



Above, Charles Lindbergh rode with Mayor Benjamