby turkeys from Oregon. The enterprise eventually expanded to 26,000 fowl. The Petersons participated in several Lakewood turkey farms, the largest on lower Green Mountain near Alameda Parkway. Other poultry companies included Golden West Hatchery at 5412 West Colfax, Rylands Poultry Farms at 7335 - 7341 West Colfax, Lakewood Hatchery at 7450 West 14th, Lindenwood Hatchery at 5509 West Colfax, Lampey Hatchery at 8523 West Colfax, Schipper Hatchery at 790 Sheridan, and Morgan Egg Farm at 801 Sheridan. One of Lakewood's largest poultry

farms was Eiber Poultry at 11555 West 17th Avenue. In addition, dozens of small back-yard poultry farms operated in the survey area, as evidenced by the many listings of "poultry men" in the 1932 *XL Directory* for Northeast Jefferson County.

**Backyard barns and chicken coops are evidence of agricultural activity in the Survey Area.**



## Historic Contexts

The invention of a revolutionary chick incubator in the early 1930s encouraged local poultry raising. The Robbins Incubator Company manufactured large, redwood structures that combined incubation and hatching of chicken, turkey, and duck eggs, then grew the chicks to a marketable age. The firm manufactured incubators with a capacity for up to 23,000 fowl and sold the devices in 44 different countries around the world. Located west of Kipling on West 13th Avenue, the business moved in 1939 to a larger facility at 2555 South Santa Fe Drive near Englewood.<sup>4</sup>

Many dairy farms operated in present-day Lakewood, several located along West Colfax and Wadsworth Boulevard. The present JCRS Shopping Center was dairy pasture for the Robinson family, who later operated Robinson Dairy, a large Denver business.<sup>5</sup> It became pasture for the sanitarium's dairy herd that provided milk products for patients. The Peterson family operated several Lakewood dairy farms, including the Golden Pure Dairy west of Wadsworth and Colfax. Later, they ran the West Colfax Dairy at West Colfax and Depew, which included a small store selling ice cream, malts, milkshakes, and a few groceries and snacks. F. D. Bristow operated a dairy at 823 Wadsworth Boulevard. Pork was raised in the area, too. The Hog Hollow pig farm was located at Harlan and Colfax, and another pig farm was located at 5700 West Colfax Avenue.

The prominent role of local agriculture is evidenced by the Lakewood Grange founded in 1909 with 84 original members. The Grange first met over a grocery store at West Colfax and Carr, then soon moved into the building at 1090 Brentwood, the former Leonardson Store built as the company store for the Denver Hardware Manufacturing Company (see Industry for more information). When this structure burned down in 1927, the Lakewood Grange constructed a new hall at the corner of West 14th and Brentwood. Costing \$35,000, it was said to be the most expensive grange hall ever built in the U.S. In 1969, the Lakewood Grange sold the building, which still remains three blocks west of the survey area.

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<sup>4</sup> *Lakewood, Colorado – An Illustrated Biography*, 246.

<sup>5</sup> Kris Anderson, Lakewood Heritage Center, 11/27/01.

## **Transportation**

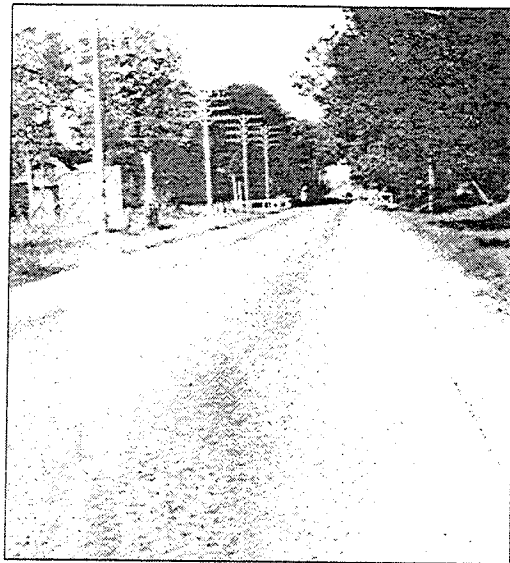
Several major east-west transportation corridors pass through historic northeast Lakewood: the wagon road that developed into West Colfax Avenue/U.S. 40; the railroad/streetcar line that ran along West 13th Avenue from 1890 to 1953; and the West 6th Avenue Freeway/U.S. 6. These routes reflect evolving transportation technology, with railroads supplementing pioneer wagon roads, followed by development of the streetcar line and automobile roads. By the mid-twentieth century, the automobile was the dominant transportation mode, shaping American lifestyles in myriad ways ranging from vacation travel to consumer shopping trends and residential development patterns.

### **Evolution of West Colfax Avenue, 1859 - 1952**

Colfax Avenue is a 26-mile-long commercial corridor between east Aurora and west Lakewood. Named for Congressman Schuyler Colfax, the influential Indiana legislator who supported Colorado's attempted statehood in 1865, Colfax Avenue skirts Denver's Civic Center and Sixteenth Street commercial district and crosses the South Platte River into West Denver. West Colfax Avenue originated as a wagon road connecting the frontier settlements of Auraria and Denver to Golden and mountain mining districts to the west. By 1890, the road was referred to as West Colfax Avenue, although west of Carr Street it was still called South Golden Road.

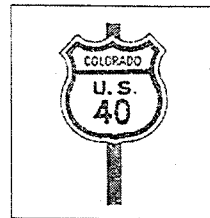
After 1910, auto travel encouraged improvements to the West Colfax roadway. Several factors motivated these enhancements: increasing travel due to the middle-class affordability of the automobile; the national "good roads" movement that lobbied for government funds to improve wagon roads for automobiles; and the Federal-Aid Road Act of 1916 that funded a national road system. West Colfax was paved in 1916. The following year, the Colfax-Larimer viaduct was built across the South Platte River to accommodate both automobiles and the D&IM streetcar line, which increased travel into West Denver and points beyond.

**Newly paved West Colfax in  
1916 near Montair.  
Photo from *76 Centennial  
Stories*, courtesy of Kenneth  
More.**



## Historic Contexts

In the late 1920s, Colfax Avenue became a designated segment of the coast-to-coast U.S. 40, encouraging tourists to vacation in Colorado's Rocky Mountains. Development of the Denver Mountain Parks in the Jefferson County foothills further increased travel on West Colfax Avenue, which served as a gateway to the parks.



Courtesy Lyle Miller

Road improvements and increased auto travel boosted commercial activity on West Colfax Avenue. Travelers needed places to sleep, eat, gas up, and purchase souvenirs of their trip. Various businesses opened to meet motorists' needs, including roadside markets, filling stations, refreshment stands, roadside taverns, auto camps, auto courts, and trailer parks. Some farmers established campgrounds, produce stands, filling stations, or small stores at the front of their West Colfax properties. Soon businesses were replacing dairy pasture, fruit orchards, and other agricultural land. By the 1940s, motels, drive-in restaurants, and car sales lots also proliferated along West Colfax Avenue.

The roadway underwent other changes. During the 1930s, West Colfax was widened with gravel shoulders on either side, which removed many cottonwoods along the roadside. This work was accomplished by the Depression-era Works Progress Administration (WPA). By 1940, traffic volume required installation of Lakewood's first traffic light, at the Colfax and Sheridan intersection.<sup>6</sup> U.S. 40 was dedicated as a Blue Star Memorial Highway after World War II to commemorate war veterans. The highway was widened to four lanes in 1956 after local merchants voted a special tax assessment for the roadwork. Two more traffic lanes were added in the 1970s by converting the parking lanes on either side of the roadway.

Following World War II, hundreds of houses were built in neighborhoods on either side of West Colfax Avenue. Businesses, such as grocery markets and drugstores, opened on West Colfax to serve the increasing population. Commercial activity in historic northeast Lakewood followed national trends. As the suburbs grew, residents wanted the convenience of shopping close to home, rather than traveling to the downtown shopping district in Denver. Retail complexes rose in proximity to the suburban neighborhoods, typically built on cheap agricultural land and surrounded by a large paved parking lot. In 1957, JCRS Shopping Center opened on West Colfax between Pierce and Harlan streets, the first retail complex west of Denver.<sup>7</sup> Lakewood's second shopping center, Westland, opened several miles west on West Colfax Avenue in 1960.

American suburbanization was propelled by the 1950s and 1960s development of interstate highways by the federal government. The Federal Aid Highway Act of 1944 promoted road improvements primarily for defense; the Interstate Highway Act of 1956 further promoted highway construction. Highway overpasses and entrance and exit ramps circumvented stoplight intersections, allowing increased traffic volume and faster traffic flow. The 1964 construction of Interstate 70, three miles to the north of West Colfax Avenue, and the widening of the 6th Avenue Freeway provided more efficient access west of Denver, accelerating suburban development in Lakewood, Arvada, Wheatridge, and other communities.

<sup>6</sup> James R Anderson, *West Colfax Avenue in Jefferson County and Lakewood, Colorado – An Anecdotal History of the People and Places located on Colfax Avenue to 1993*. Denver: James R. Anderson, 1993, 60.

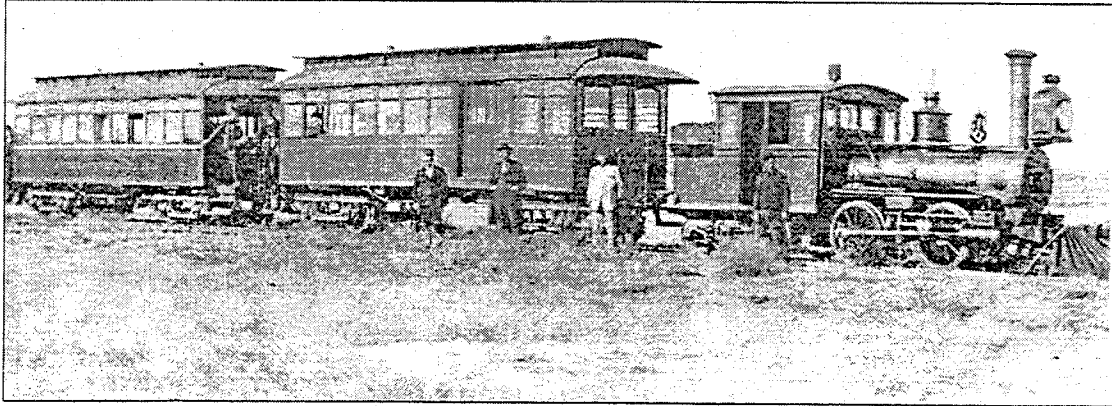
<sup>7</sup> See the **Commerce** section of this report for further discussion of commercial activity on West Colfax Avenue.

## Historic Contexts

The interstate highways also offered travelers a faster route through the cities and into the mountains. Tourist travel declined on West Colfax Avenue and so did the quantity and quality of overnight lodgings. Many tourist cabins, auto courts, and motels closed, some replaced by car sales lots. Several remain, although most are considerably altered. The remaining vacant land parcels were filled with small strip malls fronted by large, paved parking lots.

### ***Railroad and Interurban Streetcar Period, 1890 - 1953***

The rail line along West 13th Avenue originated as the Denver, Lakewood & Golden (DL&G), a standard gauge railroad spearheaded by William A. H. Loveland and Charles C. Welch. Loveland and Welch, pioneer civic leaders of Golden, were involved in several previous railroad ventures. Loveland was a driving force in construction of the Colorado Central Railroad, built in 1870 between Golden and Denver and extended through Clear Creek Canyon to mining districts in Gilpin and Clear Creek counties.<sup>8</sup> He developed the Denver Circle Railroad in 1880, a passenger line with branches in east and west Denver.<sup>9</sup> Denver historian Jerome Smiley called Loveland one of the five men “who laid the foundation and far advanced the superstructure of Denver’s great system of railways” (the others were John Evans, William J. Palmer, David H. Moffatt, and Jerome B. Chaffee).<sup>10</sup> Charles Welch was a key figure in the 1870s, developing the Colorado & Southern (C&S) Railroad in east Boulder County, which later acquired and consolidated the Colorado Central and several other railroads in northeastern Colorado.



**DL&G in 1892, photo courtesy of Colorado Railroad Museum**

The DL&G was incorporated on July 11, 1890 by J. W. Starkweather, R. Ryan, and M. J. Hersey of Denver, and W. B. Willard and J. B. Haynes of Hartford, Connecticut. Railroad directors were Loveland, Welch, W. F. R. Mills, J. C. Hodges, E. P. King, and Samuel Newhouse.<sup>11</sup> The DL&G began operation in August 1891. It ran through Loveland’s and Welch’s Lakewood subdivision along Mountain View Avenue (later renamed West 13th Avenue). The DL&G prospectus described the potential of the standard gauge line in glowing terms and “entirely unique” plans to operate an electric streetcar every twenty minutes during the daytime and run steam-powered freight trains at night. A four-story, 62’-

<sup>8</sup> Jerome C. Smiley, *History of Denver*, Denver: Times-Sun Publishing Company, 1901, 581, 584, 596.

<sup>9</sup> Smiley, 624.

<sup>10</sup> Smiley, 630.

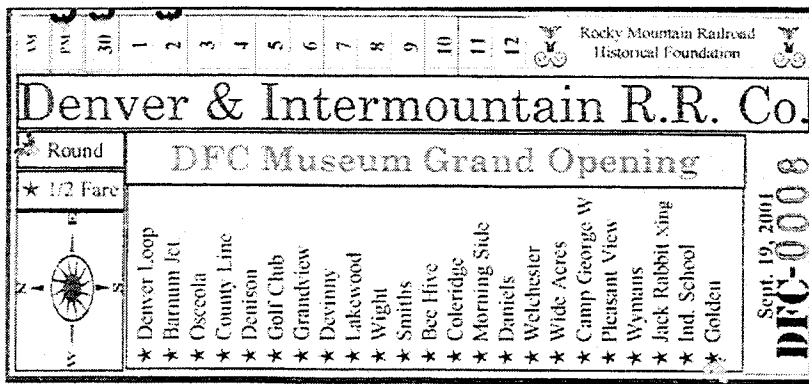
<sup>11</sup> Newhouse 24 years later acquired the DL&G and converted it into a streetcar line.



**Historic Contexts**

wide passenger depot was planned for the 1400 block of Arapahoe Street in Denver. The prospectus touted the area along the rail line as “one of the richest agricultural dairy and garden regions in Northern Colorado,” with “an unsurpassed view of the foothills and the Rocky Mountain ranges.” A branch line of the DL&G was planned from Golden to the planned resort on Lookout Mountain.<sup>12</sup>

The line fell short of these ambitious expectations. It shipped Golden products to Denver, including clay, brick, stone, lumber, paper, flour, and Coors beer. It provided some passenger service and carried the U.S. mail and daily newspapers to Golden. Soon after it began operation, the *Rocky Mountain News* described the DL&G as a humble affair with thirteen miles of track and a handful of stations.<sup>13</sup> In 1894, an extension was built north from Golden to the small coal mining community of Tindale at Ralston Creek to provide additional freight traffic. Flooding washed out segments of the Tinsdale spur in July 1896, terminating important freight revenue, and the railroad went into receivership later that year.



**Commemorative D&IM ticket, issued in fall 2001 as part of the streetcar restoration project. County Line, Denison, Golf Club, and Grandview stations were in the survey area.**

In 1904, the Denver & Intermountain Railroad Company purchased the railroad for \$725,000 and converted it to the D&IM streetcar line.<sup>14</sup> In 1909, the Denver Tramway Company (DTC) purchased the D&IM, which included a five-mile-long branch line to Barnum, and converted the streetcar line from steam power to electric operation. The DTC operated the Denver & Northwest Railroad (D&N), later integrated into the D&IM system, that ran between Denver and Golden along West 32nd Avenue, providing passenger service and shipping coal from mines at Leyden to the DTC power station in northwest Denver. Directors for the D&IM included leading Denver businessman Claude K. Boettcher from 1919 to 1950, who served as chairman in the 1930s.<sup>15</sup>

<sup>12</sup> “Prospectus Denver, Lakewood & Golden Railroad Company,” Denver: Denver, Lakewood & Golden Railroad Company, 1889. (Vertical file, Colorado Historical Society)

<sup>13</sup> Patricia K. Wilcox, editor, *76 Centennial Stories of Lakewood*, Lakewood: Lakewood Centennial-Bicentennial Commission, 1976, 172.

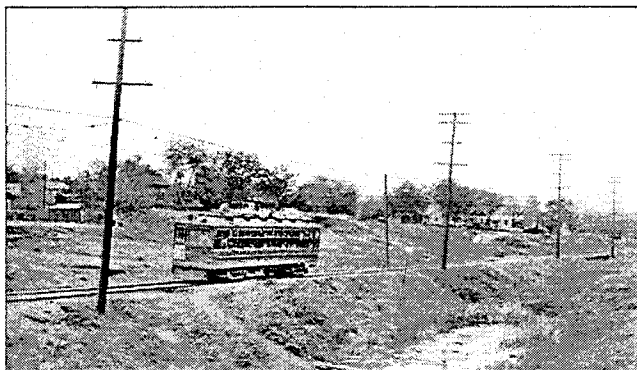
<sup>14</sup> Kenton Forrest and Charles Albi, *Denver Railroads*, Golden: Colorado Railroad Museum, 1981, 220.

<sup>15</sup> D&IM Board Meeting Minutes, Golden: Colorado Railroad Museum, 1912 – 1953.

## Historic Contexts

The D&IM served as both a commuter line and as a scenic route to Golden, passing through orchards, fields of corn and alfalfa, patchwork gardens, and pastures with grazing cattle, while views of the foothills beckoned beyond. Through the 1920s, Golden attracted Denverites for outings, offering two tourist railroads that ran to the top of Table Mountain and Lookout Mountain. The trip between Denver and Golden took about 45 minutes, with twenty stops along the way. In Lakewood, the streetcar stopped at Denison Station at Lamar Street, Golf Club Station at Pierce Street (former Golf Club Road), Grandview Station at Teller Street (former Grandview Avenue), Deviny Station at Wadsworth Avenue, and Lakewood Station at Carr Street. A large car barn, for storage and repair of the streetcars, was located at the southeast corner of Ingalls and West 13th.

**D&IM streetcar, possibly near the Denver-Jefferson County line. Photo courtesy of Denver Public Library (DPL), Otto Perry collection.**



The streetcar line impacted historic northeast Lakewood in several ways. It encouraged development of the Lakewood Country Club established in 1907 with golf club members and their caddies riding the streetcar out from Denver. People began building homes near the line and commuted to work in the city. This residential growth was particularly pronounced during the 1920s and 1930s. Riders increased during World War II because gasoline and rubber tire rationing discouraged automobile travel. Also, war workers living in homes along the rail corridor or in rented rooms on West Colfax Avenue rode the streetcar to the Denver Ordnance Plant (DOP) at West 6th and Kipling. The streetcar affected daily life too. Children rode the streetcar to school. People took the D&IM to Denver to shop or to Golden to take care of business at the County Courthouse.<sup>16</sup>

The D&IM line also hauled freight between Denver and Golden. It transported crushed basalt quarried on North Table Mountain into Denver for road construction.<sup>17</sup> A major customer was the Lakewood Brick and Tile Company located between Ingalls and Lamar from West 13th to West 14th. The railroad shipped clay from Golden to the brickyard and provided rail transport for bricks. The D&IM also delivered packages to stations along the route. In 1923, freight locomotives were converted from steam power to electricity. During World War II, freight locomotives converted to diesel to provide better transportation services for the DOP. To accommodate munitions manufacturing, a 1.6-mile rail spur was built south from Daniels Station, to bring supplies and transport the finished weapons to the coast and on to the war front.

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<sup>16</sup> Mountain residents also rode the street car that ran between Sheridan Boulevard and Larimer Street in downtown Denver.

<sup>17</sup> Interview with Kenton Forrest, Colorado Railroad Museum, Golden 12/06/01.

The D&IM streetcar line operated until 1950. Afterwards, buses provided passenger service along West Colfax, such as the Buzzard Bus Company that operated in the 1960s. D&IM freight service ended in 1953, except for occasional shipments to or from the Federal Center until 1988.<sup>18</sup>

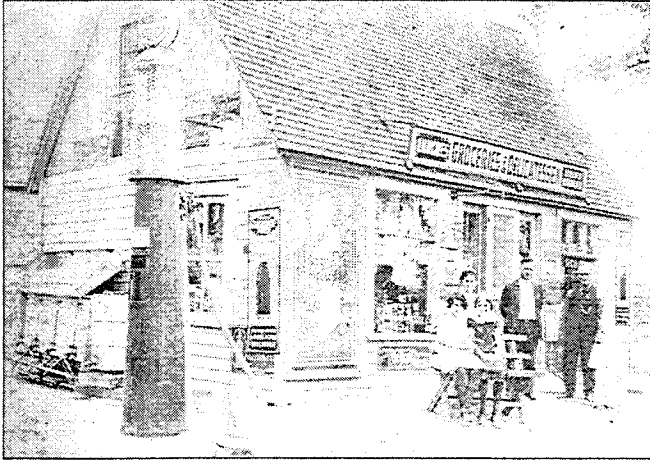
***Development of 6th Avenue/U.S. Highway 6, 1942 - 1952***

Until the early 1940s, West 6th Avenue was a quiet country road that crossed the South Platte River, meandered through West Denver neighborhoods and terminated near present-day Simms Street/Union Boulevard. In 1942, the roadway was aligned, widened to four lanes, and paved to facilitate war-time traffic and transportation of supplies and equipment to the DOP. This road project removed 50 houses along the roadway in West Denver and Lakewood, and eliminated a small portion of the Lakewood Country Club greens. The road was known as West 6th Avenue Parkway during the 1940s and became U.S. 6 by 1950. It served as a direct route to Golden, Morrison, and the Denver Mountain Parks.

Postwar growth increased traffic on West 6th Avenue, and in 1951 it was further widened and exit and entrance ramps were installed at Wadsworth and Kipling. This resulted in demolition of a motel at West 6th and Wadsworth, and removal of the Deviny farmhouse from the southeast corner.

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<sup>18</sup> Tivis E. Wilkins, *Colorado Railroads, Chronological Development*, Boulder: Pruett Publishing, 1974, 259.



Lakewood's first store, Cohen's Groceries and Delicatessen, circa 1920. Photo courtesy Lakewood Heritage Center.

### **Commerce**

West Colfax Avenue was Lakewood's first commercial district. Located along the busy thoroughfare, it grew as both a local business center and a commercial corridor catering to automobile tourists. Early businesses consisted of country stores that sold groceries, sandwiches, household items, and gasoline to local residents and people passing through the area. As auto travelers increased on West Colfax, lodgings and other businesses opened to serve them. As more people moved into the nearby neighborhoods, especially after World War II, stores and other businesses opened to meet residents' commercial needs.

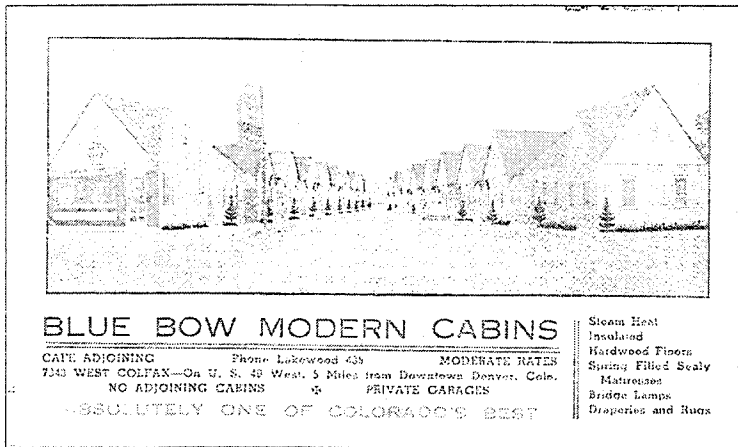
### **Automobile Tourism, 1920 - 1960**

By the 1920s, the automobile's impact on West Colfax was evident. Merchants along the route profited by meeting the needs of out-of-state tourists, as well as Denverites on day trips to the Denver Mountain Parks. Small businesses popped up along the route — roadside markets, produce stands, refreshment stands, roadhouse taverns, filling stations, and auto repair garages. Some businesses sold fishing tackle and hunting supplies to sportsmen on their way to the mountains. Similar to elsewhere around the U.S., overnight accommodations began with municipal campgrounds or commercial campgrounds set up in farmers' orchards and pastures. Some cities created municipal auto camps to control where tourists camped, providing flat ground, fresh water, and rest facilities for a modest rental fee in the hopes that travelers would stay and patronize local businesses. From the mid 1900s to the 1930s, auto travelers camped at Denver City Park and in Genesee Park, a Denver Mountain Park. Outside the city, touring motorists typically stopped overnight by the roadside or camped uninvited on farm property along the way. Farmers started renting campsites to the auto tourists. Property owners soon recognized the profit potential and built clusters of one-room cabins rented to travelers, often behind an existing filling station or cafe.

As auto touring gained in popularity, overnight facilities improved in size, comfort, and amenities. By the 1960s, over 70 overnight lodgings had operated on West Colfax from West Denver to Lakewood's west limits. They reflected the architectural styles of the day and offered amenities such as swimming pools, children's playgrounds, golf putting greens, gift shops, cocktail lounges, or cafés. Many had landscaped grounds with wide lawns, shady trees, and flower beds that attracted road-weary travelers arriving via U.S. 40 from Midwestern states. Owners marketed their lodgings with picturesque names and colorful neon signs. A good example of "motor court charm" was the Blue Bow Modern Cabins

**Historic Contexts**

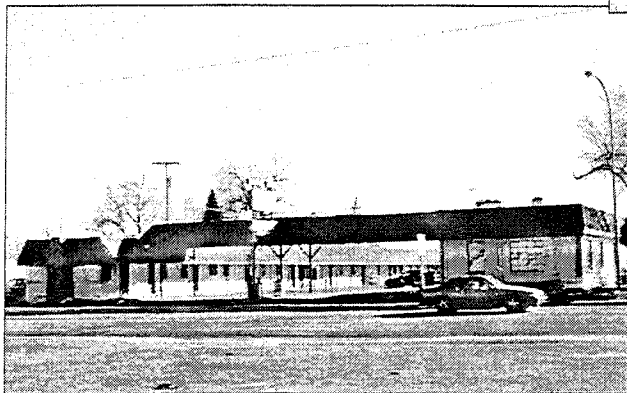
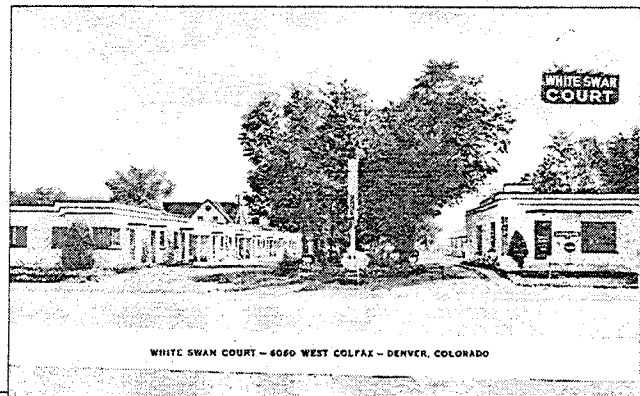
located at 7343 West Colfax from 1936 to 1960. Its two rows of detached cabins featured steep, gabled roofs and a covered auto garage for each unit. The twenty-unit complex also contained the Eat n' Pig Café. Nothing remains of this property.



**The Blue Bow Cabins at West Colfax and Vance advertised “private auto garages.” Postcard from Lyle Miller collection.**

Another example of tourist lodging is the White Swan Auto Court that opened in the late 1930s at 6060 West Colfax west of Harlan Street. The small, semi-attached units were distinguished by Art Moderne details – flat roofs, white-painted masonry exterior, corner windows, and horizontal “speed lines” wrapping around building corners. Guests parked their cars in built-in garages. Now called the White Swan Motel, the property has been altered considerably by a large roof structure. Gone is the large concrete swan that once graced the property. Possibly the least altered lodging is the Sunset Village Motel at 5830 West Colfax. Built in 1946, it consists of adjoining units of concrete block, faced in brick with hipped roofs, multi-paned corner windows and glass block windows, set far back behind a private residence.

**White Swan Motel  
Circa 1935.  
Historic postcard from Lyle  
Miller collection.**

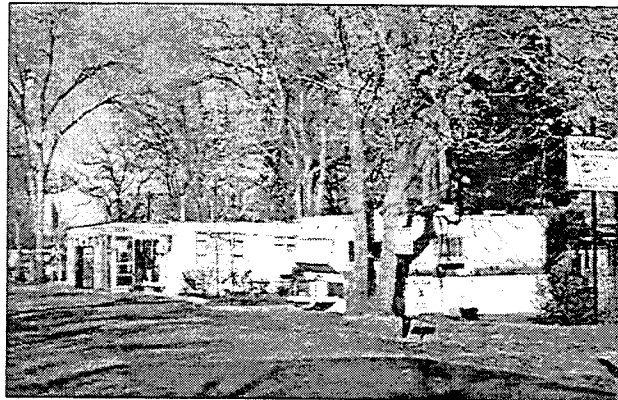


**White Swan Motel today**

A few trailer courts also opened along West Colfax. Travel trailers originated in the 1920s as an off shoot of automobile camping. At first, motorists brought along canvas contraptions that attached to the car, unfolding at day's end to create sleeping quarters. "Auto tenting" declined in the 1920s, replaced by the travel trailer. The first travel trailer was invented in 1919 by Glenn Curtis, who called it a "motor bungalow."<sup>19</sup> Trailer tourists were at first deridingly nicknamed "Tin Can Tourists" because of their tendency to dine on canned goods, but their numbers swelled in the 1920s. By the mid-1930s, the Tin Can Tourist association was holding annual rallies that attracted owners of as many as 600 trailers. Popularity of the travel trailer created a market for shaded campsites, especially on the rural fringes of urban areas.

During the Great Depression, trailers also became a source of long-term housing for families unable to afford a traditional home and for workers moving from place to place to find employment. This residential trend continued through World War II, as trailer homes helped alleviate the critical wartime and postwar housing shortages. Many communities adopted ordinances with minimal sanitation requirements for trailer courts; other ordinances, called "scram laws" that limited the length of stay in trailer parks. Trailers came into use as permanent housing, expanding in size from 8' wide to 10' in the 1950s, and to 12' and 14' widths in the 1960s. Residential parks provided a fixed site for these "mobile homes." A few trailer courts operated on West Colfax, but none remain today. Mitchell's Mobile Home Court at 5555 West 16th was opened in 1950 by WWII veteran George Mitchell. The property, now called Mitchell's Mobile Home Park, occupies a two-block area and contains trailers and mobile homes from past decades in assorted types and sizes. In the center of the park stands the trailer court's circa 1950 office building of beige brick with glass block windows.

**Mitchell's Mobile Home Park  
at 5555 West 16th Avenue,  
office building at left  
(photo 2001).**



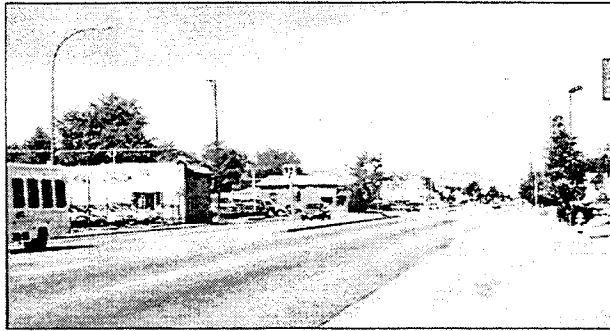
World War II had several impacts on West Colfax Avenue commerce. Tourism declined, because gasoline and car tire rationing limited pleasure travel. Instead, many West Colfax motels rented rooms to workers at the DOP.

Tourist travel along West Colfax peaked in the 1950s, as postwar prosperity allowed more Americans to buy cars and take vacations. The number of lodgings grew, along with the number of eateries. The Denver area became a destination as well as a stop-over point, and the West Colfax Avenue motels advertised easy access to urban destinations, such as the State Capitol, Denver Mint, Sloan Lake, and Ely's and Lakeside amusement parks. They also touted nearby shopping, cafes, and dinner clubs.

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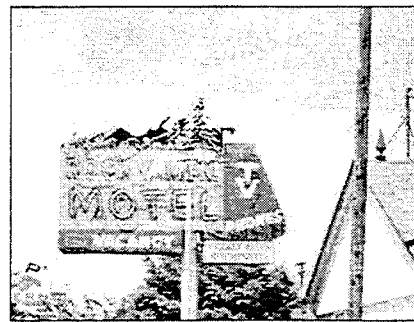
<sup>19</sup> David A. Thornbug, *Galloping Bungalows, The Rise and Demise of the American House Trailer*, Archon Books, 1991; Allan D. Wallis, *Wheel Estate – The Rise and Decline of Mobile Homes*, New York: Oxford University Press, 1991, 32, 44.

**West Colfax, view west from Sheridan Boulevard, mountains in the distance (photo 2001).**



Several factors contributed to the decline of tourism on West Colfax. U.S. 40 lost its appeal for time conscious auto tourists as Interstate 70 and the West 6th Avenue Freeway provided faster routes to the mountains. West Colfax also lost its scenic appeal through steady development of agricultural land into commercial strips and car sales lots. With the 1960s introduction of franchise motels like Ramada Inn, travelers opted to stay at these predictable, standardized national chains, rather than at privately owned “mom and pop” inns. Of the 70 or so traveler lodgings on West Colfax, (West Denver and Lakewood combined), around 35 remain today in one form or another.<sup>20</sup> In addition to the White Swan, the remaining pre-1950 motels include Lakewood Lodge at 5601 West Colfax, Doll House Motel and Café at 5637 West Colfax, Rocky Mountain Motel at 6001 West Colfax, Blue Sky Motel at 6205 West Colfax, Big Bunny (formerly Bugs Bunny) at 6218 West Colfax, and King’s Rest Motel at 7013 West Colfax. Nearly all have been extensively altered by application of mansard roofs, wood-shingled awnings, or replacement windows. For many, the neon sign is the most intact historic feature.

Other West Colfax Avenue businesses also catered to travelers’ needs, such as filling stations and repair garages. At first, gasoline was sold from a single pump placed in front of a grocery store, motor court, or campground. This evolved into businesses dedicated to selling gasoline, called filling stations or service stations. During the 1930s, these included Community Service Station at 6095 West Colfax, and Shell Filling Station at 6100 West Colfax, Walt’s Filling Station at 6214 West Colfax, Evison’s Service Station at 6500 West Colfax, Cities Service at 7154 West Colfax, and Joe’s Corner at 601 Sheridan. In a somewhat common arrangement, the owner of Evison Station, Ross Evison lived next door at 6510 West Colfax where he also ran a fruit store. During the 1940s, filling stations included Craig’s Service Station at 6510 West Colfax and Tegler’s Service Station at 5784 West Colfax. Several pre-1950 gas stations remain today, somewhat altered and serving other functions, typically as offices for used car sales lots.



**Several motels on West Colfax retain their distinctive neon signage.**

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<sup>20</sup> Lyle Miller, interview 10/20/01.

## Historic Contexts

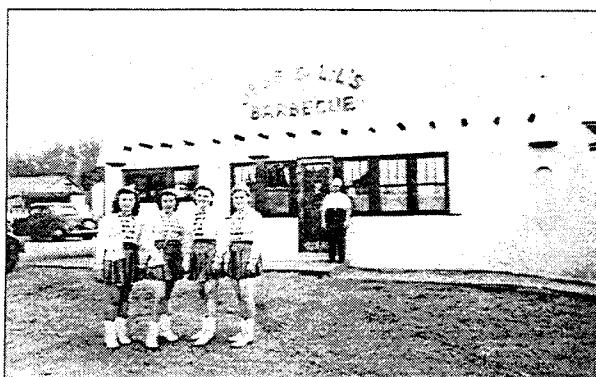
The earliest auto repair garage was Henry's Garage built at 5246 West Colfax in 1921. The owner, Henry Golmer, had the first tow truck in the area and drove into the mountains, if necessary, to bring back disabled cars and trucks. Other garages included the Lakewood Garage that operated at 7009 West Colfax in the 1940s.



**Circa 1950 filling station at southeast corner of Benton and West Colfax now serving as a car sales office.**

Sales lots for automobiles and trailers opened, such as the White Auto Company at 5245 West Colfax, Golden Road Used Car and Parts at 5504 West Colfax, and Jess Duncan's trailer sales lot at 5525 West Colfax in the 1930s; and Irving's Used Cars at 5815 West Colfax in the 1940s.<sup>21</sup>

Food and beverage businesses thrived along West Colfax/U.S. 40 serving both travelers and local residents. Drive-in restaurants came into popularity after the country's first drive-in opened in 1921 in Dallas, Texas, Royce Hawley's Pig Stand. In 1955, Ray A. Kroc opened the first McDonalds in Des Plaines, Illinois outside Chicago.<sup>22</sup> Eateries included cafes and roadside barbecues, such as Jess and Lil's Barbecue at 5300 West Colfax (1920s) and Felix Barbecue at 7033 West Colfax (1930s), and the Pig Parlor at 7353 West Colfax (1943 to 1955). Others included the Tasty Hasty drive-in at 7201 West Colfax and a McDonald's imitation called O'Henry's at 6295 West Colfax. West Colfax Avenue also offered more sophisticated eateries, such as Taylor's Supper Club at 7000 West Colfax that offered fine dining and dancing to Big Band orchestras from 1948 through the 1970s. During Prohibition, 1918 to 1934, a few roadhouses discretely served bootleg liquor and offered backroom slot machines. Afterward, alcoholic beverages were sold at various taverns, such as Whitey's Tavern at 6091 West Colfax, the Wig Wam Tavern at 5700 West Colfax, and the Red Coach Inn at 6560 West Colfax; and at package liquor stores, such as Mountair Liquor Store at 5208 West Colfax and Lakewood



**The southwestern design of Jess and Lil's Barbeque at 5300 West Colfax appealed to tourists. Photo from Lakewood Heritage Center, courtesy Lil Duncan.**

<sup>21</sup> Anderson; *XL Directories*, 1932, 1943.

<sup>22</sup> Jackson, Kenneth T., *Crabgrass Frontier, The Suburbanization of the United States*, New York: Oxford University Press, 1985, 263.



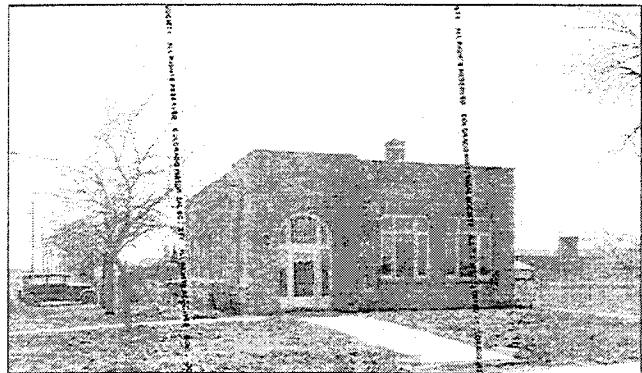
## Historic Contexts

Liquor Store at 7007 West Colfax. One of the least altered properties associated with food and beverage services is O'Henry's restaurant, now a car sales office.

### **Local Business Center, 1920 - 1952**

West Colfax also grew as a commercial center for the expanding local neighborhoods. The first store opened in 1920, Cohen's Grocery and Delicatessen, at the southwest corner of Ingalls and West Colfax. In a barn moved from their residence at 1451 Ingalls Street, Abe and Ida ("Goldie") Cohen sold household staples, sandwiches, and soft drinks. They also sold gasoline from the Morrison Oil Company oil wells outside the city of Morrison. Mountair residents also shopped at the Red and White Grocery run by H. J. Bender at the northeast corner of Colfax and Sheridan in West Denver. By the 1930s, the Wadsworth and Colfax intersection was regarded as Lakewood's "downtown." On each corner stood a prominent business, such as the 1928 Telephone Exchange on the southwest corner, Lakewood Feed and Grain on the northwest corner, and Lakewood Pharmacy and Jefferson Bank on the southeast corner. A commercial strip was built at the southwest corner with dress shops and other retail stores, and a Safeway Store opened near the northeast corner.

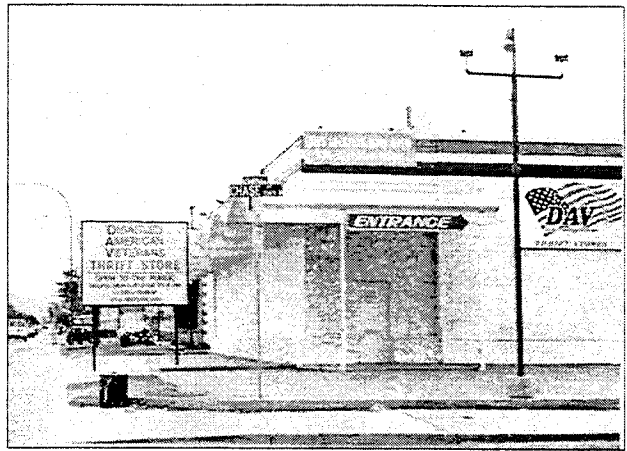
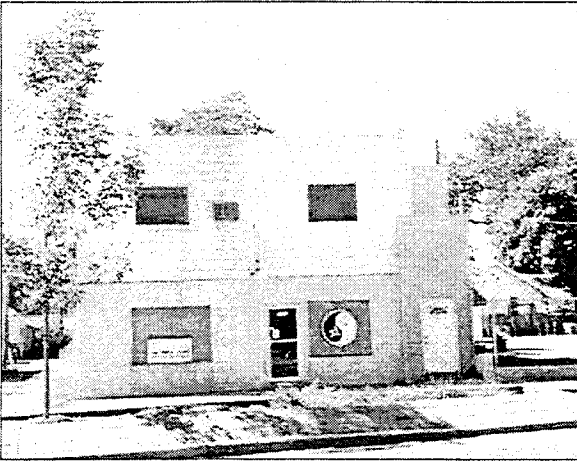
**Wadsworth and Colfax in 1928  
after completion of the  
Telephone Exchange building.  
Photo courtesy Colorado  
Historical Society.**



Local residents shopped for groceries at various food stores on West Colfax Avenue. Several specialized in local produce, such as Ruby Simmon's fruit stand at 5700 West Colfax (1930s), Bernie's Fruit and Vegetables at 7500 West Colfax (1930s), and Mountair Fruit and Produce Company at 5701 West Colfax (1940s). Grocery stores opened, such as the Mountair Food Market at 5530 West Colfax (1930s) and Grandview Grocery at 7109 West Colfax (1940s). As occurred elsewhere in the country, chain supermarkets gradually replaced the locally owned grocery markets. In the 1940s, Safeway opened Store #299 at 7400 West Colfax and Store #461 at 5219 West Colfax, which moved to 5505 West Colfax in 1954, where it operated until 1966.<sup>23</sup>

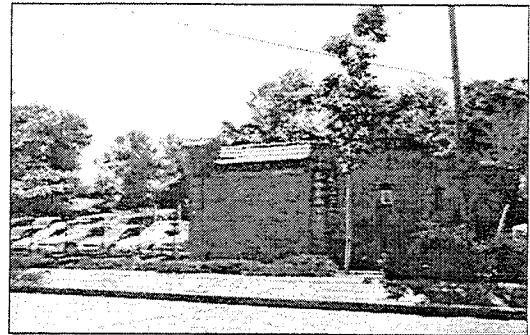
<sup>23</sup> Anderson; *XL Directories*, 1932, 1943.

## Historic Contexts



The former Mountair Market at 5530 West Colfax has become a Tai Chi parlor (left), while former Safeway #461 at 5505 West Colfax now contains a thrift store (right).

The growing number of local residents stimulated development of small businesses, both retail and service-oriented. These included clothing stores, shoe stores, beauty parlors, barbershops, shoe repair shops, dry cleaning businesses, medical offices, and tax preparation offices. Some occupied a single-story, 25'-wide building. Others operated in single-story rows of 25' storefronts, typically built of concrete block with a façade of beige or red brick and featuring large display windows. A number of these commercial rows were built by owners merely to defray property taxes, held until the land value escalated enough to build a larger structure.<sup>24</sup> Nicknamed "taxpayer blocks" or "taxpayer strips" these were placed along the edge of West Colfax. Some small businesses also operated out of commercial additions built onto historic residences on West Colfax.



Several historic commercial buildings now house offices for used car lots, such as 5460 West Colfax (left) and the circa 1925 storefront (right).

<sup>24</sup> Chester Loeb. *From Main Street to Miracle Mile – American Roadside Architecture*, Boston: Little, Brown and Company, 1985, 12.

## Historic Contexts

As in many other American cities, a distinctive automobile-oriented commercial suburban landscape emerge, consisting of commercial strips and shopping centers. In the 1950s, commercial retail followed national trends, with construction of the JCRS Shopping Center, the first commercial retail complex west of Denver. Jesse Clyde Nichols introduced the shopping center concept at Country Club Plaza in Kansas City, Kansas in 1923, with a concentration of retail businesses under one roof with a single leasing and management firm. This arrangement was especially suited to American postwar suburbs, where cheap land was available for commercial development and suburban dwellers had personal transportation in the form of the automobile.

The JCRS Shopping Center opened at Colfax and Pierce in 1957. The Lakewood Shopping Center, Inc., developed the \$4 million retail center on 20 acres leased from the JCRS medical facility. JCRS, re-organized as the American Medical Center (AMC), initiated the project to raise operating funds. Development of the JCRS Shopping Center capitalized on the influx of residents in the surrounding area. The retail complex contained two department stores, a grocery supermarket, hardware store, flower shop, two shoe stores, two variety stores, and a wallpaper shop, as well as a dry cleaner, a real estate office, and a bank. It also boasted 2,000 parking spaces and no city sales tax.

Within a decade, two more shopping centers opened, responding to ongoing suburban expansion to the south and west of historic northeast Lakewood. The Westland Shopping Center opened in July 1960, built for \$8.5 million, four miles west of JCRS at Oak and West Colfax. In 1966, Villa Italia Mall opened at Wadsworth Boulevard and Alameda Parkway as one of the largest enclosed shopping malls in the Rocky Mountain region. Designed by Lakewood architect James H. Johnson, the commercial complex featured European-inspired design features such as arched openings and was built of custom brick from the Lakewood Brick plant. The two new malls attracted customers from the JCRS Shopping Center, and the profile of stores at JCRS changed. When Joslin's Department Store moved to Villa Italia in the 1970s, the space was developed as Casa Bonita Restaurant. With 50,000 square feet of restaurant and entertainment space, for several years it was the largest theme restaurant under one roof in the world. The exterior boasts an 85-foot tower topped by a dome coated in 22 karat gold leaf and a statue of Cuahutemoc, the last Aztec emperor of Mexico.<sup>25</sup> The JCRS Shopping Center expanded with a strip mall and supermarket to the east to Kendall Street in the 1970s.

**JCRS Shopping  
Center today.**



<sup>25</sup> Anderson, 169.

## **Tuberculosis Sanitariums, 1904 - 1952**

At the turn-of-the-century, Colorado became a health haven for tuberculosis invalids. The sunny climate and dry air attracted thousands of “lungers.” A score of sanitariums were listed in the *Colorado Business Directory*, and dozens of hospitals and many private homeowners also took in consumptives. Many invalids came to facilities in Denver, such as the National Jewish Hospital at East Colfax and Colorado. Some arrived in Colorado near death and, often, destitute. Many places refused to treat people in advanced stages of the disease. Indigent invalids sought lodging in cheap rooming houses in downtown Denver, but landlords frequently evicted them, fearing the spreading of the dreaded disease.

Two sanitariums developed on West Colfax west of Sheridan Boulevard to treat tuberculosis patients, in particular those who could not afford medical care. The first was the Denver Sanitarium run by the Jewish Consumptives’ Relief Society (JCRS), an organization created by members of the Jewish community in West Denver. Colorado’s first Jewish settlers lived in the frontier towns of Auraria and Denver. The Liberal Reform Jews from Germany migrated to the fashionable Capitol Hill neighborhood in the late 1880s and were instrumental in founding National Jewish Hospital. Meanwhile, the Orthodox Jews from Eastern Europe moved into West Denver. By the early 1900s, West Colfax between the South Platte River and Sheridan Boulevard had emerged as a vibrant Jewish community.

JCRS was organized by West Colfax Jews to treat patients that other institutions considered too ill for successful treatment. The effort was led by Dr. Charles David Spivak, who came to Denver in 1896, taught medicine at Denver University, and practiced medicine at National Jewish Hospital. In 1904, the organization established a small tent colony on 20 acres purchased for \$5,000 at 6401 West Colfax. This expanded into a large campus bounded by West Colfax, West 20th, Pierce, and Kendall. JCRS differed from National Jewish Hospital in two ways: it admitted patients in the advanced stages of the disease; and it strictly adhered to Kosher practices.



**Dr. Spivak, founder of JCRS.**

Photo courtesy of JCRS/AMC and Beck Archives.

The hospital advocated a “time-honored hygienic-dietetic regime, which embraces the triad of fresh air and sunshine, rest, and a wholesome, nutritious diet.”<sup>26</sup> Tent-cottages were erected, where patients lived year-round inhaling the brisk Colorado air. In 1910, a water tower was built and water system installed on the property. A large dairy farm, overseen by Louis Robinson from 1906 to 1923, produced milk products believed critical to the dietetic regime (the Robinson family has been involved in the Denver dairy industry for over a century). New buildings were constructed as funding was raised by women’s auxiliary organizations in New York City, St. Louis, Seattle, Cleveland, Seattle, Spokane, Cincinnati, Washington D.C., and other U.S. cities. JCRS became a pioneer in treatment methods for tuberculosis. In 1912, the sanitarium acquired the first X-ray machine west of Chicago and introduced the pneumothorax tuberculosis treatment that surgically collapsed an infected lung to allow it to heal.<sup>27</sup>

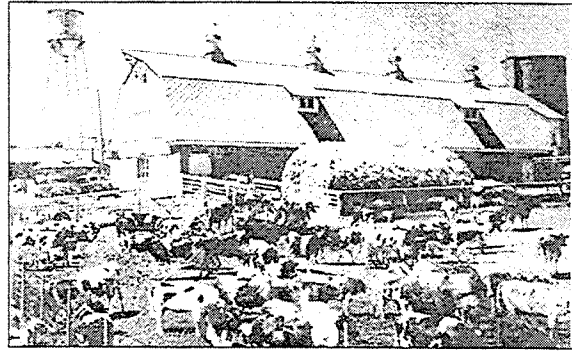
<sup>26</sup> “Thirty Years of Saving Lives – The Sanatorium of the Jewish Consumptives’ Relief Society – ‘The Denver Sanitorium,’” 1904 – 1934,” Lakewood: JCRS, 1934, 33.

<sup>27</sup> Dr. Jeanne Lichtman Abrams, “Chasing the Cure: A History of the JCRS at Denver,” PhD Dissertation, Denver: University of Denver: 1983, 129 - 135.

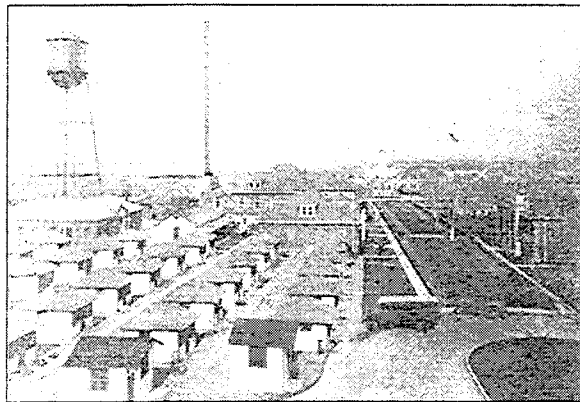
## ***Historic Contexts***

**JCRS operated a kosher dairy and a poultry farm. Photo courtesy of JCRS/AMC and Beck Archives.**

By 1929, the facility consisted of 34 buildings. The self-sufficient community possessed a dining hall, 40,000-volume library, the Isaac Solomon Synagogue, barbershop, co-operative store, and laundry. A large hospital equipped with outdoor sun treatment decks accommodated bed-ridden patients. Nurses and other staff lived in dormitory buildings. It gained its own post office, begun in a tent in 1924 as Sanitorium and, later, renamed Spivak. In 1925, Saco R. de Boer, landscape architect for the City of Denver, developed the master design plan that established an axial campus with circular roads and extensive plantings.



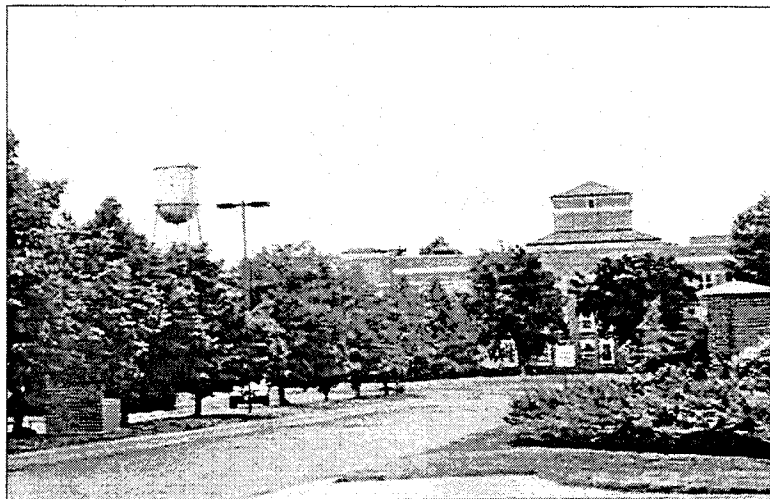
In addition to treatment, JCRS provided rehabilitation for recuperating patients. A book bindery and a print shop offered patients physical exercise and the opportunity to learn a new skill. Other activities included lectures, monthly concerts, basket weaving, and publishing *Tales of the Tent*, written “by, of, and for the patients.” Convalescents also enrolled in English, shorthand, stenography, and typing classes.



**JCRS campus viewed from the west.  
The JCRS water tower is still a familiar neighborhood landmark.  
Photo circa 1920, courtesy of JCRS/AMC and Beck Archives.**

During its fifty-year operation, JCRS treated over 10,000 patients. Although the sanitarium admitted Gentiles, non-Jewish patients comprised only three to four percent of patients, probably because the strict Kosher practices appealed more to Orthodox Jews than the general populace. In the 1940s, streptomycin brought tuberculosis under control, and the sanitarium sought a new mission. The facility became the American Medical Center (AMC) Cancer Research Center and Hospital in 1955. To fund operational expenses and expansions, AMC leased the southern acreage along West Colfax to the Lakewood Shopping Center, Inc., which developed JCRS Shopping Center in 1957. The campus was listed in the National Register of Historic Places in 1981.

Because it operated as a self-sufficient community, JCRS had little impact on the surrounding neighborhood. Most nurses and other staff members lived on the grounds. Patients who recuperated returned to their homes around the country, or sometimes moved into the West Denver Jewish neighborhood. Others remained at the sanitarium employed as staff. The whistle blown at regular intervals during the day reminded local residents of the sanitarium’s presence, as did the tall water tower that is still a visual landmark.



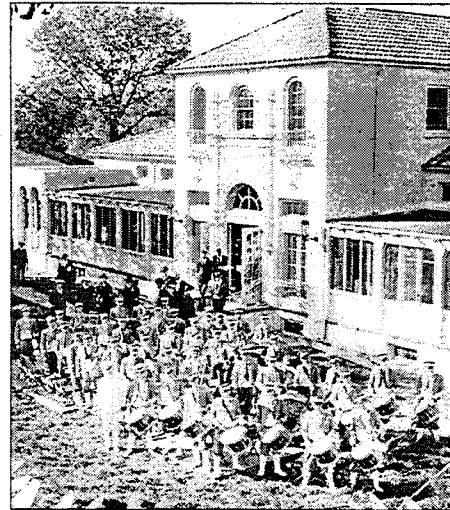
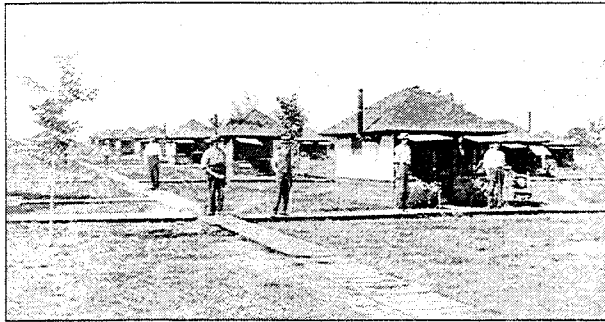
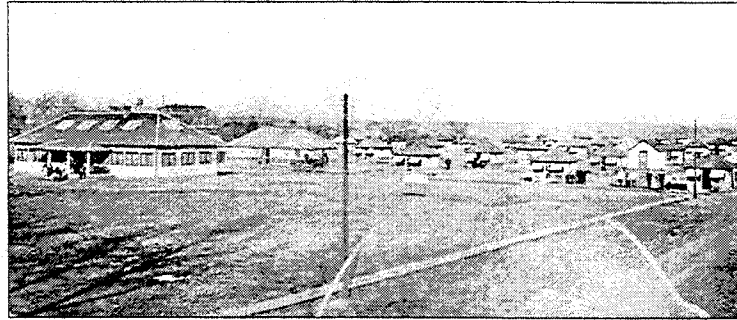
**JCRS/AMC campus today, east view from west entrance  
on Pierce Street.**

A second philanthropic sanitarium operated on West Colfax, two blocks east of JCRS at Ingalls Street. It was established by Frank Craig, a tuberculosis invalid who arrived in Colorado from Ohio in 1905. In 1907, at the advice of his doctor, Craig pitched a tent in the 1500 block of Ingalls Street. He took in impoverished consumptives, and soon “acres of tents” went up in the vicinity. Craig founded the Brotherly Love Colony in November 1909 for indigent men suffering from consumption, many of whom had been evicted from lodging houses on Larimer and Lawrence streets.<sup>28</sup> Within three months, 112 men had been treated and more than half cured sufficiently to be placed in light employment. Incorporated the following year as a charitable organization, the Craig Colony received extensive funding and volunteer organization from Jane Oliver Cooper, wife of Colorado Governor Cooper.<sup>29</sup> The Craig Colony continued, despite Frank Craig’s death in 1913, funded by private donations, the Denver Community Chest, and “Craig Colony Clubs” formed around the country to raise financial aid. In 1923, Craig Hospital opened at 6101 West Colfax to accommodate 35 patients. With eradication of tuberculosis by 1950, the organization focused on polio, and, in the 1960s, spinal cord injuries. In 1966, the organization launched a fund-raising campaign to replace the aging facility. In 1969, the Craig Hospital opened in Englewood in affiliation with Swedish Hospital. The building at Ingalls and West Colfax was demolished.

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<sup>28</sup> “*The Craig Colony – A Ministry of Love for Destitute Consumptives.*” Edgewater: The Craig Colony, circa 1915 (Pamphlet in Craig Colony file at DPL - WHC).

<sup>29</sup> Cannon, Helen. “First Ladies of Colorado.” *Colorado Magazine*. Denver: Colorado Historical Society, Spring 1967, Volume XLIV, 136-137.



**Craig Colony in 1918 (above and upper right).  
Dedication of new hospital in 1923 (right).  
Photos courtesy of DPL.**

## **Industry, 1920 - 1952**

Inexpensive land and access to the rail line encouraged industrial activity along West 13th Avenue. The first industrial firm in Lakewood was the Denver Hardware Manufacturing Company established in 1892 between Brentwood and Basalm, west of the survey area. The business manufactured ornate brass doorknobs and door hinges for mansions on Capitol Hill, as well as cheaper fixtures for middle-class homes. Supposedly, the firm supplied doorknobs for the Colorado State Capitol building. The “doorknob factory” consisted of a foundry and machine shop beside the railroad tracks, workers’ dwellings to the south, and a company store at 1090 Brentwood. Its water supply came from an artesian well. Emmett R. Hicks and another officer of the company each built a large brick home nearby on West Colfax Avenue. The economic depression that began in 1893 slowed construction throughout Colorado and struck a blow to the fledgling company. When a spark from a passing locomotive set the plant on fire in 1896, the firm closed. The officers’ two brick residences on West Colfax passed through a series of owners and uses, and finally were razed. The small company store became the Leonardson Store, then the Lakewood Grange acquired it in 1909 as their meeting hall. It still remains at 1090 Brentwood, now used as a private residence.<sup>30</sup>

The 1300 blocks between Harlan and Sheridan also developed as an industrial area. Lakewood’s longest operating business, the Lakewood Brick and Tile Company, occupies the 1300 blocks between Kendall and Harlan. The firm was begun in 1919 by two brothers from Kansas named Denison; at the time there were six Denver brick companies listed in the *Colorado Business Directory*. The Denver brick industry flourished on account of the ordinance passed by the City of Denver after the 1864 fire requiring that all new construction consist of brick or stone. Initially, the Denison company produced brick from clay deposits on the property, setting up a brick mill then building the plant around it. The original beige-brick structure from the early 1920s remains on the west end of the plant surrounded by later expansions. Water first came from a small lake at Harlan Street, and clay came from the Parfet mine at Golden as well as several company-owned clay deposits. During the 1920s, the brick plant was a major supplier of brick for homes built in Sloan Lake neighborhoods, hauled to the construction site by horse-drawn wagon. The Denison plant grew to four round down-draft kilns called “Beehives.”<sup>31</sup>

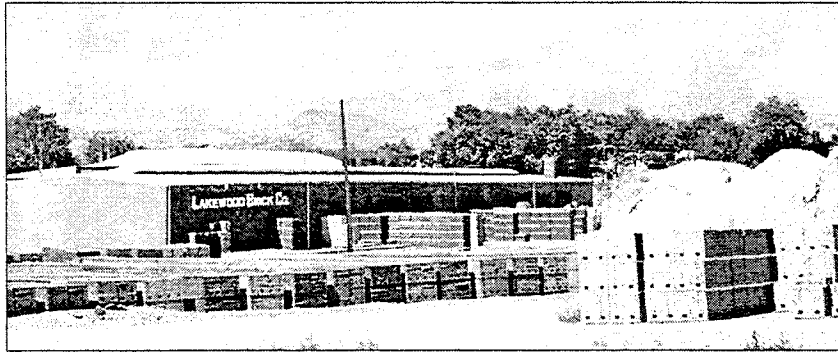
In 1929, the Lakewood plant was acquired by Joseph Welte, owner of the Summit Pressed Brick and Tile Company in Pueblo. The firm was renamed the Lakewood Brick and Tile Company around 1933. There is little information about the firm’s early years. Railroad maps from the D&IM streetcar identify the Denison Tile Yard in the Jay and West 14th vicinity and the streetcar stop at Lamar and West 13th is called Denison Station. The brick plant is not listed in the *Colorado Business Directory* until 1932, when it is found in the Edgewater section as the Old Brick Company. In 1933, Lakewood Brick and Tile Company appears in the *XL Directory* for Northeast Jefferson County. Several brick houses were built nearby in the 1920s and 1930s, scattered in the neighborhoods near the brickyard and concentrated in Golf Club Acres, developed in 1925. Materials for some of these likely came from the Lakewood plant.

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<sup>30</sup> *Lakewood, Colorado – An Illustrated Biography*, 131-132.

<sup>31</sup> Tour of plant and interview with Tom Murray, 09/12/01.

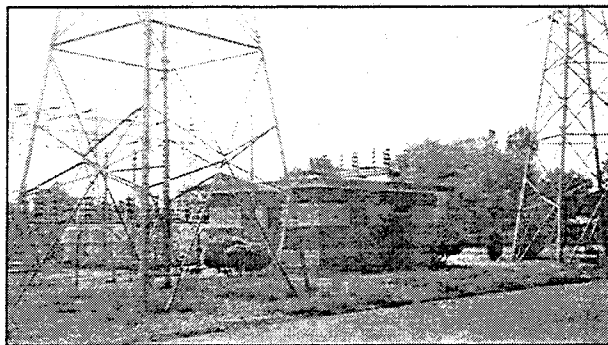




**Lakewood Brick and Tile Company has operated over 80 years in historic northeast Lakewood.**

The tremendous demand for residential construction after World War II increased the firm's brick production and necessitated several plant expansions. In 1951, Jim Murray became General Manager, working his way into company ownership and becoming company president. Lakewood Brick went into many Lakewood residences, including the 1950s Meadowlark subdivision at Garrison and West Sixth Avenue. The firm also fired a special custom brick for the 1967 Villa Italia shopping center at Wadsworth and Alameda. In the 1950s, the company built two more Beehive kilns and, in 1964, added a 300' long continuous tunnel kiln that is still in service today. Today, Murray's son, Tom, manages the plant, which produces about 20 million bricks per year.

The area southeast of the Lakewood Brick plant has had ongoing industrial use, because it occupies a large gulch that prohibits commercial or residential development. Activity includes a concrete plant, light manufacturing plants, junkyards, metal salvage yards, a propane tank facility, and the circa 1960 power substation southeast of 11th and Gray with electrical lines south along Gray.



**Power substation at West 11th and Gray.**

### **Remington Arms/Denver Ordnance Plant/Federal Center, 1941 – 1950**

The defense industry that developed in Jefferson County during and after World War II had a significant impact on the Lakewood area. The industry contributed to Lakewood's emergence from a predominantly agrarian economy. The manufacturing facilities contributed to the economic and residential growth by creating thousands of jobs. Demand for worker housing was a major factor in suburban expansion in eastern Jefferson County from the 1940s into the late 1990s. Of the three Jefferson County defense facilities — Rocky Flats, Glenn L Martin, and the Denver Ordnance Plant (DOP) — the latter had the strongest impact on the survey area because of its proximity. The DOP stimulated the regional economy during the war years and perpetuated this growth through its conversion to the Denver Federal Center. It provided employment for local residents and drew new residents to the area, many whom moved into Lakewood's rapidly expanding suburban neighborhoods.

Originally bounded by Garrison, Simms, West Sixth, and Alameda, the DOP was developed on the northeast portion of the 6,300-acre Hayden Ranch, a cattle property that stretched from Garrison Street to Rooney Road and occupied lower Green Mountain. America's entry into World War II initiated construction of a large new munitions manufacturing and testing plant. The Denver Chamber of Commerce, civic organizations, railroad interests, and newspapers promoted Colorado as a potential site. In January 1941, the Federal Government selected the Hayden Ranch site and acquired 2,080 acres for \$181,077. The property expanded to 3,650 acres with acquisition of neighboring parcels.<sup>32</sup>

The plant opened in October 1941. Its construction had cost \$28 million and employed nearly 8,000 workers to erect 92 buildings. The complex was designed by a Detroit engineering firm; builders were the Denver construction firm of Broderick and Gordon. George Cranmer, Manager of Denver's Park System, assisted in site planning and development. Buildings were identified by number and grouped according to function. Other structures included guard quarters, a garage, fire station, police station, and salvage facility. The property was surrounded by a fence with guard towers.

The Remington Arms Company was contracted to operate the plant. At its peak operation, the facility employed approximately 19,500 people producing 4 million rounds of ammunition daily. Expansions in 1942 and 1943 resulted in nearly 200 buildings. The plant was served by a rail line built south from Daniels Station by Associated Railroads, a consortium of five lines, to deliver manufacturing materials and ship finished products to distribution points throughout the country.

A rail spur was constructed south from Daniels Gardens to provide freight service to the DOP. Associated Railroads, a partnership of the Burlington Northern, Colorado & Southern, Denver & Rio Grande, Atchison, Topeka & Santa Fe, and Rock Island lines, built the railway and alternately operated it, an arrangement that continued until 1985.

At its peak, in summer 1943, the plant employed 19,500 workers, nearly half of them women, who worked three shifts around the clock to produce nearly 6.25 million rounds of ammunition daily. These employees lived in houses built in the Garrison Street area and at Daniel Gardens southwest of Simms and West Colfax. Many people moved into other

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<sup>32</sup> Summary of: "Denver Federal Center Site Characterization Study," Lakewood: DFC, circa 1990; article by Christine Pfaff, historian at U. S. Bureau of Reclamation, Lakewood: DFC, 1992; "Denver Federal Center" description by Al Green, General Services Administration (GSA), Buildings Services, Lakewood: DFC, circa 1995.

## Historic Contexts

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nearby neighborhoods, some building new homes. Around 75 residences were constructed in the survey area from 1941 through 1945.

In 1944, the Remington contract with the War Department expired. Kaiser Industries was awarded a contract to manufacture heavy artillery shells, to produce 8 inch and 155 millimeter shells. General Foods also operated a K-ration assembly and packing facility. Manufacturing levels fell off and plant workers declined to around 10,000.

Japan's surrender on August 15, 1945 ended World War II. Weapons production halted immediately and massive layoffs began. By October 1945, only 600 workers remained at the plant. Early the following year, the U.S. Army Corps of Engineers took over the facility, renaming it the Denver Federal Center (DFC). In 1949, the Veterans' Administration and Bureau of Reclamation were the first federal agencies to locate there, and the General Service Administration (GSA) acquired responsibility for the property. Additional agencies moved into manufacturing facilities converted as government offices and laboratories. The DFC became the largest compound of Federal agencies outside of Washington, D.C. Around 1970, Jefferson County acquired the east acreage of the DOP property along the east side of Kipling Street, and constructed an athletics stadium, elementary school, junior high school, tennis courts, and social services building along the east side of Kipling. By 2000, the DFC contained over 25 federal agencies employing over 6,000 workers, many residing in Lakewood.

## **Suburban Development**

Lakewood suburban development followed trends evident elsewhere in the country. In the East, as early as 1815 investors began aggregating land, then subdividing it into individual residential lots.<sup>33</sup> Typically, the developer acquired the land, developed a plan for layout of streets and lots, installed infrastructure of streets and utilities, then sold the lots to builders or individuals who contracted with a builder. By the 1920s, some real estate entrepreneurs were handling the entire process, from initial purchase of land to the sale of houses.<sup>34</sup>

The appeal of the suburbs dates to the mid-1800s. The growing density of American cities and corresponding increase in pollution, noise, and crime popularized the suburban ideal — the concept of a freestanding house on a sizeable yard in a naturalistic setting. Books and magazine articles by leading American authors, architects, and landscape designers promoted the suburban residence as the antidote to urban problems and the most favorable place in which to raise a family. Advances in transportation technology enabled people to reside further from the city while enjoying urban conveniences such as electricity, water, sewer, and telephone, as well as ready access to work, commercial districts, and cultural centers in the city.

Railroad suburbs were the earliest type of suburb, developed in the mid-nineteenth century for the upper classes. Three affluent suburbs developed in the 1850s and 1860s, picturesque enclaves with large, fashionable houses on expansive lots: Llewellyn Park, New Jersey, designed by Andrew Jackson Davis; and Riverside, Illinois designed by Frederick Law Olmsted, Sr. and Calvert Vaux, landscape architects for New York City's Central Park. By the 1890s, the suburban ideal had come within reach of the middle class and working class, as electric interurban streetcar lines linked the city to the countryside, and "streetcar suburbs" sprang up around the perimeter of many American cities. Beginning in the 1920s, automobile transportation contributed substantially to suburban development, as personal transportation supplemented and then replaced the streetcar. After World War II, highway construction increased mobility and further fueled suburban expansion, allowing people to travel efficiently from outlying neighborhoods to anywhere in the urban complex.

The first subdivisions in the survey area were the two Lakewood plats and two West Colfax plats filed from 1888 to 1890. These were platted for dense development; the Lakewood plat had 48 narrow house lots on each block. The Lakewood subdivision failed to materialize into the streetcar suburb envisioned by its developers, and the West Colfax subdivisions grew faster, benefiting from proximity to Denver city limits and to Edgewater. Despite the 1906 installation of the D&IM streetcar line and 1907 opening of the Colorado Golf Club little growth occurred until the 1920s. Nearby, the City of Edgewater was platted in 1889, between West Colfax and West 24th Avenue from Sheridan Boulevard west to present-day Pierce Street. Most early growth in Edgewater occurred north of Edgewater Boulevard, present-day West 20th Avenue. In 1906, the 1700 – 1900 blocks between Depew and Harlan were re-platted as the Edgewater Annex Subdivision by John J. Hagus and Charles W. Cowell.

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<sup>33</sup> Jackson, 297.

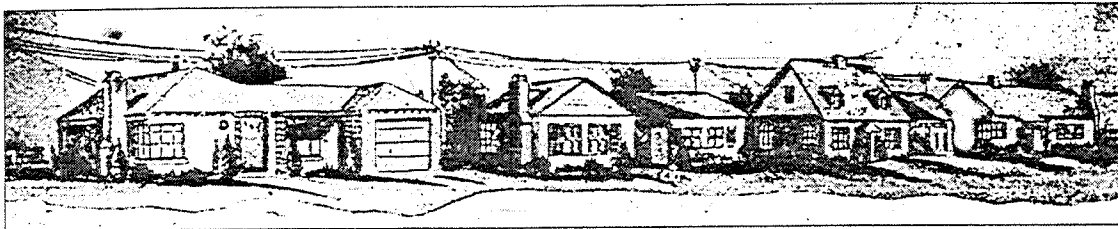
<sup>34</sup> Linda McClelland, *National Register Bulletin on Suburban Development*, Washington, D.C.: National Park Service, 2000, 15.

## Historic Contexts

Civic amenities arrived slowly in the Lakewood-Mountair area. Telephone service was not available until 1909, and electric lines were installed along West Colfax around 1916.<sup>35</sup> At first, many residents made do with well water, septic tanks, and outhouses. JCRS and the Lakewood Country Club installed water towers and their own water systems. Small, independent water associations provided water to residential subdivisions, such as the Glen Creighton water system developed around 1918. The Lakewood Sanitation District was organized in the mid-1930s by Cyril and Marie Creighton, John Hadden, and Harry Bender to provide a sewer system. Residents organized the Mountair Fire Department in 1937 to provide fire protection to the small, growing community.

Lakewood's sporadic growth is reflected in the nature of mail delivery. The first post office was established in 1892 in the Wight-Starkweather House (now fronted by a commercial storefront) and operated until 1900. The Spivak post office opened in 1924 serving residents of the JCRS sanitarium. From 1900 through the late 1940s, most of Lakewood and Mountair were served by rural route delivery from the post office at Edgewater. A small post office opened in 1937 at 7640 West Colfax providing mail boxes for residents in the immediate vicinity. Another post office opened in 1937, located near West Colfax and Kipling in part to handle the large volume of mail business generated by the nearby Robbins Incubator manufacturing firm.

Grandview Acres and Golf Club Acres platted in the 1900s. Grandview Acres developed in the mid 1920s on Teller Street north of Colfax and from West 8th to West 10th east of the Country Club. Golf Club Acres, platted east of Lakewood Country Club with five to ten-acre properties, failed to develop as planned. It was later subdivided into much smaller lots. Farmers also began subdividing agricultural property, selling lots to developers or individual home builders. During the 1920s and 1930s, several dozen homes were built on scattered lots. In 1939, the Green Acres Subdivision and Kenyon Subdivision were platted west of the Lakewood Country Club. After World War II, numerous brick, Ranch style houses went up, especially in the undeveloped blocks east of Wadsworth Boulevard.



**This 1949 illustration, from an advertisement for electricity in a Denver newspaper, shows the range of suburban houses types at mid-century. Similar residences were built in the survey area.**

Land use patterns reflected the absence of zoning until after Lakewood's 1969 incorporation. Land use was influenced instead by natural features, market demand, and other economic forces. Commercial development occurred along West Colfax, the major transportation corridor; industrial activity took place near the rail line, and in Dry Creek Gulch between Sheridan and Harlan that was unsuitable for residential use. Some neighborhoods contain a combination of single dwellings, triplexes and four-plexes, multiple-unit rows, and two-story apartment houses. In the 1960s, 1970s, and 1980s, large apartment

<sup>35</sup> Kris Anderson, Lakewood Heritage Center.

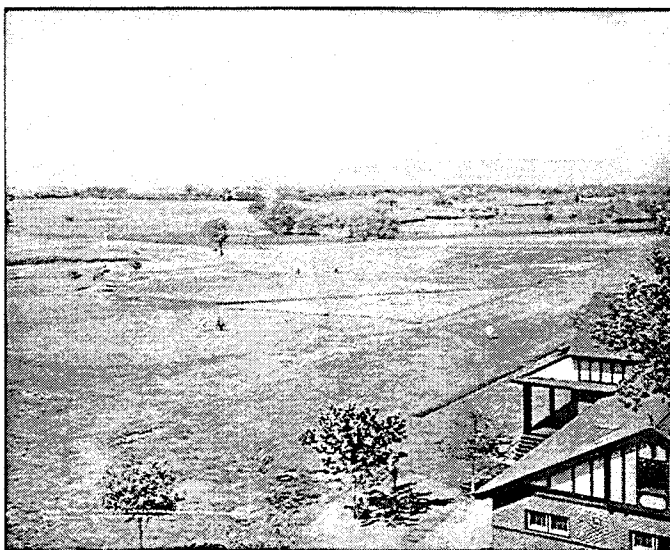
complexes were built south of West Colfax and in the northeast corner of Edgewood and a few small office buildings scattered in the 1300 and 1400 blocks east of Wadsworth Boulevard.

### **Country Club Suburbs, 1907 - 1952**

The Lakewood Country Club, begun in 1907 as the Colorado Golf Club, influenced the surrounding areas. Located between West 6th and West 10th from Harlan to Reed, it encouraged growth and shaped the character of the adjacent neighborhoods.

Development of the Colorado Golf Club reflected several national trends. The American enthusiasm for the sport began in the late nineteenth century; by 1900 there were over 1,000 golf clubs in the country. The golf club combined aspects of urban social clubs and athletic clubs, removed to a rural setting where land was abundant and inexpensive. The streetcar frequently played an important role in bringing members and club employees to the greens and the clubhouse. By the 1920s, most golf clubs had expanded into country clubs offering a broader choice of activities and serving as social centers. Membership was opened to women and children to increase fees and help fund club operation and expansion. As suburbanization spread outside American cities, some country club golf courses were impacted by commercial and residential development, as well as construction of interstate highways. The Lakewood club followed many of these patterns.<sup>36</sup>

Lakewood Country Club was begun by 100 or so men who had belonged to the Overland Golf Club in southwest Denver. That rustic facility consisted of a nine-hole dirt course set inside the oval-shaped Overland horse race track. When the Overland golfers split into two factions, one group started the Denver Country Club in 1906. The other faction launched the Colorado Golf Club the following year on a 120-acre alfalfa farm acquired from the Loveland and Welch families, one mile west of the Denver-Jefferson County line, south of the new D&IM streetcar line. The greens were designed by famed golf course architect Tom Benelow, and later expanded by Donald Ross in the 1920s and Press Maxwell in the 1960s.<sup>37</sup>



**This 1918 view shot of the Lakewood Country Club shows the agricultural nature of the surrounding area. Photo by Louis McClure, courtesy DPL - WHC.**

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<sup>36</sup> James Mayo, *The American Country Club – Its Origins and Development*, New Brunswick, New Jersey: Rutgers Press, 1998, 71, 88.

<sup>37</sup> *76 Centennial Stories of Lakewood, Colorado*, 148 – 149; “Sports Diary, Lou Remembers Dirt and Sand,” *Denver Post*, circa 1960; “Country Club is area’s links to the past,” *Life Begins on 40*, May 1994, 4.

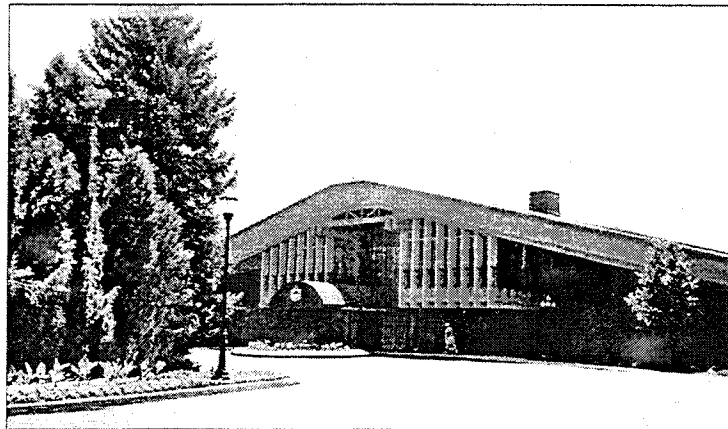
Early members included Denver and Golden businessmen such as Golden brewer Adolph Coors, the Morey Mercantile family, and M. A. McLaughlin, a banker and insurance salesman. A few club members owned country homes near the greens, such as John and Julius Brown, who owned a Denver grocery wholesale firm and cattle ranch in South Park, as well as a seasonal farm bordering Allison and West 23rd. Most members lived in Denver and traveled to the greens riding the D&IM streetcar to Golf Club Station at West 13th Avenue and Golf Club Road (present-day Pierce Street) or in private automobiles. The grounds possessed an irregular topography with McIntyre Gulch at the southeast edge. The rolling terrain created a suitable golf course and a water tower was erected to water the greens. A large tent with storage lockers served as clubhouse until a Mission Revival style clubhouse was built in 1910. The club was renamed the Lakewood Country Club in 1912. When the clubhouse burned in 1913, Denver architect Lester Varian designed the Tudor Revival style clubhouse that replaced it.



**Golfers on the Lakewood Country Club green, 1918, with clubhouse behind. Photo courtesy of DPL - WHC.**

The Lakewood Country Club expanded its recreational offerings beyond golf and opened its membership to women and children. The best known member is most likely Mildred (Babe) Diedrikson Zaharias, America's most famous woman athlete of the day, who represented Lakewood when she won the U.S. Women's Amateur championship in 1946. The club also functioned as an elite social center, hosting parties, weddings, wedding anniversaries, and high school proms. Slot machines were installed during the 1930s to help fund club operations and provide recreation. The country club lost part of its grounds to the 1942 expansion of West 6th Avenue. When the 1913 clubhouse burned to the ground on Christmas Eve 1948, architect Francis Pillsbury designed the replacement building, which has received several modifications since then.

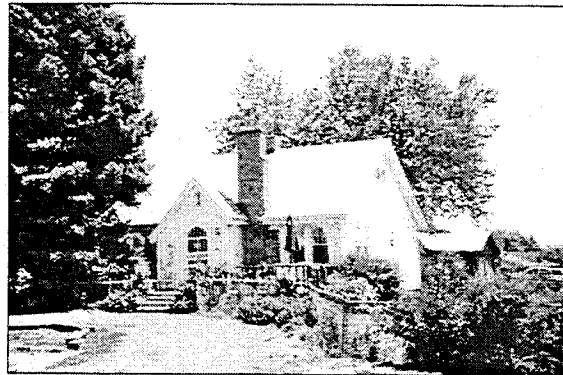
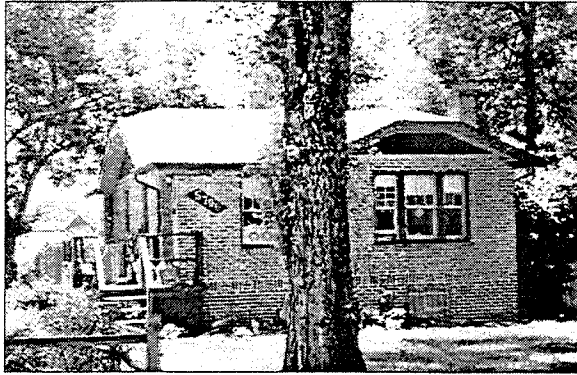
**The Lakewood Country Club, influenced residential development surrounding the club grounds. Built in 1948 and renovated several times the clubhouse is located at West 10th and Pierce**



## Historic Contexts

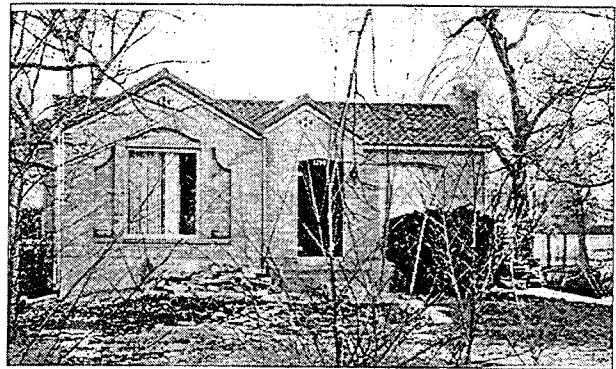
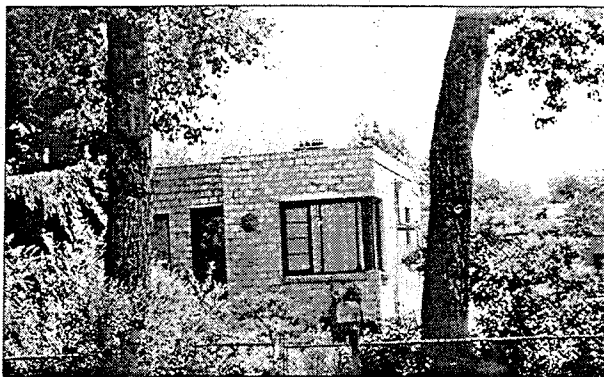
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The area around the country club remained undeveloped until 1925, when Charles W. Reichard, Joseph Pearson, and Walter M. Olmsted platted Golf Club Acres, east of the country club from Sheridan to Harlan between West 8th and West 10th. The subdivision was platted with enormous, 305' x 306' lots with 305' x 633' lots on the south side of West 8th. Golf Club Acres was likely inspired and influenced by J. C. Nichols's highly successful Country Club District developed around a golf course in Kansas City, Missouri in the early 1910s. Rather than an enclave of elaborate houses on huge lots, it developed as a middle-class neighborhood with vernacular woodframe homes and a few Craftsman and Tudor Revival dwellings along West 8th Avenue between Benton and Chase.



Residences in the Golf Club Acres subdivision, Craftsman Bungalow at 5796 West 10th (left) and Tudor Revival at 800 Benton (right).

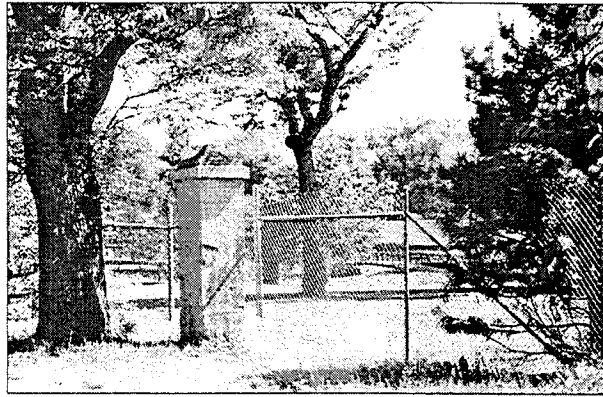
Several fashionable homes were built in the 1920s and 1930s by individual owners on large lots along Pierce Street (then known as Country Club Road) between West 13th and West 10th, and at the south edge of the club, along West Sixth Avenue. These were designed in architectural styles popular at that time, including Tudor Revival, Spanish Colonial, and Art Moderne.



Two houses on "Golf Club Road": Art Moderne at 1290 Pierce and Spanish Colonial Revival at 1299 Pierce.



**Pillar near  
West 7th and Reed, one of two  
remaining from the original  
Green Acres farm developed in  
the early 1940s as Green Acres  
subdivision**



In 1939 and 1940, Henry W. J. Edbrooke and Louise L. Lunt platted the Green Acres subdivision on farmland west of the country club where Edbrooke had raised cattle, horses, and hay crops. Dwellings at the east edge faced the golf course, with the greens providing a borrowed landscape and creating a buffer from other neighborhoods. Green Acres was Lakewood's first subdivision with restrictive covenants, a land use device introduced by Nichols to protect real estate values. Like most other subdivisions of the time, it excluded ethnic minorities. The subdivision plat stipulated that "Only members of the Caucasian Race could own or occupy land in this subdivision. This shall not, however, prohibit the employment of other races by owners or occupants on the premises."

The covenants prohibited a basement, tent, shack, chicken coop, garage, or trailer from being used as a dwelling and required that home owners construct a septic tank or cesspool. The Green Acres covenant also required that the design plans for new construction be approved by the homeowner association. Houses had to be set back a minimum of 50 feet from the street and have a ground floor area of at least 750 square feet for a one-story house or 600 square feet for a two-story house. In the Green Acres Block 7 subdivision, platted in 1957 by Gwendolyn F. Bryan, Harvey R. Bryan, and Eva Nell Stanton, along Teller between West 8th and 9th the minimum area was increased to 1,000 square feet.<sup>38</sup>

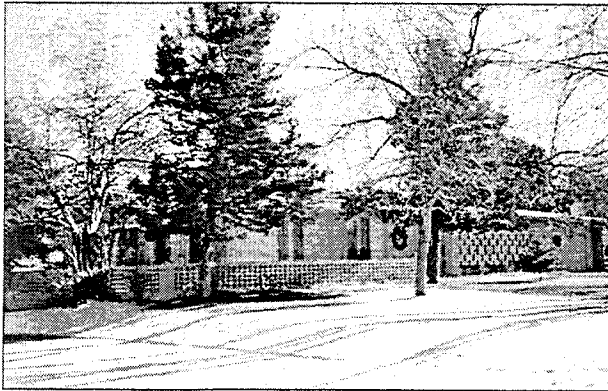
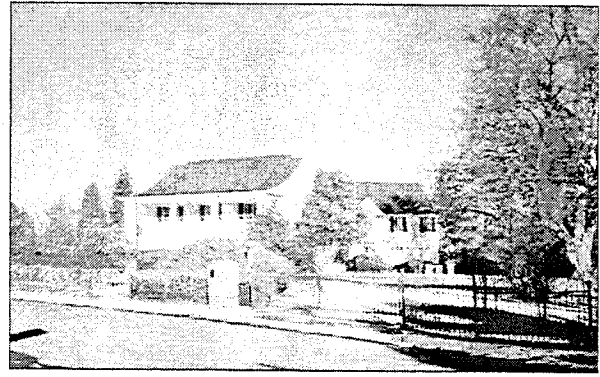
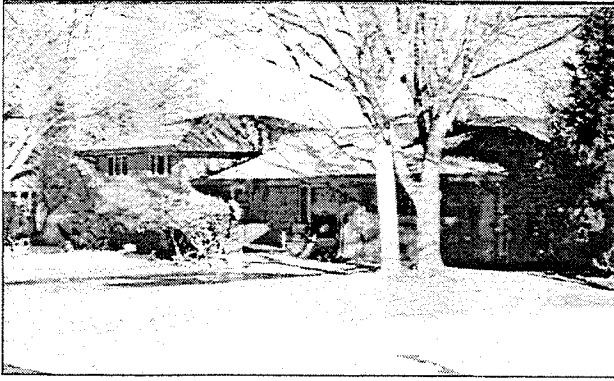
It is believed that Edbrooke intended Green Acres as an affluent neighborhood whose residents would include doctors, lawyers, and other professionals, many of whom would belong to the adjacent Lakewood Country Club. Instead, it grew with upper-middle class families, whose dwellings reflect popular tastes from the 1940s on – most typically rambling Ranch style houses, tri-levels and bi-levels. A few are architect designed. A number of the residences dating to the 1970s reflect the influence of the environmental movement and interest in natural materials in design, such as stone details and stained lapped wood siding. There are also several good examples of post-1951 Contemporary residential design. Many dwellings have been extensively altered by large additions, garages, and/or alterations to exterior materials and windows.

The dominant character defining feature of Green Acres is its landscape design – rolling terrain, curving roads, and absence of sidewalks, curbs and gutters on many blocks. Dry and McIntyre creeks and an irrigation ditch serve as water features. The large lots and deep setbacks create a park-like feeling, as does the extensive vegetation allowed by lot size.

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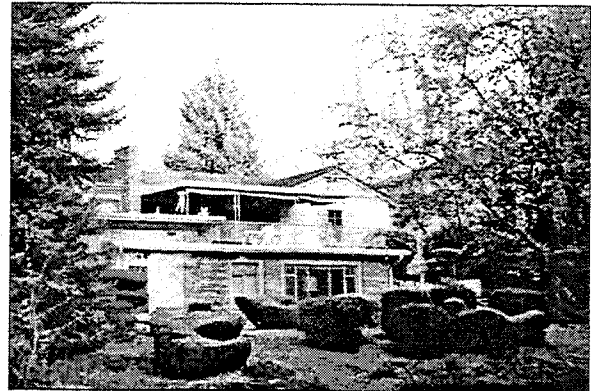
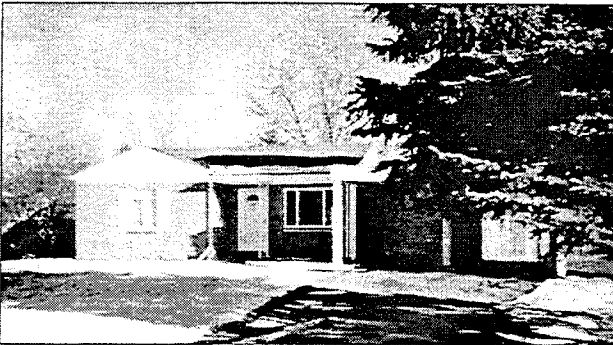
<sup>38</sup> Although less exclusive than Green Acres, Kenyon's Subdivision platted north of Green Acres in 1939 likewise restricted the ethnicity of people who owned or occupied property there, dictated a minimum size requirement, and forbid noxious activities, such as raising foxes, minks, skunks, or hogs.

## Historic Contexts



**Green Acres subdivision is characterized by its hilly terrain, curving roads, and the large lots and deep setbacks that create a park-like feeling and allow extensive landscape vegetation.**

**Residential styles include Minimal Traditional, Ranch, tri-level, bi-level, and a few Contemporary design.**



Another “country club” operated for nearly 70 years north of West Colfax Avenue at 1890 Teller Street. Like the Lakewood Country Club, the Broadmoor Country Club was a members-only organization consisting of an architect-designed clubhouse on a large landscape site. However, it did not have a golf course. The club opened in 1925 in a Mission Revival clubhouse featuring stucco exterior, curvilinear parapets, and vigas. It was built by the Ott family, nightclub entrepreneurs who operated other entertainment venues in Denver and Jefferson County. The club drew a membership from neighboring residents and thrived as a popular nightspot, known for dinners and Big Band music and dancing.

In 1948, eight aviation groups, including pilots, stewardesses, and retired and active military organizations, leased the facility from the Ott family as a private recreation club. The facility was expanded with a swimming pool, tennis courts, and other family recreation facilities and renamed the Aviation Club. At the end of the ten-year lease, the Ott family resumed management. Retaining the Aviation Club name, they recruited members from the general public. Around 1960, the Ott family built a swimming pool, small golf course, and snack bar

## ***Historic Contexts***

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called the Broadmoor Country Club. The building suffered a major fire in 1974. It re-opened in the 1980s, but closed again in the 1990s and was demolished. The Aviation Club property remains vacant, bordered by vegetation and trees and marked by the deteriorating gateposts at 1890 Teller Street. The City of Lakewood is pursuing funding options to preserve the property as a park.



**The landscaped grounds (left) and entrance pillar (right) at 1890 Teller Street are all that remains of the popular Broadmoor Country Club/Aviation Club. The property is being developed as a recreational park.**

Although located west of the survey area, the Glen Creighton subdivision should be noted for its landscape design. In 1918, Cyrus Creighton platted the 80-acre parcel bounded by West Colfax, West 20th, Garrison, and Dudley.<sup>39</sup> Landscape architect Saco R. de Boer designed the suburban subdivision featuring curvilinear streets, irregularly shaped house lots, and landscaping. De Boer, who also designed the grounds for JCRS, is best known for his designs of Denver parks. This area was subsequently developed with unpretentious middle-class dwellings.

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<sup>39</sup> 76 *Centennial Stories, Lakewood, Colorado*, 103 – 104.



This south-facing 1945 aerial photograph shows the large undeveloped area northeast of West Colfax and Wadsworth, subsequently developed with postwar family housing. Photo by Robert "Spooks" Allen, courtesy of Roy Wisenberg.

**World War II Growth, 1940 - 1944**

Some residential construction occurred in the survey area during World War II, counter to national trends. During the war, construction slowed nationwide as federal mandates required that materials be used for the war effort rather than civilian benefit and required factories retool for the war effort. However, local housing was needed for employees at the Remington Arms Plant (DOP), which opened in 1940 southwest of West 6th and Kipling, aiding American preparedness efforts by manufacturing firearms. The plant expanded in 1941 into the Denver Ordnance Plant, employing 19,500 war workers at peak production. To house workers, every functional structure was converted to living space, including barns, chicken coops, and outbuildings. Many plant workers rented rooms at the West Colfax Avenue motels. New residences for DOP workers went up along Garrison Street and in Daniels Gardens, platted in 1939 southwest of Simms and West Colfax. There were 138 houses built in the survey area from 1940 to 1944, 72 of them in 1940. Most likely many were purchased by defense workers.

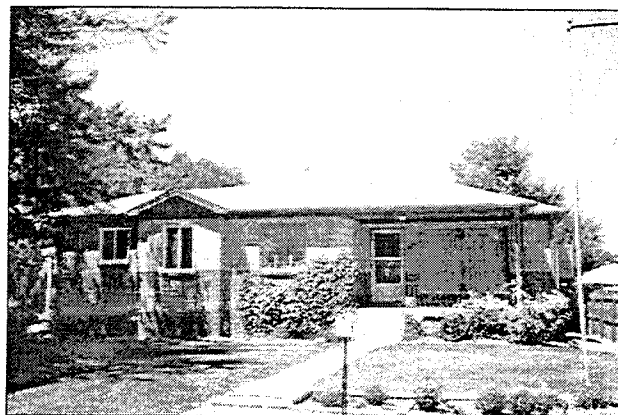
**Post War Boom, 1945 - 1952**

Following World War II, the country experienced a tremendous surge of economic prosperity. The boom precipitated a huge demand for housing as veterans returned home from the war to marry, buy homes, and settle down to raise families. To meet the housing shortage, builders constructed thousands of homes in the 1950s and 1960s at the edges of Denver in suburbs that included Lakewood, Aurora, Englewood, and Littleton. This residential development was propelled by government policy, such as the Federal Housing Authority and the Veterans Administration, providing home buyers with guaranteed mortgage loans and the Internal Revenue Service allowing mortgage interest to be exempt from income tax payments. Beginning in the early 1950s, construction of interstate highways exploded suburban expansion by facilitating auto commuting from “freeway suburbs” and “bedroom suburbs.”

Local construction firms included Andrew H. Johnson, Edward Soderberg, and A. O. Warman, listed under Lakewood in the 1939 Colorado Business Directory. Building materials were supplied by Beach Lumber, Lakewood Brick Company, and Fisk Wrecking Company.

In Lakewood, block after block of Ranch style houses were constructed by local builders. New home owners included many former DOP workers. As the munitions plant converted to peacetime use, federal agencies established major offices, and the DFC became a leading Lakewood employer with over 10,000 workers.

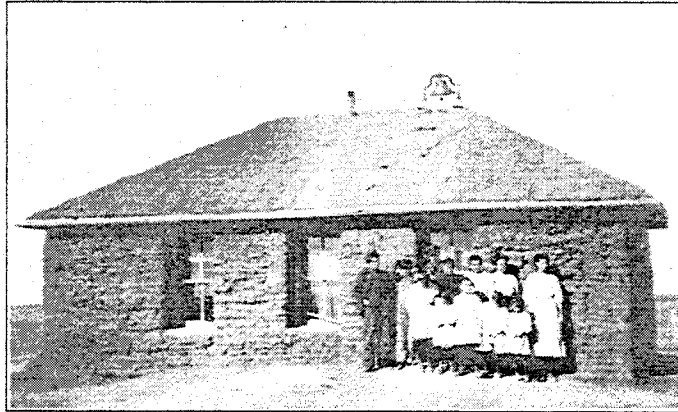
**Early 1950s Ranch style house of beige brick, typical of scores that were built in the survey area.**



### **Schools and Churches, 1890 - 1952**

Schoolhouses and churches were an important element of the expanding community. The first schoolhouse was a soddy built south of Edgewater in 1872.<sup>40</sup> A more permanent schoolhouse opened in 1876 in a frame building at the southwest corner of West Colfax and Wadsworth. It was replaced by a new structure on the northwest corner of West 10th Avenue and Wadsworth, which burned down in 1890 before it opened. Another school building was erected in 1892 to be replaced in 1929 by the Lakewood Central Elementary.<sup>41</sup>

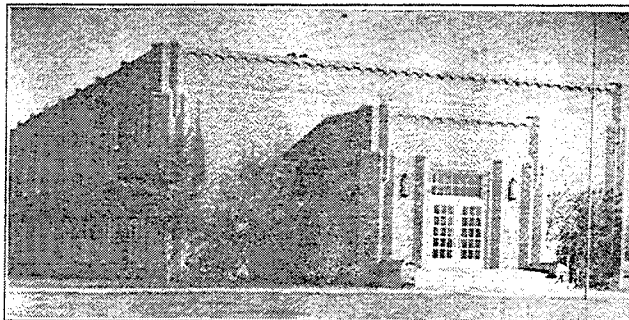
**The 1872 soddy school at Hog Hollow, near present-day West Colfax and Harlan. Photo courtesy Edgewater Historical Society.**



#### **Schools**

The Mountair School, built at 1409 Chase Street around 1910, served as both school and church. Children in grades one through four were taught in the plain, hipped-roof woodframe building. The congregation of the Mountair Christian Church, organized in 1920, met on Sundays in the schoolhouse for several years. A larger Mountair schoolhouse was built in 1928 on West Colfax between Benton and Chase for students from the first through the eighth grades. This school was replaced in 1955 by Molholm School at 6000 West 9th Avenue. It became Belmont Junior School until it closed in 1979. The building is now gone.

**Mountair School near West Colfax and Benton, built in 1928.**



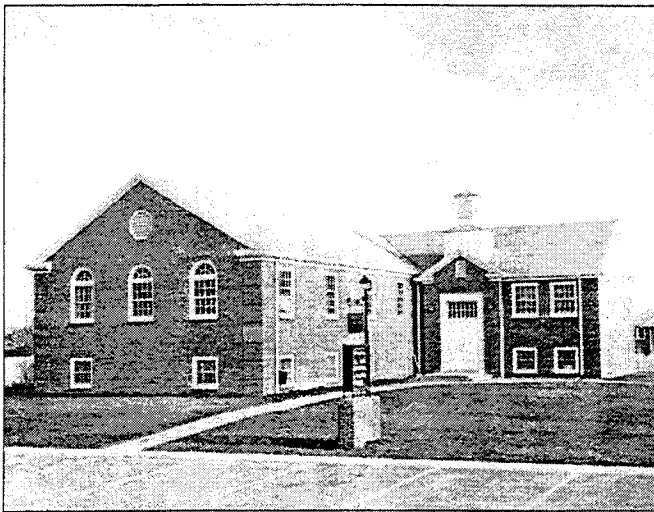
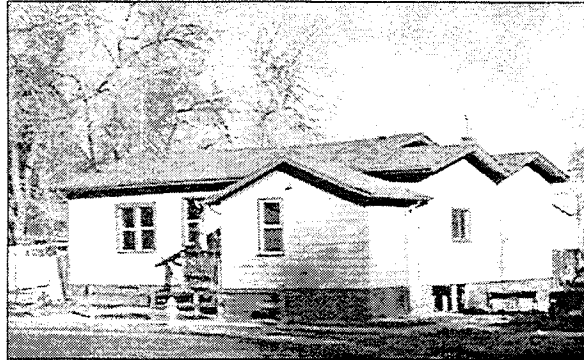
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<sup>40</sup> Confirm with Elizabeth Nosek or Edgewater Historical Society.

<sup>41</sup> *76 Centennial Stories, Lakewood, Colorado*, 88.

### Churches

The area's first church was the Mountair Church built in 1928 at 1400 Benton Street, a small, front-gabled woodframe building with a front-gabled projection. The church gained its first full-time pastor, Reverend Lester Rickman in 1932, and in 1939 built a parsonage next door. During the 1930s, the church was enlarged with a gabled front vestibule and gabled side addition. The congregation erected a large red-brick church in 1953, which was expanded several times in the following years. The 1928 church served as a youth annex for a while and is now a private home.<sup>42</sup>



**1928 Mountain Church, today at 1400 Benton, (above) and the Mountair Christian Church at 1390 Benton at its 1953 completion (left, photo courtesy Joanne Westmoreland, Mountair Christian Church historian).**

The area's second church was St. Bernadette's Church, built in response to the surrounding postwar residential growth. Founded in July 1947, St. Bernadette's was the first Catholic Church in Lakewood. The congregation consisted of young families that had moved to the area and long-time residents who had been attending church in Golden, Denver, or Edgewater. The Catholic congregation first held masses in the basement of the old VFW Hall at West 12th and Balsam. Under the guidance of Reverend John J. Doherty, the 200-family parish constructed a permanent church building at 7425 West 12th in a former oat field bounded by Upham, Teller, West 10th, and West 12th.

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<sup>42</sup> "Mountair Christian Church – 75th Anniversary." Lakewood: Mountair Christian Church, 1996.

## Historic Contexts

The original St. Bernadette Church brick building at 7420 West 12th, the corner of 12th and Upham, was designed by architect John K. Monroe, who resided nearby and designed hundreds of churches, schoolhouses, and other buildings for the Catholic Archdiocese of Denver. The first mass was said on Christmas Eve 1948 in the nearly completed church building, of buff colored brick with brown brick details.

St. Bernadette School opened in 1953, designed by James Johnson of Lakewood, with George Tollefson of Lakewood as contractor. In 1960, a convent opened, and the school was expanded the following year. In 1996, a larger, modern brick church was constructed at the corner of West 12th and Teller to accommodate the growing parish, designed by Henry DeNicola. Builders were Slattery and Company as mechanical contractors and Stanley Company as electrical.<sup>43</sup>



**St. Bernadette's Church, designed by John K. Monroe  
and built in 1948 (photo 2001).**

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<sup>43</sup> Archdiocese of Denver archives. Vertical file on St. Bernadette's Church.



### **Fire Protection, 1937 -1950**

The Lakewood-Mountair Fire Department was formed in 1937 in response to growth in the unincorporated area in eastern Jefferson County and the steady loss of properties to fire. The organization was founded by members of the Lakewood Grange, East Jefferson Commercial Club, Lakewood Civic Association, and Mountair School District. Meeting in the Lakewood Grange Hall, they planned an inventory of all properties, including valid street addresses, accessibility to water, and the quickest access route from West Colfax and from Wadsworth. The organization launched fund raising efforts to construct a Lakewood-Mountair fire house to serve the estimated 1,800 homes between Sheridan and Daniels (Union) Road from West 24th/ West 26th Avenues to Alameda Parkway. The area south of Alameda was served by the Bancroft Fire Department and firehouse on West Mississippi. The original board of directors included Fire Chief Andy Johnson, Jess Duncan, Ed Olmsted, Devin Crites, Cliff Shaff, Judge Martin Molholm, Floyd Beverly, and Henry Bender.<sup>44</sup>

In 1938, a building was completed at 6885 West Colfax with volunteer labor on land donated by Paul Bauman. The one-story, 30' x 60' firehouse, designed by John C. Monroe, was of beige bricks with horizontal red brick stripes. Fund raising efforts, such as an annual Fireman's Ball at Eddie Ott's Broadmoor Country Club, helped finance operation and purchase equipment. A second story was added in 1946 to contain firemen's apartments, again designed by Monroe in materials and design compatible to the 1937 building. The department was staffed entirely by volunteer fire fighters until the 1950s, and the first paid fire chief was Jerry Ecker in 1955.

In response to "the ever changing picture caused by construction of many new homes, increasing population and shifting business centers," Firehouse No. 2 was erected in 1950 at 1545 Robb Street designed in a similar beige- and red-brick style. The Daniels and Applewood fire departments consolidated with Lakewood in the 1950s. The Lakewood-Mountair Fire Department participated in many community and civic projects, including the schools, nursing homes, Lakewood Park Program, and sponsorship of a junior baseball team.



**New equipment at the Lakewood-Mountain Fire Department, "No. 1," at 6588 West Colfax in 1955.  
Photo courtesy of West Metro Fire District and Lloyd See.**

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<sup>44</sup> See, Lloyd, *Lakewood Fire Department, 1937 - 1987*, Lakewood: L. D. Greer & Associates and Lakewood Fire Department, 1989.

## **Research Design**

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The objective of the Cultural Resource Survey was to identify significant properties and potential historic districts in the Edgewood and Two Creeks neighborhoods and to evaluate their eligibility as designated Lakewood Landmarks and possible listing in the State and/or National Register. The purpose of a research design is to define the scope of the survey and to define a set of expectations prior to the start of the project.

### **Historic Themes**

The project area is within the Colorado Plains culture area as defined by the Colorado Historical Society Resources Planning Protection Process (RP3). Colorado RP3 provides a framework to identify and record the state's historic resources and context with which to analyze the significant resources. Historic resources in this region have been documented in an RP3 report by Steven F. Mehls, "Colorado Plains Historic Context" and a report by David R. Hill, "Colorado Urbanization and Planning Context." Mehls's report identifies a series of sequential themes based on socio-economic periods of development. Themes applicable to this project area include: "Early Auto Period, 1920 – 1945."

### **Research Questions**

Research questions focused upon the nature and integrity of existing historic resources associated with the growth and development of the survey area. Primary questions attempt to determine how existing resources provide information about development of the survey area: Are there buildings that are important to historic themes, such as agriculture, automobile tourism, or suburban development? If so, what is the state of integrity of these buildings and how many remain?

Other questions seek to identify broader influences on the resources: How have economic and social conditions affected the area and its historic resources? How have local, state, and national events and trends impacted the area? Architectural questions include: What are the prominent architectural styles and building types in the area? What construction materials were used and what is the quality of craftsmanship? Are there buildings that were architect designed? If so, who designed them? Are these buildings the work of a master?

Finally, questions also investigate building use: Are there diverse building functions in the area? How have the buildings evolved during the twentieth century? How did the character of the area evolve during the twentieth century? Is there a cohesive collection of historic buildings that constitute the elements of a historic district?

### **Anticipated Results**

Based upon a preliminary windshield survey and initial historical research, it was expected that most of the buildings would be residences, with commercial buildings concentrated along the West Colfax corridor and Wadsworth Boulevard. It was also anticipated that between five and ten percent (50 to 100) of the pre-1952 properties would merit further investigation of potential eligibility for their designation as local landmarks or to the State and/or National Register.

## ***Survey Methodology***

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The 2001 Cultural Resource Survey employed a reconnaissance methodology, with survey work carried out following the OAHP *Colorado Cultural Resource Survey Manual*, June 1998. The project began with a windshield survey of the area in August 2000 with the consultant and members of the neighborhood organizations. The formal survey work began in June 2001 and ended in February 2002. Initial tasks included acquiring property records as a Microsoft Excel table from the Lakewood Planning Department and converting this file into a project database in Microsoft Access. Address fields were parsed into address number, street direction, and street name so that they could be sorted to generate a geographical log. Sorting this data by construction date also allowed analysis of construction trends, and identified concentrations of historic properties. A file search was conducted at the OAHP, which revealed that three individual properties had been previously recorded, although not designated. The survey area also contains the JCRS National Register District.

Fieldwork was segmented into three sub-areas: 1) Two Creeks; 2) the Wadsworth, Sheridan, and Colfax commercial corridors; and 3) Edgewood. Fieldwork consisted of driving through the survey area, visually evaluating each historic property, and updating the property log. Each of the 1,050 pre-1952 properties was examined. Each was evaluated visually for: 1) architectural integrity; 2) architectural style/building type, if applicable; and 3) historic significance, if known. This reconnaissance evaluation was supplemented by field notes that recorded the character and features of various neighborhoods within the survey area. Fieldwork was accompanied by historic research as described below.

One-hundred and seventy-seven properties were found to warrant further examination using Architectural Inventory Forms. These properties, listed in the **Appendix**, consist of examples of architectural styles or building types, or properties with historic associations. A few properties that provided excellent examples of post-1951 design are mentioned in the report, although not included in the intensive survey list. Intensive survey work is planned for Phase II, tentatively planned for late 2002 through mid 2003, contingent upon securing funds.

Colored photographs were taken of properties that represented architectural styles, buildings types, and historic associations, as well as several general views of the survey area. These were scanned as black and white images and integrated into the survey report.

Preparation of historic contexts began with a review of two local history books: *Lakewood Colorado, An Illustrated Biography* and *76 Lakewood Stories*. This information was validated, supplemented, and expanded by researching clipping files, photographs, and maps at the Western History Collection at the Denver Public Library (DPL), Stephen Hart Library at Colorado Historical Society, Lakewood Heritage Center, and Colorado Railroad Museum. Additional resources included 1930s and 1940s directories at the DPL; and historic plat and subdivision maps provided by the Lakewood Planning Department. Research investigated specific properties, such as the D&IM rail line, Lakewood Brick Company, JCRS/AMC, St. Bernadette Church, and Lakewood Country Club. Oral interviews supplemented and complemented the information from published sources.

The survey project concluded with submitting products to the neighborhood organizations, the Lakewood Heritage Center, and to the State Historical Fund (SHF). Copies of the Survey Reports were provided to the Jefferson County Library system and the DPL. Several brochures were created from survey information and photographs. The project

## Survey Methodology

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consultant and several volunteers interviewed long-time residents, producing interview tapes and transcripts archived at the Lakewood Heritage Center.

The project informed and involved local residents as much as possible. Survey work was overseen by a project committee composed of members from the two neighborhood organizations, a Lakewood Planning staff person, and representatives from the Lakewood Heritage Center and Lakewood Historical Society. The committee met at or visited important local places, a neighborhood home, the Community Responsibility Center (formerly part of the JCRS campus), and Lakewood Brick plant. Project updates appeared in the City of Lakewood's newsletter, Lakewood Historical Society Newsletter, and neighborhood organizations' newsletters and websites. Project presentations were made at meetings of the neighborhood organizations, Green Acres Home Owners' Association, West Colfax Community Association, and Lakewood City Council.

## Survey Results

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The reconnaissance survey examined 1,100 properties built before 1952. Most are residences, a majority of them single dwellings. The area also contains assorted multiple dwellings, including duplexes, triplexes, four-plexes, apartment houses, and the rooming house at 1435 Harlan Street (the William and Miranda Ann Loveland residence). Commercial buildings, concentrated on West Colfax, Wadsworth, and Sheridan, include motels, gas stations, retail businesses, and auto sales offices.

Although county assessor's construction dates are typically estimates rather than the actual year built, an analysis of the property records provided by the Jefferson County Assessor's Office provides general insight into development trends. The table below shows that, despite the 1888 - 1890 plats, little construction occurred prior to 1920 and that construction starts during the 1920s and 1930s were nearly equal for each decade.

Period	Properties Built*
1877 - 1899	6
1900 - 1909	21
1910 - 1919	51
1920 - 1929	198
1930 - 1939	192
1940 - 1949	377
1950 - 1951	155
<b>Total</b>	<b>1000</b>

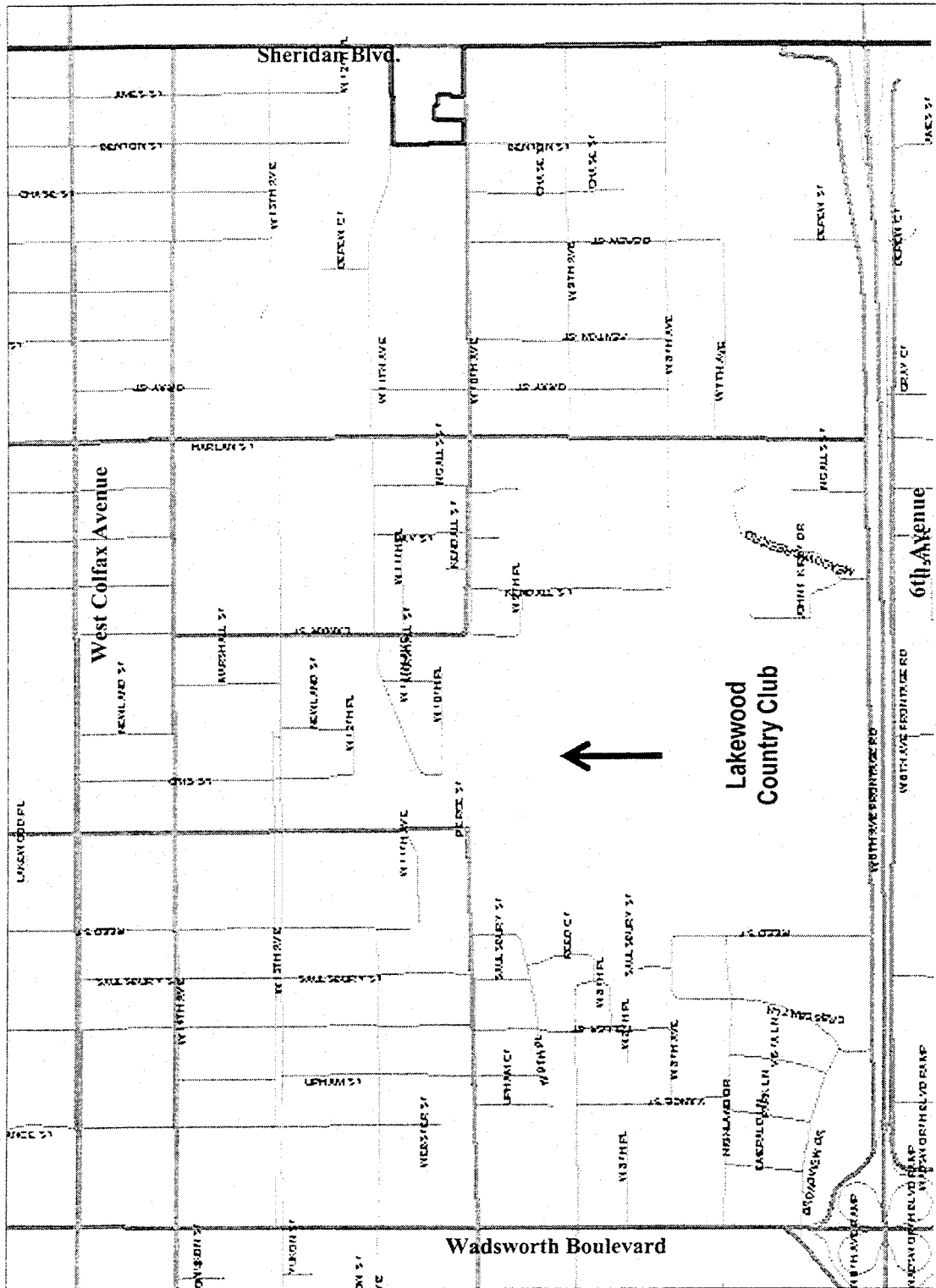
\*Excludes multiple residential, estimate to be 100 pre-1952 properties

The properties examined by the reconnaissance survey represented themes related to agriculture, transportation, health, industry, and suburban development. There are few intact properties associated with the farming activity, the D&IM streetcar line, and the 1920s - 1950s era of auto tourism and car culture on West Colfax Avenue. In contrast, the post World War II boom produced hundreds of houses. A number of intact Ranch style houses remain, some composing potential historic districts.

One-hundred and seventy-seven properties are recommended for intensive survey for potential designation. These are listed in **Appendix A** and several examples are given in the next sections of this report.

Survey Results

Field work examined three sub-areas: Two Creeks; the West Colfax, Wadsworth, and Sheridan corridors; and Edgewood (see map on page 4).



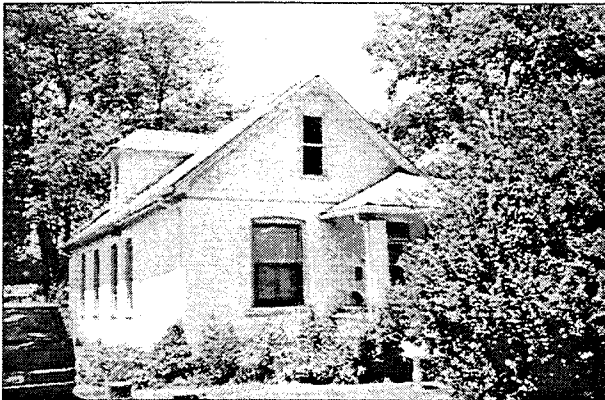
**Map of Two Creeks**  
**Courtesy of City of Lakewood, GIS Department**

## Two Creeks

Two Creeks contains several pre-1952 subdivisions, including the two West Colfax plats, two Lakewood plats, Golf Club Acres, Kenyon Subdivision, Grandview Acres, and Green Acres.<sup>45</sup> Its growth and diverse land use patterns were influenced by the Lakewood Country Club, D&IM streetcar line, Lakewood Brick and Tile plant, and West Colfax commercial corridor, as well as the creek gulches. As discussed in **Suburban Development**, growth occurred sporadically, shaped by diverse factors ranging from agriculture and auto tourism to World War II and the ensuing postwar suburban boom.

The intermittent growth cycles, patchwork development, and initial low density resulted in a varied assortment of property types, architectural styles, and construction dates in Two Creeks. The oldest residential blocks are in the West Colfax subdivisions in the 1200 - 1400 blocks of Ames, Benton, and Chase streets. These consist of vernacular dwellings from the 1910s and 1920s, small woodframe buildings with front-gabled, side-gabled, and hipped roofs. Most are altered, although alterations are moderate and possibly reversible, such as porch enclosures, application of narrow synthetic siding, and window replacements.

Other Two Creeks neighborhoods contain collections of small vernacular dwellings interspersed with 1920s – 1930s Tudor Revivals and Craftsman Bungalows. Because residential development was typically sporadic and piecemeal, some blocks have houses with diverse design from various decades.



**Two of the oldest houses in the West Colfax subdivision in two Creeks, built in 1900 at 1333 Ames Street (left) and 1361 Ames (right)**

There are a few blocks with a concentration of architectural styles (styles are described later in this chapter). Examples include the cluster of Tudor Revival style dwellings in the 1400 block of Reed Street. The 1200 and 1300 blocks of Pierce Street convey a sense of the street's origin as the entrance to the Lakewood Country Club with several Tudor Revival, Spanish Colonial Revival, and Art Moderne style dwellings. (A third Art Moderne residence is located northwest of the Lakewood Country Club at 7558 West 9th Avenue.)

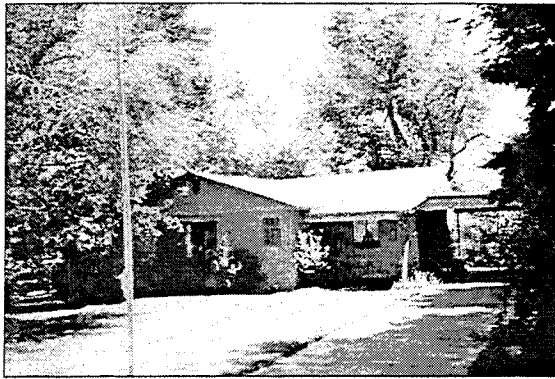
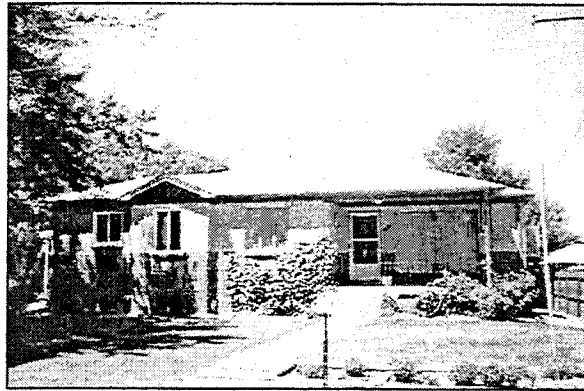
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<sup>45</sup> The new "Two Creeks" was adopted during the 1995 – 1996 development of a community plan for the area.

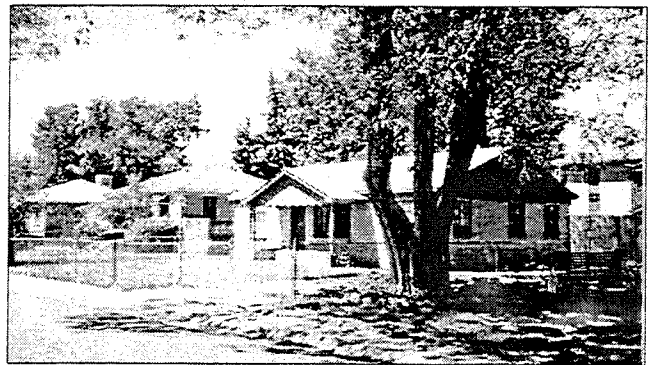
## Survey Results

On either side of the Lakewood County Club lies two country club subdivisions with contrasting socioeconomic status and architectural styles. East of the country club, Golf Club Acres developed in the mid 1920s with middle-class Craftsman Bungalows and a few small Tudor Revival houses. West of the country club, Green Acres developed in the 1940s and 1950s with various large versions of the Ranch House.

Two Creeks contains dozens of prewar and postwar Ranch Houses, scattered as infill and built in block-long clusters. Just north of Green Acres, Kenyon's Subdivision contains a range of 1940s – 1960s Ranch style houses built of various materials. Late 1940s and early 1950s Ranch style houses are concentrated in the 800 and 1200 blocks of Vance Street, 1300 block of Otis Street, and 6200 block of West 11th Place. Design characteristics of there are an exterior of beige brick with red brick trim, a hipped roof, picture windows, and attached garages.



**Two Creeks Ranch style houses - 1350  
Otis (above), 1340 Upham (left), and  
1200 block Vance (below).**

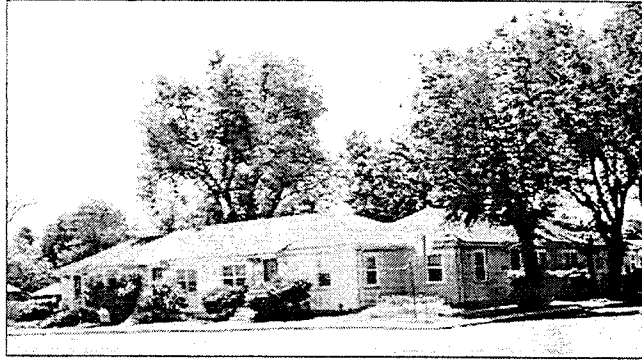




## ***Survey Results***

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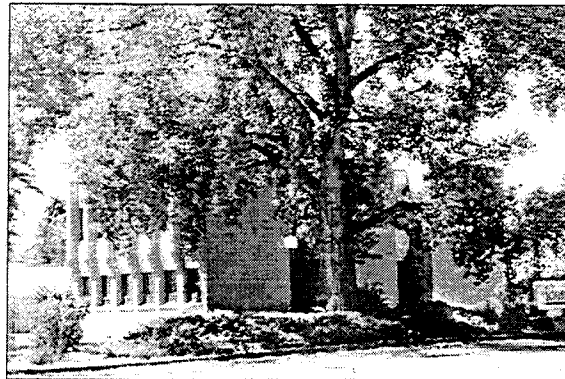
Two Creeks also contains clusters of duplexes, triplexes, and four-plexes, and several two-story apartment houses, located mostly south of West Colfax and east of Wadsworth. Nearly all were constructed following World War II. The cluster of circa 1950 four-plexes at West 10th and Vance are two-story with flat roofs, Permastone facing, and multi-paned windows (similar in design to four-plexes at the Vance Apartments at 1650 – 1690 Vance in Edgewood). Along West 14th Avenue, several triplexes feature Ranch style design elements. Others include: two, circa-1945 two-story apartment buildings at 1440 and 1460 Kendall Street; two post-1951 deep and narrow, two-story apartment houses in the 1400 block of Pierce Street; and several two-story units with central parking lots built near Saulsbury and West 13th Avenue and on Pierce Street just north of the country club entrance. Post-1951 apartment houses are noteworthy because they reflect later materials and design aesthetics, while their size and scale complements the adjacent single dwellings. They also represent the lack of zoning in the survey area, which allowed integration of single and multiple dwellings.



**Ranch style triplexes at 7270 – 7290 West 14th.**

St. Bernadette's Church at 7420 West 12th Avenue consists of a complex of buildings in the 1000 blocks of Upham and Vance streets. The original 1948 church building was designed by John K. Monroe and built of beige brick with red brick trim. Monroe, who resided nearby at 1250 Wadsworth Boulevard, designed hundreds of church buildings around the state for the Catholic Archdiocese of Denver, most of them beige brick with darker brick or terra cotta features. The St. Bernadette campus also contains two later church buildings, a school, and the former convent, now used as a neighborhood community center. The grounds also contain a baseball field and playgrounds.

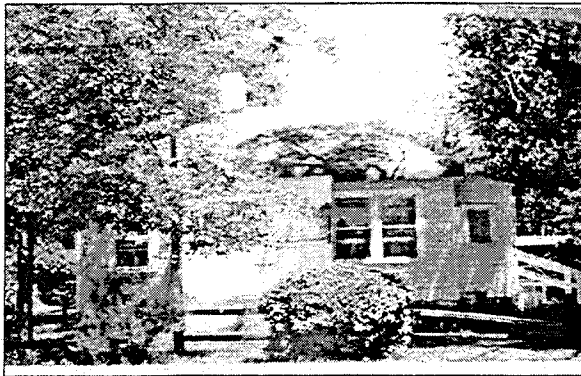
A few small, two-story office buildings were constructed within Two Creeks in the 1960s and 1970s, interspersed among residences between West 14th and West Colfax or located on Wadsworth. These provide interesting examples of Post-Modern design.



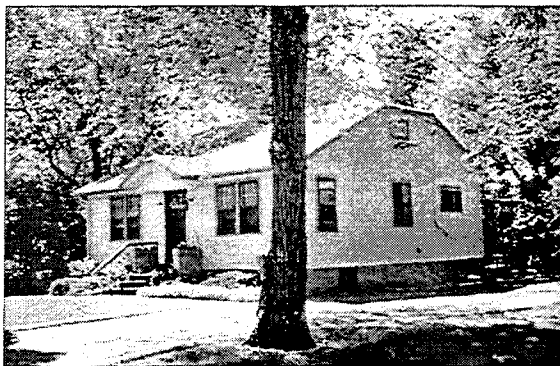
**Circa 1970 infill office building near  
West 14th and Vance.**

## Survey Results

The West 13th Avenue corridor possesses a concentration of vernacular dwellings and scattered Craftsman Bungalows, interspersed with a few two-story, circa 1960 apartment buildings. Residences were built along the streetcar thoroughfare, then spilled over onto the 1300 and 1200 blocks of adjacent streets. The 1890 railway right of way remains intact and is historically significant as one of the oldest and least altered structures in present-day Lakewood. Although the small, wooden passenger shelters are gone, the rail tracks and the wide easements that allow auto and pedestrian travel on either side of the railroad grade remain untouched. The rural character of the corridor is conveyed by the rows of street trees, small dwellings with large yards, and a handful of agricultural outbuildings.



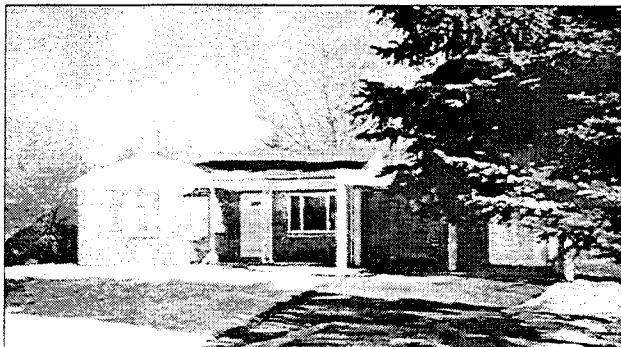
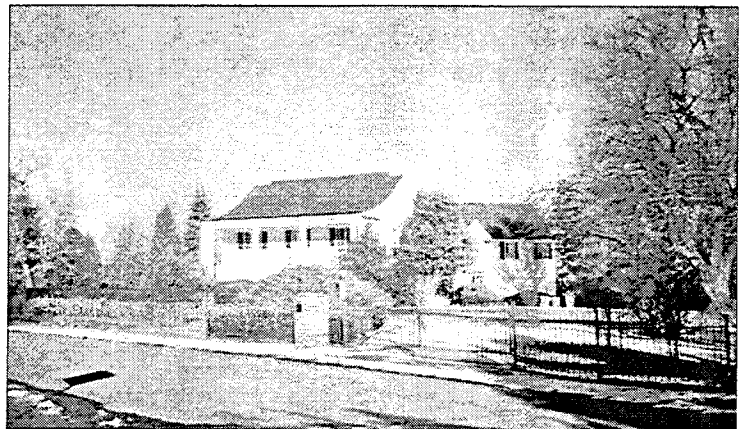
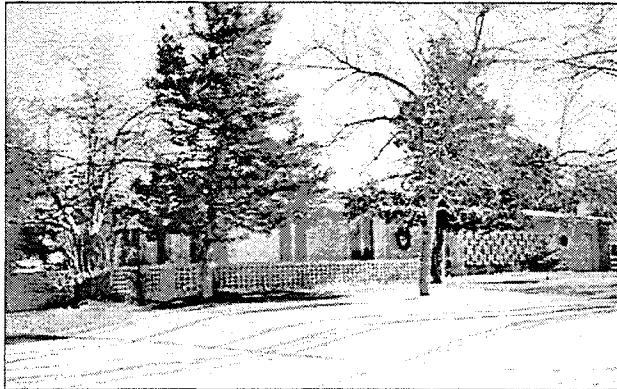
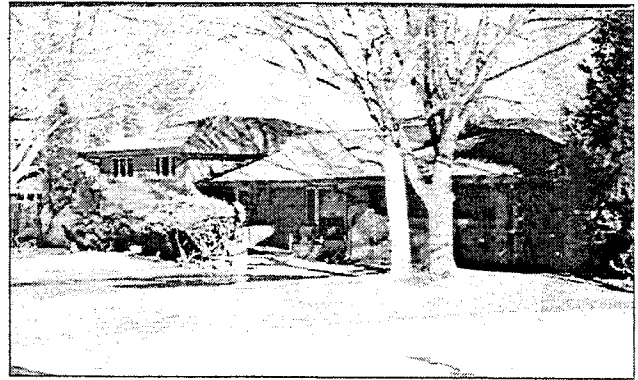
**East view from Reed and West 13th (above). 1918 house at 6999 West 13th (left), 7020 West 13th primary house and rear house (below).**



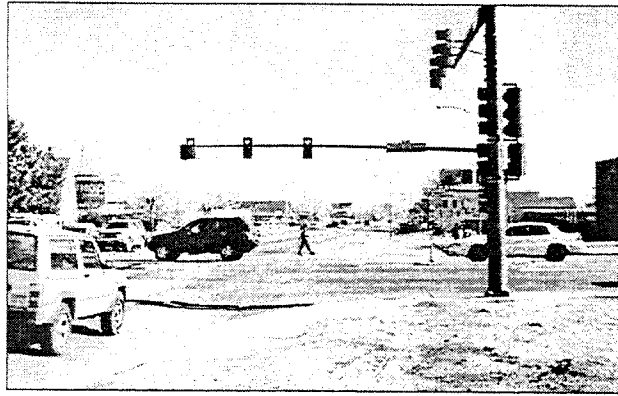
## Survey Results

The Green Acres subdivision platted in 1939 contains over eighty properties. These consist of a collection of various Ranch style houses and several examples of Contemporary design built from the 1940s through the 1980s. The first property, built at 800 Crescent in 1941, is Colonial Revival style.

**Examples of Green Acres property  
(top to bottom): 620 Crescent  
(1983), 630 Crescent (1983), 800  
Crescent (1941), and 7330  
Broadview (1949).**



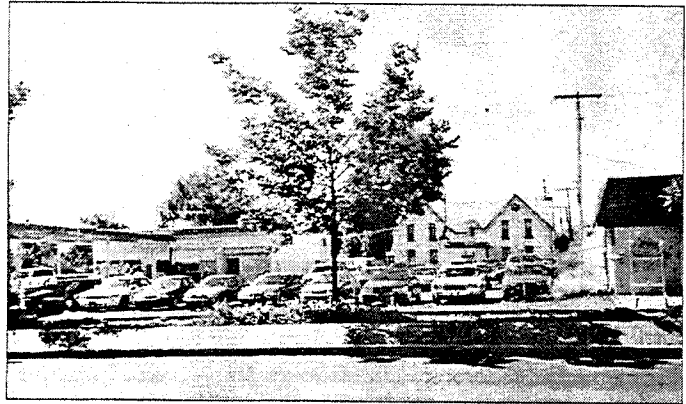
View of West Colfax from  
Wadsworth intersection



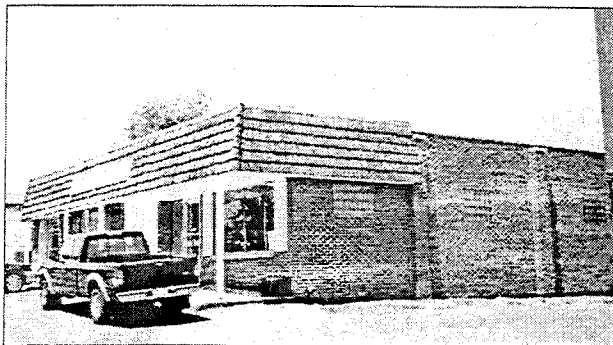
### Commercial Corridors

The survey area includes three arterial roadways: West Colfax Avenue, Sheridan Boulevard, and Wadsworth Boulevard. **West Colfax Avenue**, the dividing line between Two Creeks and Edgewood, contains various types of commercial buildings, including one-story commercial strips, a few two-story commercial buildings, and the large JCRS Shopping Center (other photographs of West Colfax properties are contained in the **Commercial Buildings** section). Land use patterns reflect the low density and linear form typical of twentieth-century, auto-oriented commercial districts. Development is somewhat dispersed — separated by vacant parcels and interspersed with block-long car and trailer sales lots.

The intersection of Harlan and  
West Colfax shows diverse land  
use: circa 1950 filling station  
serves as cars sales office;  
Loveland residence at rear of  
property.



Prominent building materials are brick, stucco, concrete block, metal, wood, and plate glass windows. Nearly all pre-1952 properties are substantially altered. For example, many motels and storefronts have been “updated” with circa 1970 wood-shingled mansard roof awnings.



Several West Colfax buildings  
were updated with wood-  
shingled roof mansards in the  
1970s.

## ***Survey Results***

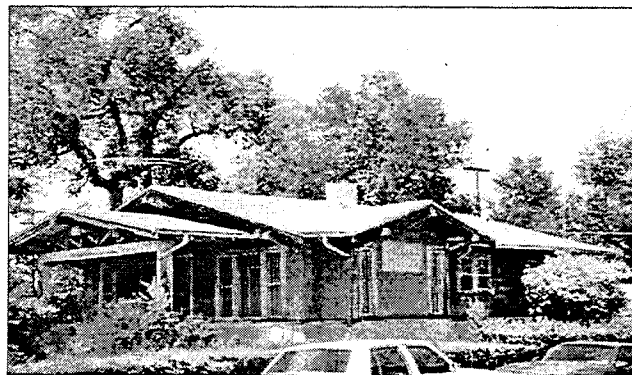
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Traces of West Colfax history are discernable, but not obvious. Some pre-1952 buildings are narrow and deep, rather than forming a narrow strip fronted by a parking area. The rear portions of several buildings still have original materials, openings, and details. In other cases, older buildings remain behind newer structures. Many pre-1952 filling stations and a drive-in restaurant now function as sales offices for car lots. Several buildings have served several uses, such as a former grocery store converted into a skating rink, then a thrift store.



**Some historic buildings are found at the rear of the property.**

Despite the expanse of pavement, vehicles, and metal-and-glass buildings, the foothills and mountains are still visible to the west. A 1990s landscaping project created red brick median planters with small trees down the center of the road. The entire length of Colfax Avenue is now designated as a National Historic Corridor, and the recently formed West Colfax Community Association is targeting improvements on the thoroughfare.



**The Mildred Ryland Reid property at 7341 West Colfax was a poultry farm in the 1930s and 1940s. The circa 1930 Craftsman Bungalow is the last residence remaining on West Colfax between Sheridan and Wadsworth.**

## Survey Results

**Wadsworth Boulevard** travels over twenty miles north-south, extending the length of Jefferson County. Also known as Colorado Highway 121, it passes through the cities of Broomfield, Arvada, Wheatridge, Lakewood, and Littleton. Each of these has grown from a pre-1900 settlement to a suburban city that shares contiguous boundaries with other municipalities and forms the west portion of the Denver metropolitan area. The segment of Wadsworth between West 6th and West 26th contains a mixture of houses and business buildings, and several residences converted to commercial use. Outside the survey area at the northwest corner of Wadsworth and West 10th, stands the beige-and-brown-brick, Art Deco style Lakewood High School built in the 1920s.

The once prominent Wadsworth-Colfax intersection has suffered the loss of several historic buildings: Jefferson Bank was removed and rebuilt in the 1980s; the Bi-Rite/West Colfax Feed and Grain Store was removed in the mid 1990s; Telephone Building/Masonic Hall was torn down in 2000; and the Columbia Savings/Wells Fargo Bank building is scheduled for demolition in 2002 to accommodate CDOT's road widening project and supermarket development.

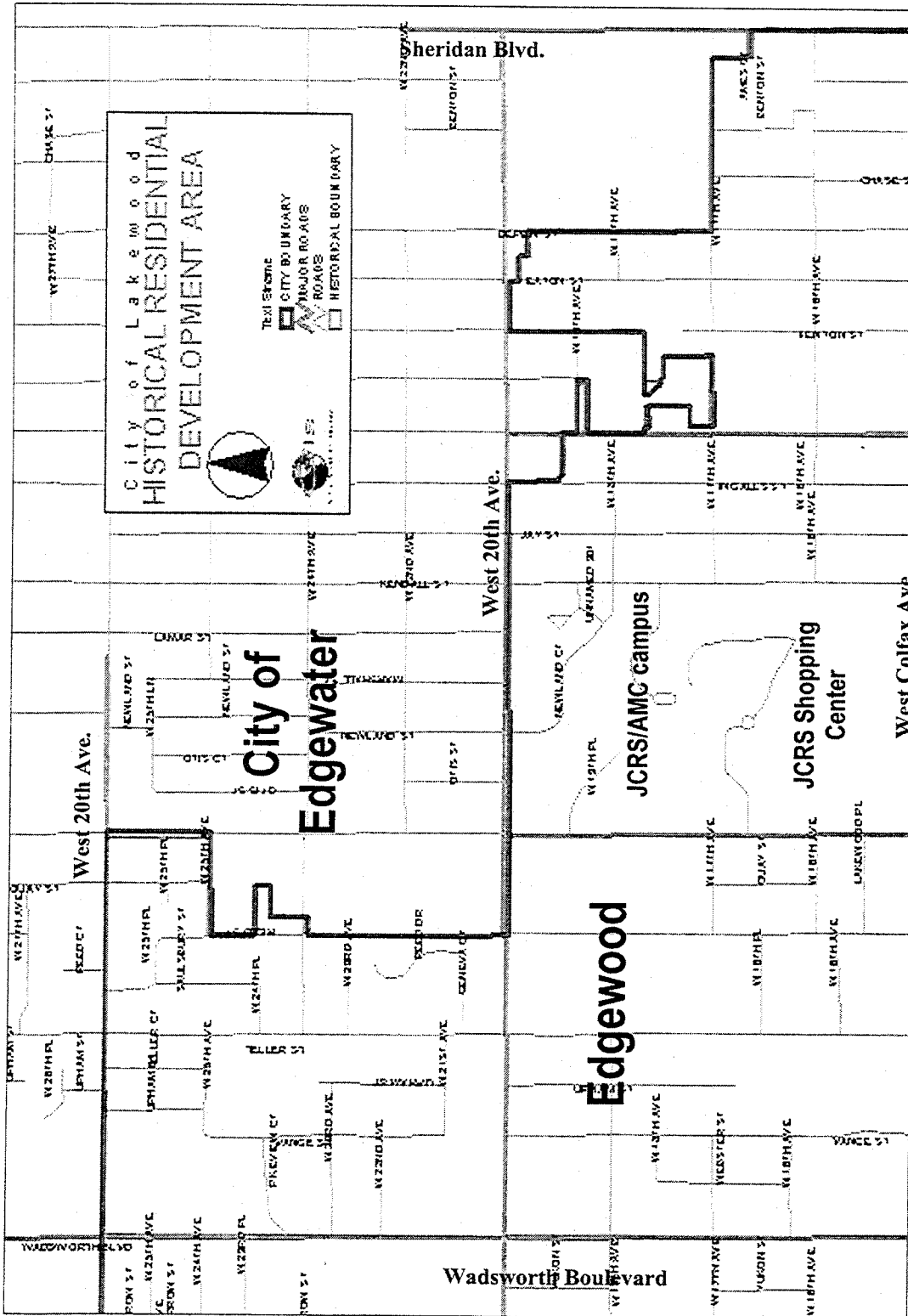


**Columbia Savings and Loan/Wells Fargo Bank building at West Colfax and Wadsworth**

Like Wadsworth, Sheridan Boulevard is a late 1800s transportation corridor that runs north-south through the entire length of the Denver metro area. It marks the west boundary of the City and County of Denver. It contains primarily residences with commercial structures concentrated between West Colfax and West 14th and at West 10th. The 900 block contains post 1952 apartments. The gulch between the 800 and 600 blocks discouraged development and today contains industrial land and a circa 1975 nightclub.



**The dwelling at 1680 Wadsworth Blvd. is one of a few residences left from the days when Wadsworth was a residential thoroughfare.**



Map of Edgewood  
 Courtesy of City of Lakewood, GIS Department

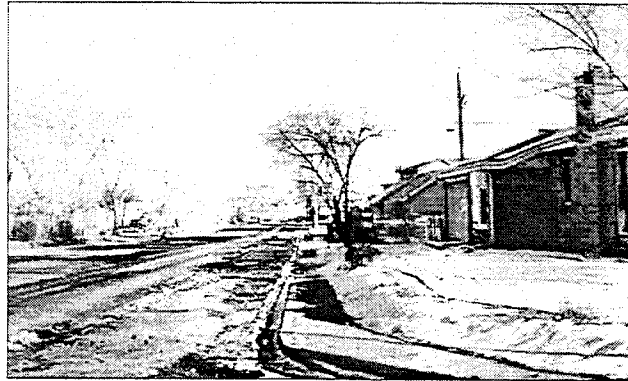
## Edgewood

Edgewood remained primarily agricultural land with a few scattered residences until the mid-1940s.<sup>46</sup> The eastern portion of Edgewood actually originated as part of Edgewater, which was platted in 1889 from Sheridan Boulevard west to present-day Pierce Street between West Colfax and West 24th Avenue. Edgewater grew north of West 20th Avenue (originally named Edgewater) Boulevard. In 1906, the 1700 – 1900 blocks between Depew and Harlan were re-platted as the Edgewater Annex Subdivision by John J. Hagus and Charles W. Cowell. The area was regarded as the outskirts of Edgewater — until the 1950s, when several West Colfax businesses were listed in the Edgewater section of the *Colorado Business Directory*.

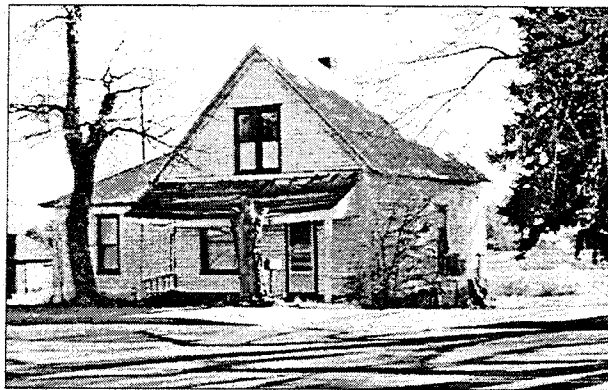
Edgewood's land use patterns were shaped by the large amount of agricultural land lying west of JCRS and around the edges of Edgewater. The expansive JCRS sanitarium property also shaped Edgewood

development by occupying the area bounded by West Colfax, Kendall, Pierce, and West 20th until portions were sold off beginning in the 1950s.

Edgewood development patterns resembled those of Two Creeks. Edgewood contains several farmhouses, such as 2475 Teller Street (circa 1925) and 7400 West 26th Avenue (1908), reflecting the agricultural activity that lasted until after World War II. The earliest development occurred in the 1920s in the Edgewater Annex Subdivision. The 1500 blocks of Ames, Benton, and Chase were built up with vernacular dwellings and a few modest brick Tudor Revivals and Craftsman Bungalows, similar to those on the same streets south of West Colfax. Many of these residences have been altered by application of siding and window replacements.



East view from West 20th and Gray. West 20th was originally named Edgewater Boulevard.



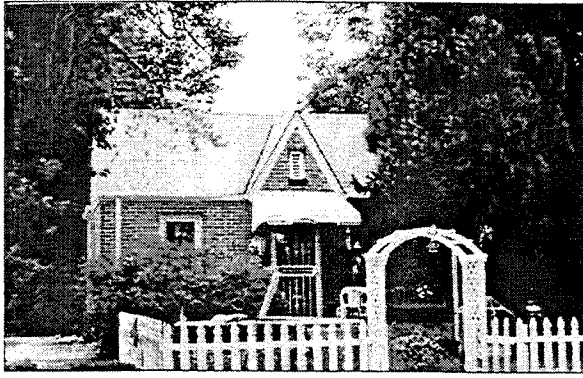
Farmhouse at 7400 West 26th Avenue

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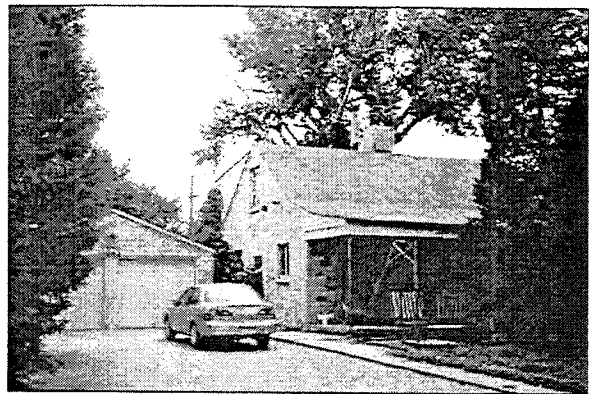
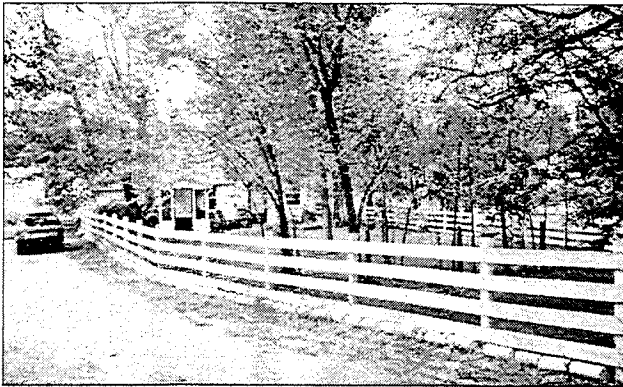
<sup>46</sup> The name "Edgewood" was adopted during the 1995 – 1996 development of a community plan for the area.



## Survey Results



Modest Tudor Revival at 1554 Benton (1939) and Cape Cod at 1556 Benton (1935).



Eaton and Fenton were sparsely developed until the late 1940s. 1821 Eaton (1925) and 1575 Eaton (1948) are examples of prewar and postwar houses.

The postwar boom especially impacted Edgewood because of the large amount of undeveloped land. Near the Edgewood city line, the 1800 to 2000 blocks of Depew and Eaton were built up with dozens of tract houses after 1945, nearly all considerably altered, as well as blocks of Ranch style houses and several brick apartment buildings.



Postwar housing on Eaton and Fenton include La Pauline Manor apartments (1961) at 1805 - 1821 Eaton (left) and 1950s tract housing such as the 1800 block of Jay Street (right).

## Survey Results

Bridgewood Commons, built in 1998 – 1999, occupies the 1600 block between Benton and Chase. This is an affordable housing project that included several New Urbanism design concepts, such as front porches, gabled roofs, and combination of horizontal siding and brick exterior materials.

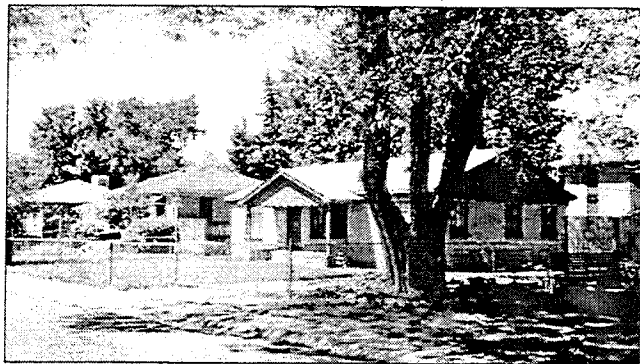
Walker-Branch Park occupies the 1600 – 1700 blocks between Fenton and Harlan. Preserving former farmland, the property slopes downward from south to north with views of Edgewater, Sloan Lake, and Denver. Residents of both Lakewood and Edgewater use the park and its recreational facilities.

West of JCRS, prewar development consisted of scattered farmhouses, a few dwellings on Wadsworth, and the dozen or so built in the 1924 Grandview Acres Subdivision in the 1600 – 1700 blocks of Teller. The 1600 block of Teller Street contains the best collection of Craftsman Bungalows in Edgewood, although a few have been covered by synthetic siding. This area is fragmented with several streets truncated by: horse pastures; the Aviation Club grounds; the State Revenue building and Jefferson Academy High School in the 1700 – 2000 blocks of Pierce and Reed; and a flood control/drainage structure in the 2500 block between Vance and Wadsworth, and several large commercial properties on West Colfax.



**Aviation Club Grounds at 1980 Teller**

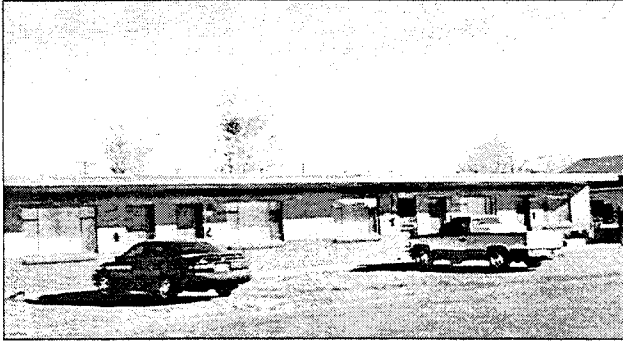
During the 1950s and early 1960s, this area grew with scores of Ranch style houses and Ranch style duplexes, triplexes, and four-plexes. Several blocks contain intact collections of postwar Ranch style houses that could be investigated for their potential as designated historic districts. The 6800 – 6900 blocks of West 16th Avenue contain a tidy collection of beige- and red-brick houses, a few with side entry garages. The 1800 block of Upham consists of a mixture of 1950s brick Ranch style houses with breezeway-connected garages, brick ranch duplexes, and two-story brick apartments. The 2100 blocks of Vance and Upham contains beige-brick Ranch style houses with red-brick trim, hipped roofs, small porches, and attached garages; a few of these are tri-levels, raised Ranches, and duplexes. The 2400 block of Reed is a curving street with several hipped-roof brick duplexes.



**Row of brick Ranch style houses in the 2100 block of Vance Street.**

## Survey Results

The multiple dwellings concentrated in the 1600 blocks between Upham and Webster are also significant as examples of residences built in response to the pressing need for housing after the war. The Vance Apartments, built in 1952 at 1650 – 1690 Vance Street, consists of five, two-story four-plexes with flat roofs and exteriors of stucco and stone-facing, similar in design to those at West 10th and Vance. Complexes of hipped-roof, beige-brick, Ranch style four-plexes, built in 1952 and 1953, are located at 1625 – 1695 Pierce, 1605 – 1685 Vance, and 1670 – 1690 Webster.

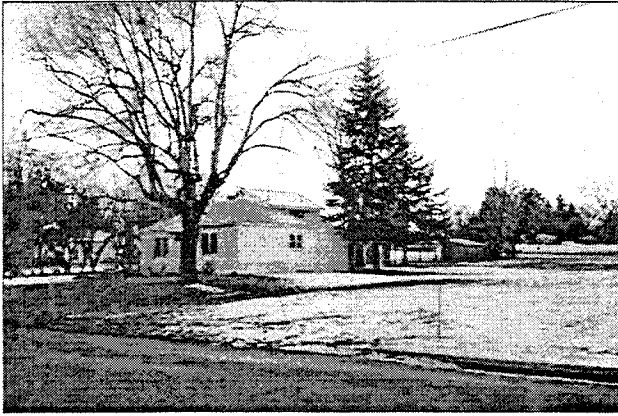


**Four-plex (above left), triplexes (above right) and Ranch style house (below) in the West 16th and Reed vicinity.**



**Bridgewood Commons, a Habitat for Humanity complex, was developed in 1998 - 1999 in the 1600 block between Benton and Chase. It reflects New Urbanism design elements such as steeply gabled roof forms, front porches, and traditional exterior materials.**

## Survey Results



The dwelling at 2475 Teller, surrounded by a large lot, is believed to be the original farmhouse from which the entire area was developed as subdivisions.

The Teller Street vicinity contains several blocks of Ranch Houses, most of beige brick with red-brick trim. Around Teller and West 22nd a few small, vernacular houses on very large lots contribute to the sense of rural openness.



The 2400 block between Teller and Upham contains 1960s residences with design

elements apparently influenced by the Eichler Homes, mass-constructed by merchant-builder Joseph Eichler in California between 1949 and 1967.<sup>47</sup> Features include low-pitched side-gabled roofs, exteriors of brick vertical wood siding and brick, chimney/fireplaces on the façade, projecting roof piers, gable-end windows, large multi-pane picture windows, and an open plan interior. Several are altered by window replacements. The dwelling at 2570 Upham is another good example of contemporary design, with asymmetrical roof form, combination of wood material, and stone facing, and window walls.

Beige-brick Ranch style house with red-brick trim at 2540 Teller Street; matching auto garage set back.



Residence at 7505 West 24th reflects the influence of "Eichler" design introduced by in California by merchant-builder Joseph Eichler in the early 1950s.

<sup>47</sup> Jerry Ditto and Lanning Stern, *Design for Living – Eichler Home*, San Francisco: Chronicle Books, 1995.

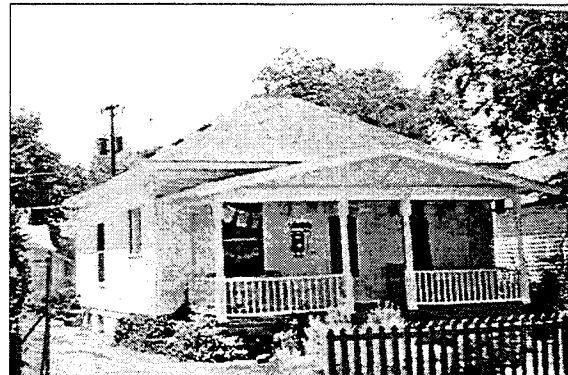
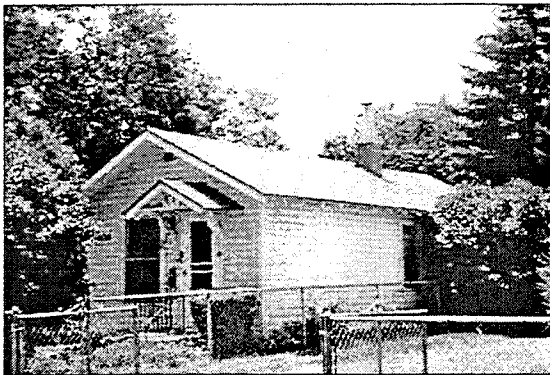
## **Property Types**

The survey area contains around 3,500 commercial buildings, private residences, multiple dwellings, and industrial sites; of these approximately 1,050 properties were constructed prior to 1952. These properties included a wide variety of building types because of the large size of the survey area and the diverse land use within the area.

## **Residential Dwellings**

Residential properties within the survey area were primarily single family dwellings. The area also contains a number of duplexes, triplexes, four-plexes, and apartment houses.

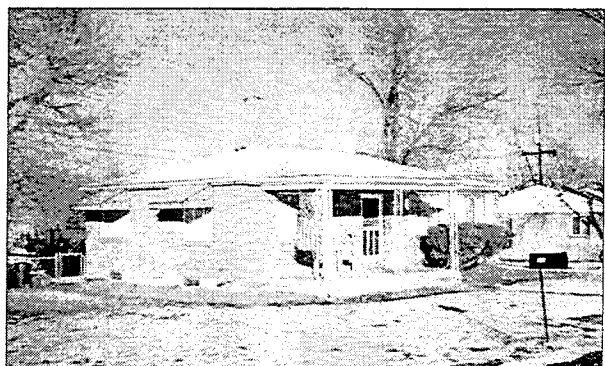
**Single family dwellings** are modest in size: typically less than 1200 square feet. Exterior materials include clapboard or other horizontal wood siding, stucco, brick, and concrete block. They reflect the range of architectural styles popular during the twentieth century, which are described in the next section. A number of pre-1920 residences served as farmhouses for small poultry, dairy, or truck garden operations; some still retain agricultural outbuildings (described separately in this section).



**Typical examples of vernacular dwellings built on Ames , Benton, Chase, and Depew, 1435 Ames built in 1919 (left) and 1460 Chase built in 1922 (right).**



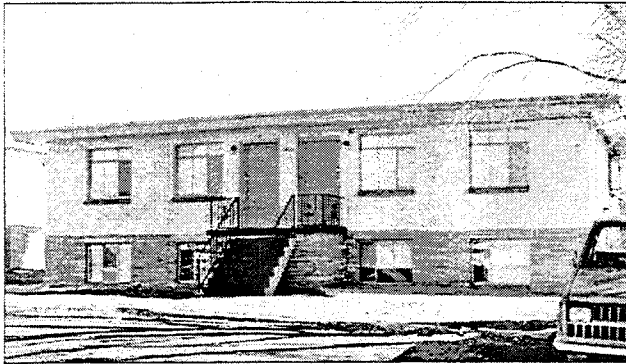
**Modest house built in 1941 during World War II at 760 West Depew.**



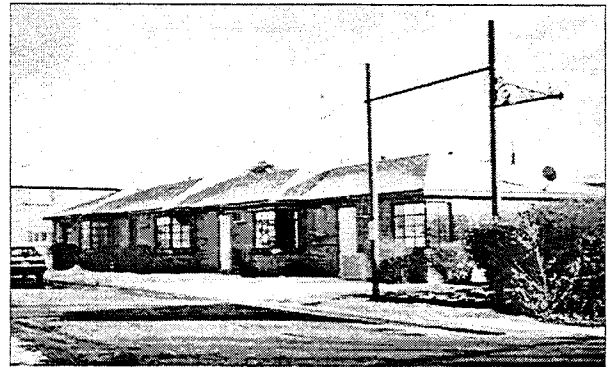
**Typical brick Ranch style house at 6385 West Place.**

## Survey Results

Multiple dwellings were built primarily during the postwar period, the first in the Ranch style predominant at that time. West 16th Place and the 1600 blocks of Pierce, Upham, and Vance Street have a concentration of duplex, triplex, and four-plexes. These are of beige-brick with red-brick trim and have hipped roofs. A complex of five triplexes is located at West 14th and Saulsbury, and another complex of three four-plexes is at West 14th and Gray (rented as the Sunset Village Apartments with an office on West Colfax). Each is has a red-brick exterior with a hipped roof, and corner windows. In the 1960s and 1970s, several larger apartment buildings were constructed.



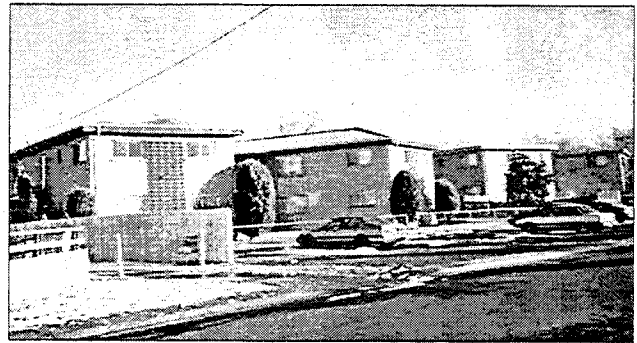
1952 Vance Apartments in 1600 block of Vance Street.



1952 four-plex at Gray and West 14th Avenue.



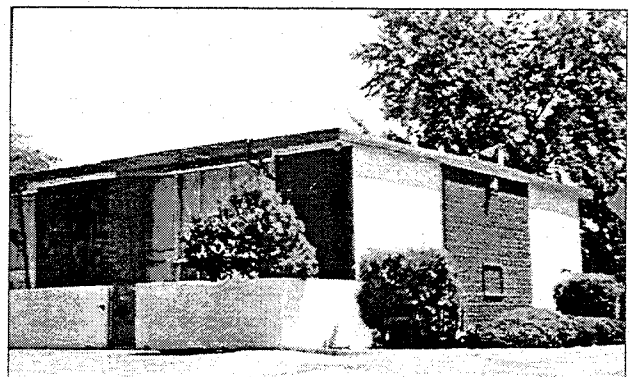
1960 apartment buildings at 1440 and 1460 Kendall.



1960 apartment buildings in 1700 block of Eaton.



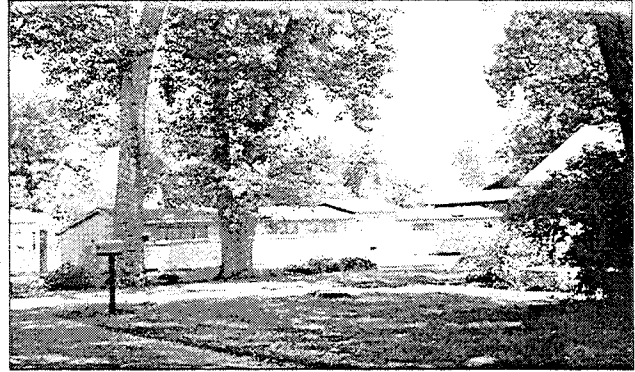
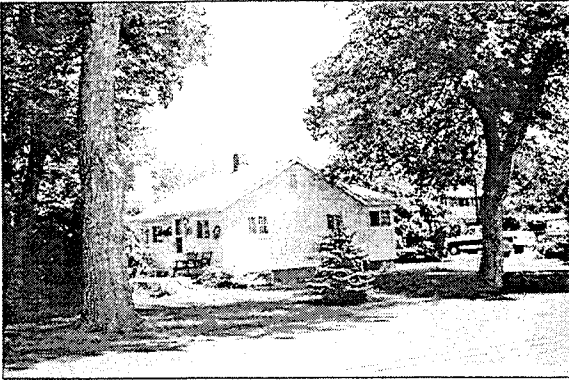
1961 apartment house at 1363 Pierce Street.



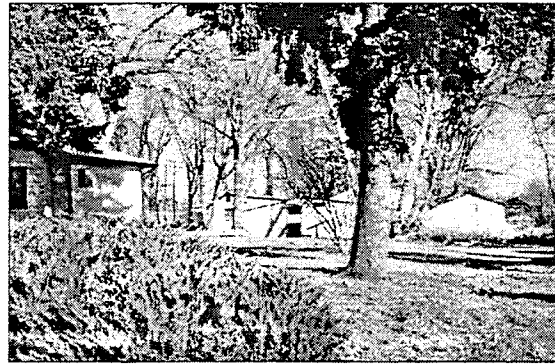
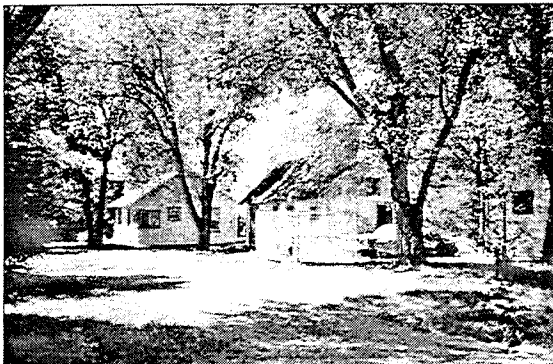
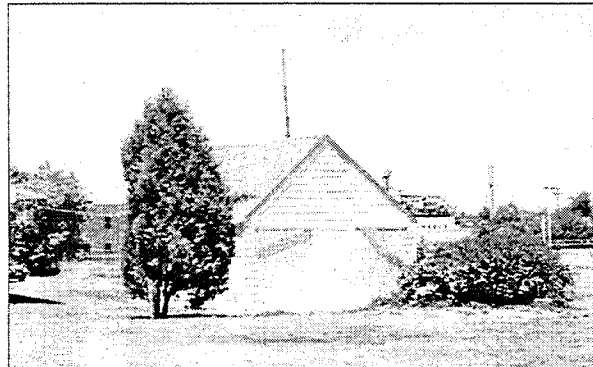
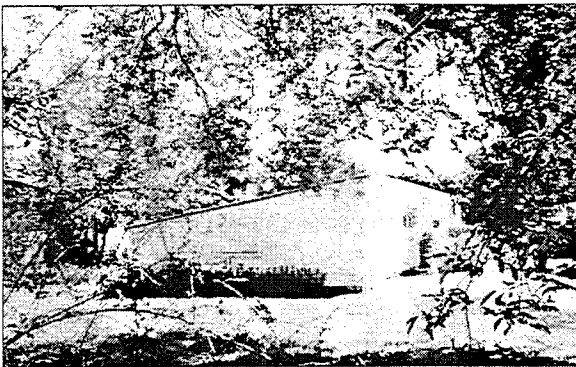
1961 apartment complex at 7095 West 13th (Saulsbury intersection) with sections of decorative concrete block.

## Survey Results

**Farmhouses and outbuildings.** Several farmhouses are scattered throughout the survey area, reflecting the early agricultural land use. The farmhouse is typically a vernacular woodframe residence with gabled roof and clapboard exterior (most have been re-sided in aluminum or vinyl). These were typically built prior to 1920 and functioned as backyard businesses into the 1940s. Examples include: 1298 Lamar, 800 Benton, near West 7th and Wadsworth, and 7400 West 26th. Properties built for agricultural use are characterized by large lots and one or more outbuildings, such as barn-garages, chicken coops, and sheds. The most visible remnant of the burgeoning backyard poultry industry are a few outbuildings.



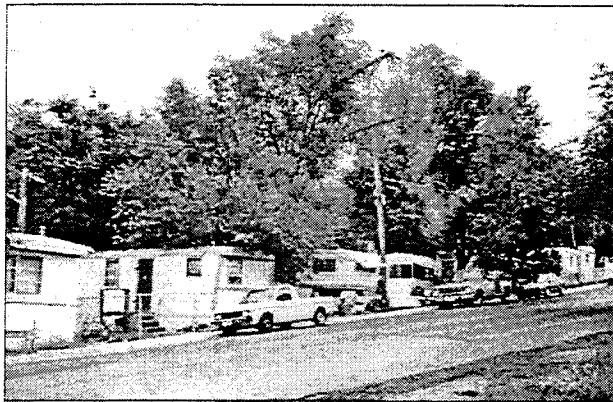
The small frame residence (above left) and chicken coops (above right) at 800 Fenton Street represent the early agricultural activity of the Mountair-Lakewood area. Clockwise from right: Chicken barn at southwest corner of Teller and West 14th, outbuildings at 1298 Fenton, outbuildings near West 8th and Wadsworth, and chicken shed at 1300 Vance.



## Survey Results

**Trailer Homes** were used as an economic means of housing from the 1930s on. Mitchell's Mobile Home Park, which opened in 1950 at 5555 West 16th Avenue, is the only remaining trailer court in the survey area. Originally serving the traveling public, today it is a residential complex with trailers and mobile homes of various sizes, types, and manufacture dates. In the center of the park stands the small, flat-roofed trailer park office built of buff-brick with glass block windows. The park is landscaped with numerous large trees.

**Mitchell Mobile Home  
Park at 5555 West 16th  
Avenue.**

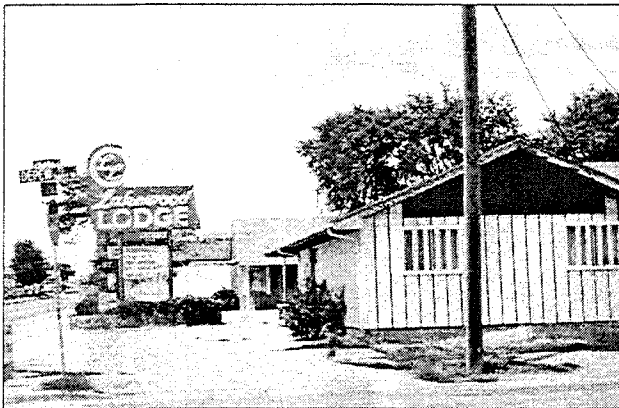




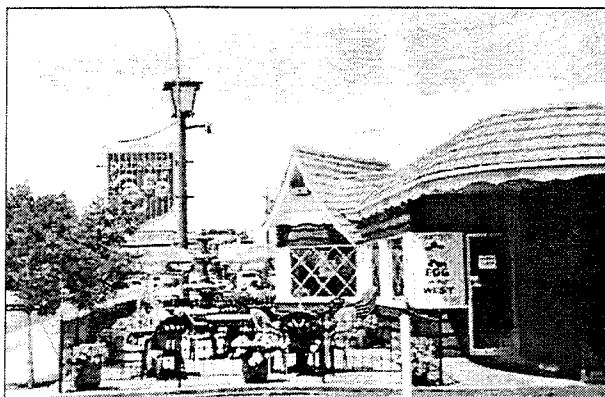
### **Commercial Buildings**

Commercial buildings on West Colfax Avenue housed businesses that served auto tourists and local residents. Pre-1952 properties include motels, gas stations, restaurants, grocery markets, and several types of retail stores. Few of these retain architectural integrity.

**Motels** Of the 70 or so traveler lodgings on West Colfax, (West Denver and Lakewood combined), around 35 remain in one form or another.<sup>48</sup> In addition to the White Swan, the remaining pre-1952 motels in the survey area include Lakewood Lodge at 5601 West Colfax, Doll House Motel and Café at 5637 West Colfax, Rocky Mountain Motel at 6001 West Colfax, Blue Sky Motel at 6205 West Colfax, Big Bunny (formerly Bugs Bunny) at 6218 West Colfax, and King's Rest Motel at 7013 West Colfax. Nearly all have been extensively altered by application of mansard roofs, wood-shingled awnings, or replacement windows. For many, the neon sign is often the most intact historic feature.



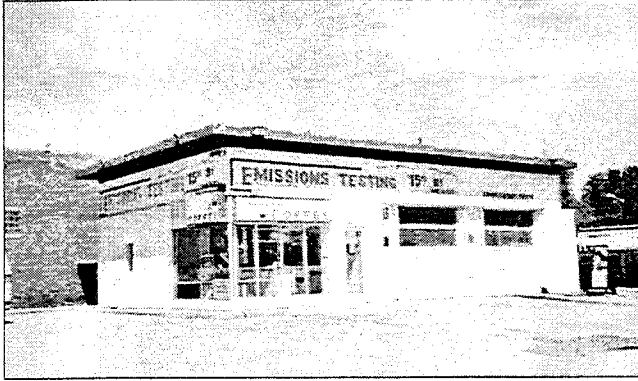
**Lakewood Lodge (left), Doll House Café and Motel (lower left), and Big Bunny Motel (below).**



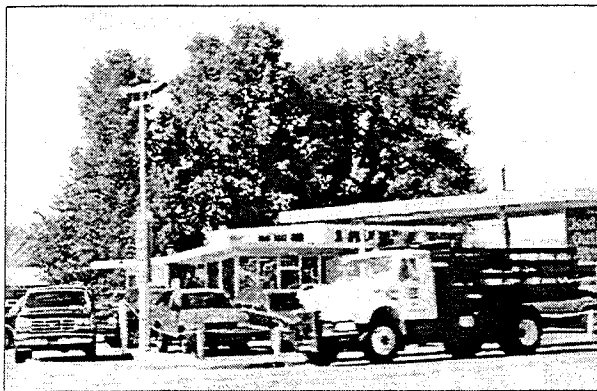
<sup>48</sup> Lyle Miller, interview 10/20/01.

Survey Results

**Filling Stations** were a standard business on West Colfax Avenue from the 1920s on. A few pre-1952 filling stations still remain converted into sales offices for car lots or other uses.



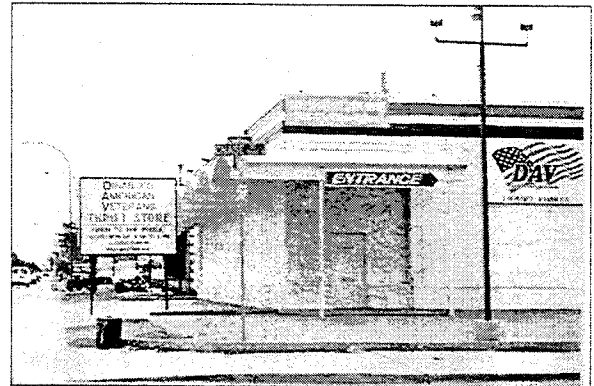
**Filling stations at West Colfax and Sheridan, West Colfax and Depew, and West Colfax and Harlan (top to bottom).**



Survey Results

Commercial strips and shopping centers became standard forms of commercial architecture in the twentieth century, motivated by automobile transportation. West Colfax has a number of examples of these, the most prominent being the 1957 JCRS Shopping Center.

*Types of Commercial Retail Buildings*



Former grocery stores – Mountair Market at 5530 West Colfax (left) and Safeway Store 5505 West Colfax (right).



7355 West Colfax Avenue



5246 West Colfax Avenue



7315 West Colfax Avenue



5555 West Colfax Avenue

### **Public Buildings**

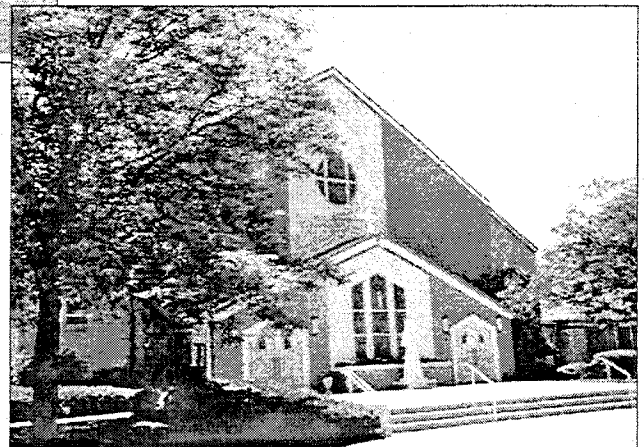
The survey area contained some of Lakewood's first schools and churches, most of which are now gone. Other public buildings included the 1937 Mountair Fire Station.

**Churches.** The first house of worship was the Mountair Church built in 1928 at 1400 Benton Street. The front-gabled woodframe building was expanded in the 1930s with a gabled front vestibule and gabled side addition. When the congregation built a larger church across the street in 1953, the 1928 church housed various parish functions. It is now a private residence and considerably changed by wide aluminum siding. The 1953 Mountair Church was a large, L-plan building of red brick reflecting a Colonial Revival motif in its fanlight openings and white trim. It was enlarged with a vestibule constructed in the ell and other additions that have considerably altered its appearance.

St. Bernadette's Church built in 1948 at 7420 West 12th was designed by John K. Monroe, who worked as chief assistant to renowned Colorado architect Jacque J. B. Benedict. Monroe established his own practice in 1932 and through his association with Benedict, became principal architect for the Catholic Archdiocese of Denver. In this capacity, he designed for the Archdiocese hundreds of churches, schools, college buildings, and hospital buildings around the state.<sup>49</sup> St. Bernadette's Church possesses the beige brick with brown brick trim motif introduced by Benedict in his design of St. Thomas Seminary in Denver. A larger church building designed by Henry DeNicola in 1966 shares the church property with a Catholic grade school and former convent that is now a daycare center and community hall.



**First St. Bernadette's Church  
(above), designed by John K.  
Monroe and built in 1948.  
Second St. Bernadette's church  
(right), designed by Henry DeNicola  
and built in 1966.**

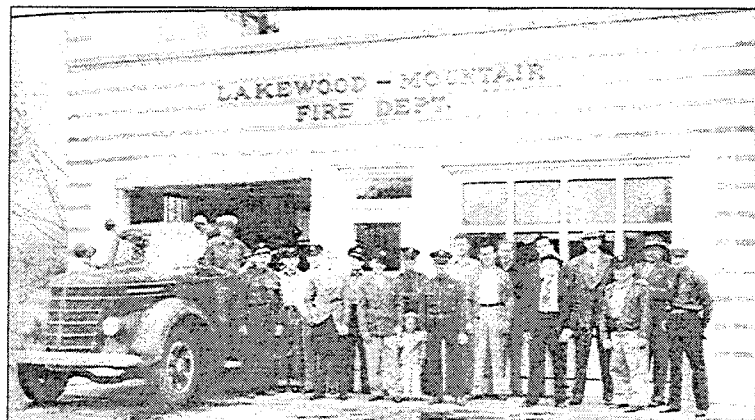
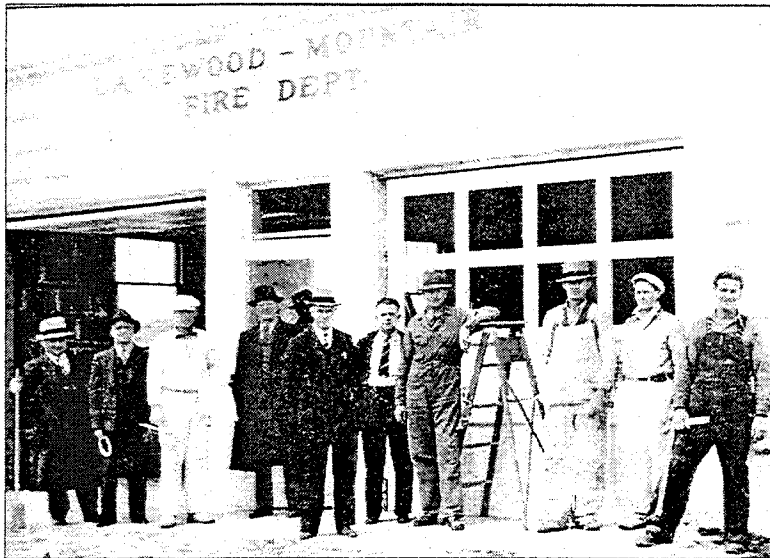


<sup>49</sup> "Biographical Sketch - John K. Monroe," Denver: Colorado Historical Society, Office of Archaeology and Historic Preservation, 1999.

## Survey Results

**Fire House.** The former Mountair Fire House remains at 1945 West Colfax. It was originally built as a one-story building on land donated by Paul Bowman. The second story was added later as an apartment for the firefighters. Firemen were volunteers until 1951.

**Lakewood-Mountair Fire Department,** designed by John K. Monroe and built in 1938, today (right, photo by Cathleen Norman) and in 1938 and 1946 (below, photos provided by West Metro Fire District).



### **Health Facilities**

The JCRS Sanitarium, now operated as the AMC, contains a collection of buildings that reflects its 1904 – 1953 operation as a treatment facility for Jewish tuberculosis patients. Because the facility functioned as a self-contained community, there appear to be no buildings outside the campus that are associated with JCRS. The campus is now listed in the National Register District. Portions of the large campus were gradually sold, including the West Colfax frontage developed as JCRS Shopping Center, the acreage between West 18th and West 20th that now contains several townhouse complexes, and the county-owned building at 1651 Kendall that now houses the Community Responsibility Center and a 300-bed correctional facility. The JCRS water tower is the most visible landmark — the 70'-tall structure, built in 1910 with donations from the St. Louis Ladies' Auxiliary, is seen from portions of West Denver, Lakewood, and Edgewater.

The other tuberculosis sanitarium, Craig Hospital at West Colfax and Ingalls, was demolished after the 1960s construction of Craig Hospital in Englewood.

### **Country Clubs**

The Lakewood Country Club has been an important factor in residential development in the south part of Two Creeks. The first two clubhouses were designed by leading Denver architect Lester Varian in 1913. The grounds were designed and expanded by well-known golf course architects Tom Benelow (circa 1910), Donald Ross (1920s), and Press Maxwell (1960s). The 1949 clubhouse has received several alterations, so lacks architectural integrity. The gate post on Reed Street and the grounds themselves are the most intact structures associated with the country club. The Broadmoor Country Club/Aviation Club was demolished in the late 1900s, but its landscaped grounds still remain, along with one of the gate pillars at the Teller Street entrance.

### **Industrial**

The Lakewood Brick Company is noteworthy as one of Lakewood's longest operating businesses. Despite proximity to residential neighborhoods and commercial districts the plant still produces masonry products to construction clients in Colorado and various western and midwestern states.<sup>50</sup> The 1920s, beige-brick plant remains on the property, but has received a series of expansions including the red-brick façade that now faces West 14th Avenue.

The car barn from the D&IM streetcar is located at 6000 Harlan at the northwest corner of Harlan and 13th. The large arch-roofed building, built in 1910, appears to have received several additions and alterations to accommodate manufacturing use.

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<sup>50</sup> J. C. Nichols sued to close the Lyle Brick Company plant and a rock quarry that operated near his Country Club District in Kansas City, Missouri, and then developed the site with apartments and the Country Club Plaza shopping center. Worley, 118.

## **Architectural Styles**

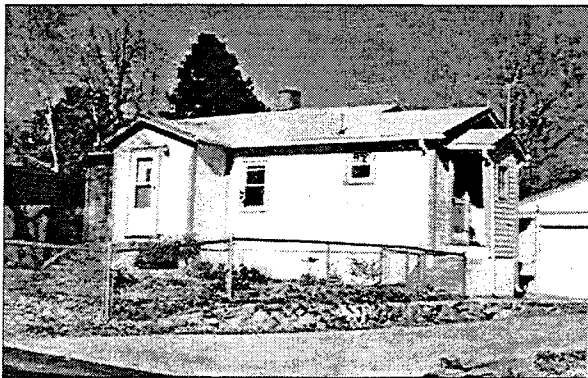
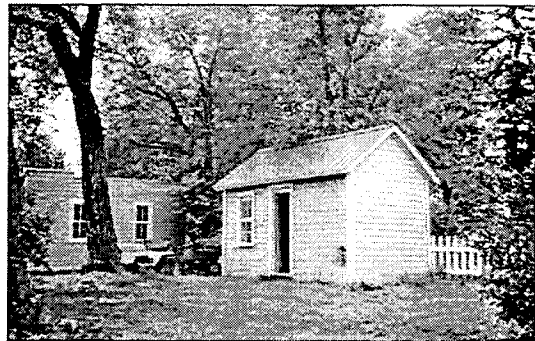
The survey area contains a range of residential designs and architectural styles. Many dwellings are vernacular and others are modest versions of architectural styles popular elsewhere in Colorado and the U.S. There are few intact examples of historic commercial styles or building types within the survey area.

### **Vernacular**

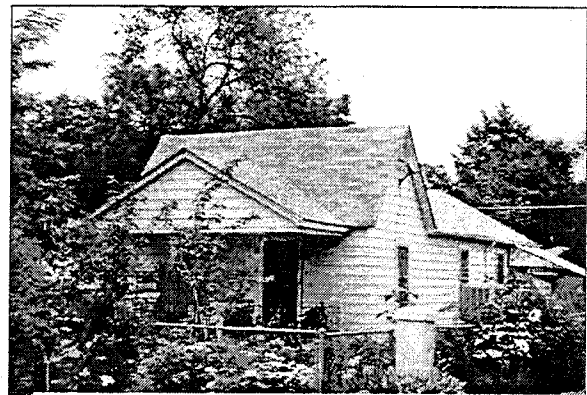
All pre-1920 properties were vernacular, many of them farmhouses. These typically possess a front-gabled or gabled-L roof form and woodframe construction with clapboard exterior. Most have front porches and possess a few extant outbuildings. Intact examples include: 5701 West 10th (1890), 1437 Ames (1894), 1245 Benton (1898), 1435 Harlan (Loveland Residence, 1888), 1333 Ames (1900), 1361 Ames (1900), 1339 Sheridan (1904), and 1583 Sheridan (1907).

From 1920 on, several dozen small vernacular dwellings were built on Ames, Benton, Chase and Depew between West 14th and West 18th . A few vernacular dwellings from this period are also scattered throughout the survey area, consisting primarily of front-gabled and hipped-roof box house types.

**1583 Sheridan Boulevard (1907) ,  
residence and outbuildings.**



**7495 West 22nd (1940)**

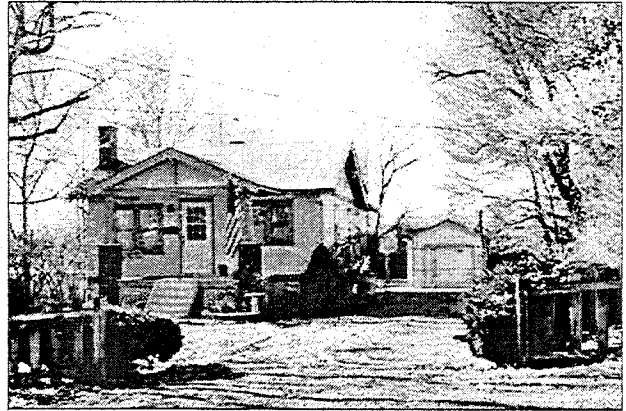
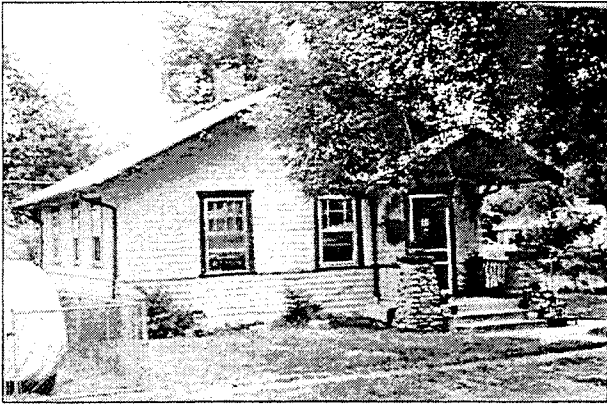


**1550 Benton (1898)**

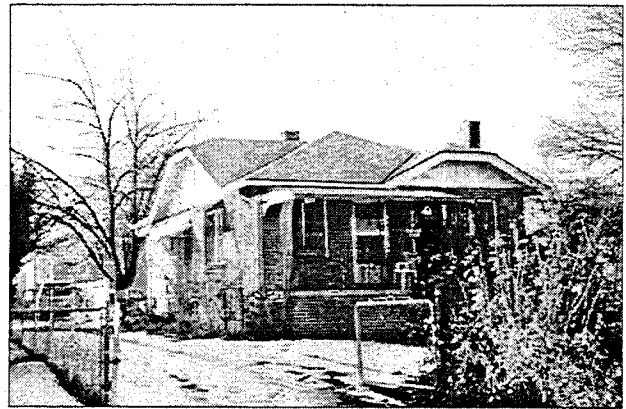
## Survey Results

### **Craftsman**

During the 1920s and 1930s, a number of residences were built in the Craftsman style, popular throughout the country. These consist of woodframe construction with exterior material of either clapboard or brick facing. Architectural features include a low-sloping gabled roof, exposed rafter ends, clipped gable ends, and a front porch, often with battered porch piers or porch column supporting porch posts. The small versions are referred to as "Craftsman Bungalows." Several Craftsman style residences are located along West 8th Avenue in the Golf Club Acres subdivision and others in the 1600 and 1700 blocks of Teller Street. Others are scattered throughout the survey area.



**Craftsman Bungalows at 1408 Benton and 1635 Teller**



**Craftsman style dwelling at West 26th and Teller Court and  
Craftsman Bungalow at 935 Depew.**

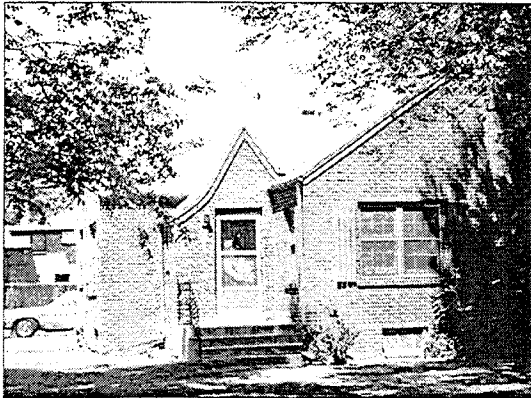


**Tudor Revival**

Tudor Revival was another popular style during the interwar decades. Architectural features include a steeply pitched roof, vertical orientation, prominent exterior chimney, vestibule-entry, and round-topped door. The 1400 block of Reed Street and Pierce Street contain several notable examples of the Tudor style. Others are scattered throughout the survey area.



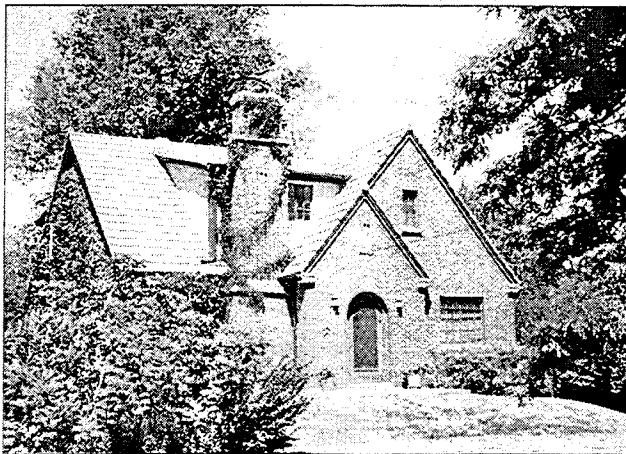
**1930 Teller Street**



**1401 Reed Street**



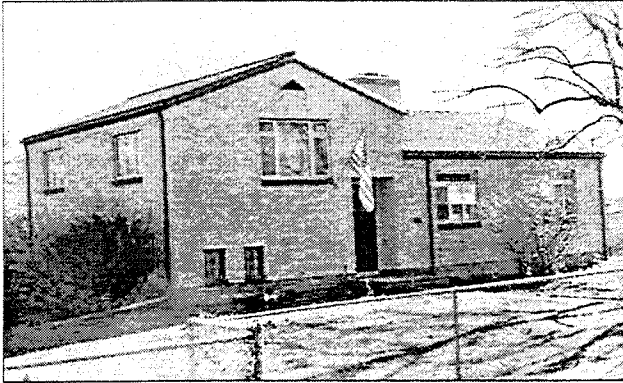
**1554 Benton Street**



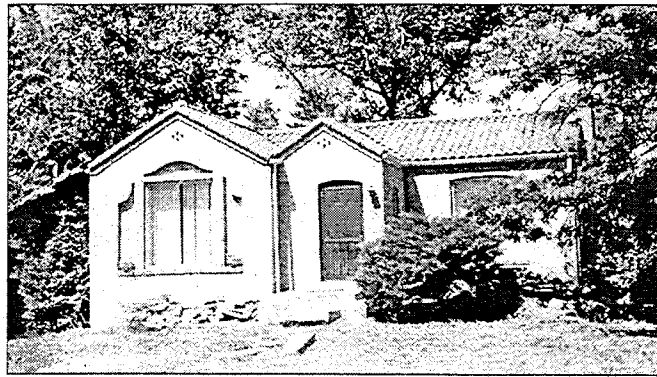
**1275 Pierce Street**

**Spanish Colonial Revival**

Spanish Colonial was another of the “revival” styles popular in the 1920s and 1930s. Architectural features include a low pitched, hipped or gabled roof covered in red clay tiles, exterior of stucco or pale brick, and decorative window features.



**1930 Vance Street**



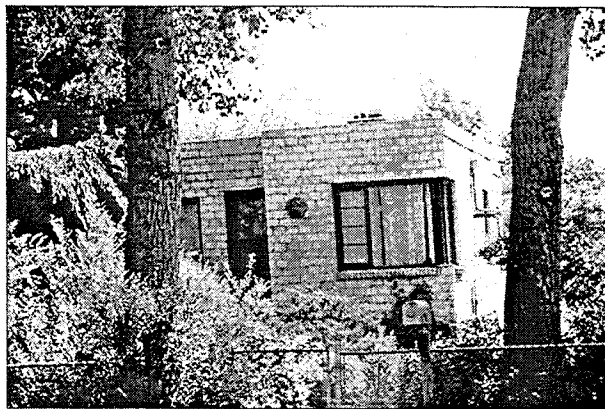
**1299 Pierce Street**



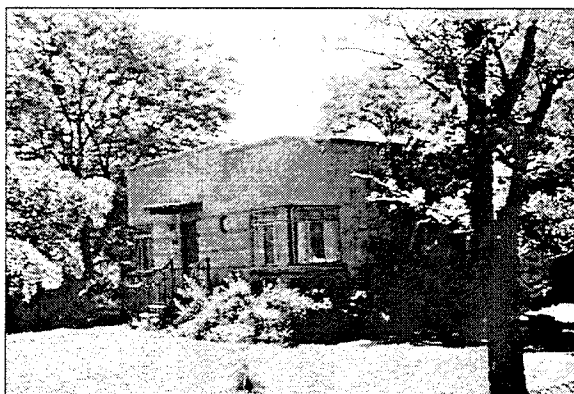
**1608 Wadsworth Boulevard**

**Art Moderne**

The survey area contains three residences whose design reflects the International style which originated in Europe during the 1920s and spread into the U.S. in the 1930s. Characteristics of this style are masonry construction, white exterior, often stuccoed, flat roof, corner windows, and glass block windows. Occasionally, trim includes two or three short, horizontal lines that reflect the national and international focus on the machine age. Three houses in the survey area are good examples of this rare style, as was the White Swan Auto Court in its original design.



**1290 Pierce Street**



**7150 West 12th Avenue**

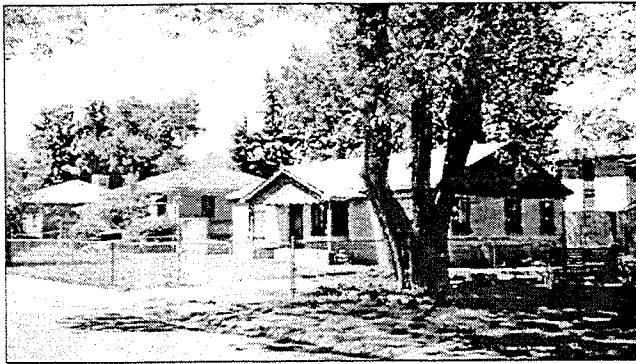


**7558 West 9th Avenue**

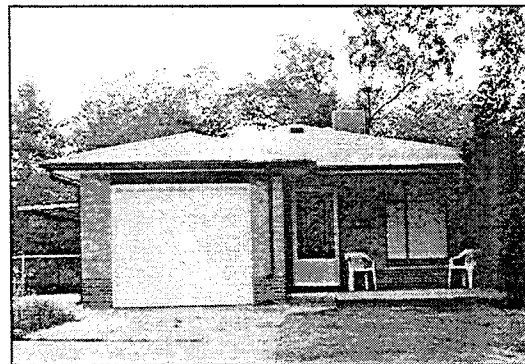
## Survey Results

### **Ranch Style**

The Ranch style house was the favored design in postwar suburban neighborhoods, and scores are found in the survey area. Most have a brick exterior. Design elements include one-story height, a low pitched, hipped or side-gabled roof, small front porch or stoop cover, picture window, minimal decorative detail, and attached garage. Except for Green Acres, most are smaller than 1200 square feet. This style was also applied to duplexes, triplexes, and four-plexes. Some are being altered by conversion of the garage to interior living space.



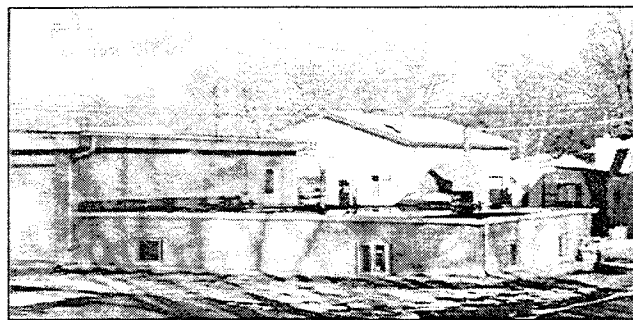
**1200 block of Vance Street**



**1940 Eaton Street**

### **Basement House Type**

The Basement House, an unusual house type, is found at 862 Harlan. These were built in the 1930s and 1940s with below-ground living space. Usually the ground floor was finished when the home owner had financial resources to do so. In some cases, the property owner never added the upper story. A few basement houses are located outside the survey area, such as at 11619 West 17th Avenue.



**Basement House at 862 Harlan**

## ***Recommendations***

The Historic Contexts and list of Priority Properties in the **Appendix** can be used for ongoing preservation efforts in Lakewood. The 177 properties recommended for intensive survey will be further examined in Phase II, along with other outreach components.

### ***Properties Recommended for Intensive Survey***

**Appendix A** contains a list of individual properties recommended for intensive survey, along with construction dates, architectural style (if applicable), historic significance (if applicable) and priority. These recommendations include examples of architectural styles, property types, and properties that may be historically significant. Most have a high degree of integrity — they have been altered little from their original materials and design. Several properties could be candidates for listing in the State or National Register. These include as the D&IM Railroad, the 1948 St. Bernadette's Church designed by John K. Monroe, and the Art Moderne style dwellings. Intensive survey work during Phase II will evaluate each property to determine its eligibility for formal designation.

The neighborhood organizations plan to expand upon the survey work completed in the 2001 Cultural Resource Survey. Below are listed tasks proposed for Phase II of the survey project. Several are identified as goals and priorities from the Edgewood Neighborhood Plan, Two Creeks Neighborhood Plan, and/or the Colfax Heritage Corridor plan.

## ***Phase II***

### Survey

- Conduct intensive survey of recommended properties.
- Assist several owners of eligible properties in nominating the property to the National Register, State Register, or local landmark program.

### Education/Outreach

- Develop and produce a neighborhood history booklet.
- Prepare additional history brochures.

## Recommendations

### **Ongoing Preservation Planning in Lakewood**

#### Survey

- Conduct surveys in other areas of Lakewood.

#### Planning

- Implement recommendations in the West Colfax Revitalization Plan; update the West Colfax Avenue Revitalization Plan.
- Update 1987 *Colfax Design Guidelines*, in particular expanding the Building Features and Signage sections; provide illustrative examples.
- Actively solicit and encourage local landmark designations through Lakewood's Historic Preservation ordinance.
- Rewrite city Historic Preservation ordinance; provide training for members of the Landmark Committee.
- Integrate preservation component into City of Lakewood Plan.
- Create a database from survey information as a planning tool.



**Encourage design of new commercial buildings that reflect the early auto influences on West Colfax.**

#### Outreach/Education

- Sponsor a teacher-training program on local history and historic buildings.
- Sponsor student programs focused on history and historic properties, such independent research projects and photography projects.
- Prepare and install interpretive signage along West Colfax Avenue (in collaboration with Denver, Aurora, and Colfax Heritage Corridor organization), the D&IM corridor and other appropriate places.
- Sponsor Preservation Honor Award program, possibly during Historic Preservation Month (May).
- Provide articles on historic properties and themes for neighborhood organizations newsletter(s) and/or websites.

#### Bricks and Mortar

- Sponsor and promote a demonstration project, such as removing synthetic siding from a historic house to restore the original wood siding.
- Pursue restoration of the Loveland Residence at 1435 Harlan Street.
- Pursue restoration Lakewood-Mountair Fire Department.

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St. Bernadette Church folder.

Lakewood Heritage Center

Families

Buildings

Photos

Colorado Railroad Museum

Denver, Lakewood & Golden, Denver & Intermountain Railroad: photographs, maps, directors' minutes.

## ***Appendix***

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- A. Recommended Intensive Survey Properties
- B. Lakewood Historic Plats and Subdivisions
- C. Properties Previously Recorded by Colorado Historical Society

## Priority Survey Properties

Address, Neighborhood*		Name/Style or Type/Historical Significance	Priority	Assessor's Const. Date
*T = Two Creeks, E = Edgewood, C = West Colfax Avenue				
5301 W 10TH AVE	T	Craftsman Bungalow	1	1926
5565 W 10TH AVE	T	Tudor Revival	1	1933
5689 W 10TH AVE	T	Tudor Revival, estimated const. date	1	1930
5699 W 10TH AVE	T	Craftsman Bungalow	1	1922
6280 W 10TH AVE	T	Craftsman Bungalow	1	1938
7440 W 10TH AVE	T	Contemporary, Warren Town House complex, flat-roofed, beige with red brick trim, matching auto garages.	3	1953
6200 W 11TH PL	T	Ranch	3	1952
6855 W 11TH AVE	T	Elizabethan Tudor	2	1936
6907 W 12TH AVE	T	Craftsman Bungalow/Tudor	1	1935
7150 W 12TH AVE	T	Art Moderne, possibly John K. Monroe residence (directory as 1250 Wadsworth)	1	1946
0000 W 13TH AVE	T	Denver, Lakewood & Golden Railroad; Denver & Intermountain Railroad	1	1892
6000 W 13TH AVE	T	Possibly car barn for D&IM Railroad	2	1909
6699 W 13TH AVE	T	Tudor Revival on large corner lot	1	1937
6999 W 13TH AVE	T	Hipped-roof woodframe dwelling	1	1918
7010 W 13TH AVE	T	Minimal Traditional	1	1940
7020 W 13TH AVE	T	Craftsman Bungalow	1	1939
7040 W 13TH AVE	T	Craftsman Bungalow	1	1939
7175 W 13TH AVE	T	Craftsman Bungalow	1	1928
7520 W 13TH AVE	T	Ranch style four-plex	3	1960
7120 W 14TH AVE	T	Ranch style triplex	1	1950
5455 W 16TH AVE	E	Hipped-roof box	1	1909
5555 W 16TH AVE B21	E	Mitchell's Mobile Home Park	1	1950
6800 W 16TH AVE	E	Ranch	1	1941
6900 W 16TH AVE	E	Ranch	1	1951
7005 W 16TH PL	E	Ranch style triplex	3	1952
7363 W 19TH AVE	E	Ranch, beige and red brick	1	1950
7030 W 20TH AVE	E	World War II house, asbestos shingles, two attached pre-1952 garages	1	1941
7300 W 21ST AVE	E	Beige-brick Ranch style with red-brick trim	1	1951
7480 W 23RD AVE	E	Cape Cod, World War II house	1	1942
7090 W 26TH AVE	E	Hipped-roof box with dormers	1	1927

Note: Priority 1 = unaltered, Priority 2 = slightly altered, Priority 3 = intact but does not meet 50 year criteria

# Priority Survey Properties

## Address, Neighborhood\*

## Name/Style or Type/Historical Significance

## Priority

## Assessor's Const. Date

\*T = Two Creeks, E = Edgewood, C = West Colfax Avenue

7204 W 26TH AVE	E	Craftsman style residence on large lot	1	1928
7304 W 26TH AVE	E	Craftsman style residence, circa 1928	1	1946
7400 W 26TH AVE	E	Farmhouse and outbuildings	1	1908
7225 W 6TH AVE	T	Tudor Revival	1	1948
7395 W 6TH AVE	T	Tudor Revival	1	1946
7423 W 6TH AVE	T	Spanish Tudor Revival	1	1939
7433 W 6TH AVE	T	Minimal Traditional		1940
5756 W 8TH AVE	T	Tudor Revival	1	1934
5776 W 8TH AVE	T	Craftsman Bungalow	2	1932
5786 W 8TH AVE	T	Contemporary	2	1962
5796 W 8TH AVE	T	Craftsman Bungalow	1	1931
5800 W 8TH AVE	T	Craftsman Bungalow	1	1932
6112 W 8TH AVE	T	Contemporary/International	3	1970
7170 W 8TH PL	T	Flat-roofed Contemporary style with walls of wood shingled and glazing.	3	1960
7101 W 9TH AVE/ 975 REED	T	Log	1	1944
7115 W 9TH AVE	T	Contemporary	3	1960
7151 W 9TH AVE	T	Side-gabled woodframe; one of the earliest dwellings in Green Acres vicinity.	1	1937
7423 W 9TH AVE	T	Tudor Revival	1	1938
7480 W 9TH AVE	T	Side-gabled woodframe	1	1947
7558 W 9TH AVE	T	Art Moderne, possibly designed by John K. Monroe	1	1939
1333 AMES ST	T	1.5-story, front-gabled masonry	1	1900
1361 AMES ST	T	Gabled-L woodframe	1	1900
1420 AMES ST	T	Bungalow Craftsman	1	1924
1435 AMES ST	T	Hipped-roof box	1	1919
1447 AMES ST	T	Bungalow Craftsman	1	1924
1477 AMES ST	T	Craftsman Bungalow, estimated const. date	1	1925
1484 AMES ST	T	Tudor Revival	1	1930
1515 AMES ST	E	Bungalow Craftsman, now an auto sales office	1	1924
1540 AMES ST	E	Gabled woodframe duplex	1	1930
1547 AMES ST	E	Minimal Traditional	1	1940
1553 AMES ST	E	Cape Cod	1	1937
1555 AMES ST	E	Minimal Traditional	1	1939
1560 AMES ST	E	Tudor Revival	1	1940

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# Priority Survey Properties

Address, Neighborhood*		Name/Style or Type/Historical Significance	Priority	Assessor's Const. Date
*T = Two Creeks, E = Edgewood, C = West Colfax Avenue				
879 BENTON ST	T	Craftsman Bungalow influence	1	1935
895 BENTON ST	T	Front-gabled woodframe	1	1927
1295 BENTON ST	T	Front-gabled woodframe, estimated const. date	2	1925
1342 BENTON ST	T	Front-gabled woodframe	1	1921
1404 BENTON ST	T	Original Mountair Church	1	1929
1408 BENTON ST	T	Craftsman Bungalow	1	1922
1421 BENTON ST	T	Front-gabled masonry	1	1924
1445 BENTON ST	T	Craftsman Bungalow	1	1911
1455 BENTON ST	T	Craftsman Bungalow	1	1911
1550 BENTON ST	E	Side-gabled woodframe	2	1898
1554 BENTON ST	E	Tudor Revival	1	1939
7300 BROADVIEW DR	T	Ranch	3	1954
7330 BROADVIEW DR	T	Ranch	1	1949
1360 CHASE ST	T	Front-gabled masonry faced in stone	1	1930
1400 CHASE ST		Craftsman Bungalow	1	
1407 CHASE ST	T	Dutch Colonial Revival	2	1930
1461 CHASE ST	T	Hipped-roof box with Craftsman porch	1	1924
5201 W COLFAX AVE	C	Filling station, now a coffee shop	2	1935
5300 W COLFAX AVE	C	One of two early twentieth-century style commercial building on West Colfax	2	1930
5530 W COLFAX AVE	C	Mountair Market	2	1943
5555 W COLFAX AVE	C	Concrete block with red-brick façade, taxpayer	1	1946
5601 W COLFAX AVE	C	Lakewood Lodge Motel	2	1948
5637 W COLFAX AVE	C	Doll House Restaurant and Café	2	1925
5830 W COLFAX AVE	C	Sunset Village Motel Apartments, formerly Sunset Village Motel	1	1946
6001 W COLFAX AVE	C	Rocky Mountain Motel, formerly Kelly's Cabins	2	1920
6060 W COLFAX AVE	C	White Swan Auto Court, White Swan Motel	2	1945
6218 W COLFAX AVE	C	Big Bunny Motel, formerly Hedgwig Cottages?	2	1920
6295 W COLFAX AVE	C	Former O'Henry's drive in restaurant, estimated construction date	3	1965
6885 W COLFAX AVE	C	Mountair Firehouse designed by John K. Monroe	2	1945
7013 W COLFAX AVE	C	King's Rest Motel	2	1938
7310 W COLFAX AVE	C	Westside Bicycle Shop, appears ca. 1935	2	1902
7335 W COLFAX AVE	C	Craftsman Bungalow, only remaining residence on Colfax in survey area	1	1937

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# Priority Survey Properties

Address, Neighborhood*		Name/Style or Type/Historical Significance	Priority	Assessor's Const. Date
*T = Two Creeks, E = Edgewood, C = West Colfax Avenue				
750 CRESCENT LN	T	Contemporary	3	1957
825 CRESCENT LN	T	One of the most intact Ranch style residences in Green Acres	1	1945
760 DEPEW ST	T	Gabled-L woodframe	1	1942
795 DEPEW ST	T	Gabled-L woodframe	1	1947
895 DEPEW ST	T	Craftsman Bungalow influence	1	1931
1395 DEPEW ST	T	Bungalow Craftsman, estimated const. date	1	1925
1451 DEPEW ST	T	Auto garage	1	1932
1435 EATON ST	T	Ranch	1	1939
1575 EATON ST	E	Ranch style, glazed brick	1	1948
1701 EATON ST	E	Front-gabled woodframe, garage and outbuildings	1	1925
963 FENTON ST	T	Bungalow Craftsman, brick	1	1926
862 HARLAN ST	T	Basement House	1	1940
1000 HARLAN ST	T	Craftsman influence	1	1910
1040 HARLAN ST	T	Front-gabled woodframe	1	1932
1395 HARLAN ST	T	Tudor Revival	1	1927
1435 HARLAN ST	T	Loveland residence	1	1898
7550 HIGHLAND DR	T	Farm buildings now used as rental dwellings. Estimated const. date.	1	1925
1441 INGALLS ST	T	Bungalow Craftsman	1	1928
1538 INGALLS ST	E	Bungalow Craftsman, woodframe	1	1928
1548 INGALLS ST	E	Bungalow Craftsman, woodframe	1	1928
1060 JAY ST	T	Ranch	3	1953
1406 JAY ST	T	Side-gabled woodframe, Craftsman features	1	1923
1740 JAY ST	E	Gabled-L woodframe, wood-shingled exterior	1	1933
800 KENDALL ST	T	Front-gabled woodframe, chicken coop behind	1	1928
855 KENDALL ST	T	Ranch	1	1950
875 KENDALL ST	T	Ranch	1	1941
1651 KENDALL ST	E	Community Responsibility Center (formerly JCRS/AMC campus)	1	1910
1298 LAMAR ST	T	Front-gabled woodframe farmhouse with several small additions. Small barn other agricultural outbuildings	2	1927
1350 OTIS ST	T	Ranch	1	1944
1390 OTIS ST	T	Ranch	1	1951
1205 PIERCE ST	T	Tudor Revival	1	1926
1235 PIERCE ST	T	Tudor Revival, slightly altered	2	1928

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# Priority Survey Properties

Address, Neighborhood*		Name/Style or Type/Historical Significance	Priority	Assessor's Const. Date
*T = Two Creeks, E = Edgewood, C = West Colfax Avenue				
1265 PIERCE ST	T	Tudor Revival	1	1928
1275 PIERCE ST	T	Tudor Revival	1	1931
1290 PIERCE ST	T	Art Moderne, glazed brick	1	1940
1299 PIERCE ST	T	Spanish Colonial Revival	1	1926
1335 PIERCE ST	T	Pueblo Revival	1	1946
1365 PIERCE ST	T	Pueblo Revival	1	1938
1370 PIERCE ST	T	Art Moderne, glazed brick	1	1949
1630 QUAY ST	E	Ranch	1	1950
1645 QUAY ST	E	Ranch	1	1949
1650 QUAY ST	E	Ranch	1	1950
1655 QUAY ST	E	Ranch	1	1949
625 REED ST	T	Ranch	3	1948
1190 REED ST	T	Possibly residence of Jerry Johnson, Lakewood's first fire chief when he organized fire department	1	1945
1360 REED ST	T	Tudor Revival	1	1937
1401 REED ST	T	Tudor Revival	1	1939
1435 REED ST	T	Tudor Revival	1	1935
1450 REED ST	T	Tudor Revival	1	1931
1391, 1393, 1395 SAULSBURY ST	T	Ranch style triplex	1	1950
801 SHERIDAN BLVD	T	Bungalow Craftsman	1	1927
1339 SHERIDAN BLVD	T	1.5-story hipped-roof box, brick exterior, dormer	1	1904
1343 SHERIDAN BLVD	T	1.5-story hipped-roof box, brick exterior, dormer	1	1924
1377 TELLER ST		Craftsman Bungalow	1	1925
1440 TELLER ST	T	Tudor Revival	1	1937
1450 TELLER ST	T	Craftsman Bungalow	1	1928
1685 TELLER ST	E	Craftsman Bungalow, possibly kit, with matching auto garage	1	1932
1688 TELLER ST	E	Craftsman Bungalow	2	1928
1695 TELLER ST	E	Craftsman Bungalow, with alley house	1	1928
1696 TELLER ST	E	Side-gabled woodframe	1	1947
1701 TELLER ST	E	Craftsman Bungalow, with garage	1	1928
1707 TELLER ST	E	Craftsman Bungalow	2	1928
1930 TELLER ST	E	Tudor Revival	1	1936
1951 TELLER ST	E	Craftsman influence	1	1927
2105 TELLER ST	E	Ranch, beige and red brick	1	1948

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# Priority Survey Properties

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*T = Two Creeks, E = Edgewood, C = West Colfax Avenue				
2345 TELLER ST	E	Contemporary, Eichler influence	3	1954
2475 TELLER ST	E	Farm House, estimated const. date	2	1925
2520 TELLER ST	E	Ranch	1	1951
2580 TELLER ST	E	Ranch	1	1951
1285 UPHAM ST	T	Craftsman Bungalow, estimated const. date	1	1930
825 VANCE ST	T	Rustic Log style	1	1947
1245 VANCE ST	T	Ranch	1	1951
1270 VANCE ST	T	Possibly residence of greenhouse operator	2	1918
1290 VANCE ST	T	Bungalow Craftsman	1	1927
1300 VANCE ST	T	Vernacular with intact outbuildings, possibly associated with flower nursery	1	1918
1650 VANCE ST	E	Vance Street Apartments, beige and red brick, Ranch style	3	1952
2110 VANCE ST	E	Beige-brick Ranch style with red-brick trim	1	1951
2290 VANCE ST	E	Modest Spanish colonial with matching garage	1	1949
2400 VANCE ST	E	Red-brick Ranch	1	1949
755 VISTA LN	T	Ranch	1	1948
1296 WADSWORTH BLVD	T	Craftsman Bungalow	1	1923
1608 WADSWORTH BLVD	T	Tudor Revival style with Spanish Colonial influence. Planned for demolition.	1	1930

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**Appendix B. Lakewood Historic Plats and Subdivisions**

West Colfax Plat	1888	West Colfax to West 13th, Reed (Benton) to High (Depew)	Henry A. McIntyre
Second West Colfax Plat	1888	West Colfax to West 13th, Sheridan to Reid (Benton)	William H. Reid
Edgewater	1889	West Colfax to Highland (West 26th), Washington (Sheridan) to Garfield (Pierce)	Various land owners
Lakewood Plat	1889	West Colfax to West 10th and Harlan to Teller	William A. H. Loveland, Miranda Ann Loveland, Charles C. Clark
Extended Lakewood Plat	1890	West Colfax to West 10th from Teller to Carr	William A. H. Loveland, Miranda Ann Loveland, Charles C. Clark
Edgewater Annex	1906	Replat of SE corner of Edgewater - Ellsworth (West 17th) to Edgewater Boulevard (West 20th), Monroe (Depew) to Harrison (Harlan)	Syndicate Land Co., John J. Hagus, president, Charles W. Connell, secretary
Grandview Acres	1924	West Colfax to approximately West 17th, east side of Grandview (Teller)	Harry Malbin
Golf Club Acres	1925	West 10th to West 8th, Sheridan to Harlan	Charles Reichard, Joseph Pearson, Walter W. Olmsted, and Colorado National Bank of Denver
Beach's Subdivision	1926	West Colfax to West 14th, Gray to Harlan	Beach Lumber Co., Amos K. Beach, president, Kathryn J. Beach, secretary
Sheridan Drive Subdivision	1926	West 13th to D&IM Railway, Sheridan to Ames	Mary A. Curtis
Green Acres	1939	West 6th to approximately West 8th, Wadsworth Boulevard to Grandview (Teller)	Harry W. J. Edbrooke and Louise M. Lunt
Grandview Acres - Second Filing	1939	West 23rd Avenue to West 24th Avenue, Henderson (Quay) to the alley between Reed and Saultsbury	Harry Malbin
Kenyon's Subdivision	1939	North edge of Green Acres (approximately West 8th Avenue) to West 10th Avenue, Reed (west edge of country club) to approximately Upham Street	A. D. Kenyon and Silvia P. Kenyon

Appendix

**Appendix B - Lakewood Historic Plats and Subdivisions (cont.)**

Green Acres Amended	1940	West 6th to approximately West 8th, Wadsworth to Reed (west edge of country club)	Harry W. J. Edbrooke and Louise M. Lunt
Green Acres Block 7	1956	West 8th to West 9th, Upham to Teller	Gwendolyn F. Bryan, Harvey R. Bryan, Eva Nell Stanton

**Note:** The West Colfax subdivisions were renamed to Mountair in 1912

*Appendix C. Properties Previously Recorded by Colorado Historical Society*

Site ID	Property Name	Property Address	Property Eligibility
5JF.178	JEWISH CONSUMPTIVE RELIEF SOCIETY> AMERICAN MEDICAL CENTER CANCER RESEARCH & HOSPITAL	6401 W. COLFAX AVENUE	National Register Historic District
5JF.955	BI-RITE FEED & SUPPLY>WEST COLFAX FUEL-FEED>WEST COLFAX SEED & SUPPLY	7601 W. COLFAX	Not eligible, demolished 1996
5JF.960	JAUDON HOME	1142 VANCE STREET	Not eligible
5JF.985	WILSON HOME	1270 VANCE STREET	Not eligible
5JF.986	BOMSKE HOME	980 BENTON STREET	Not eligible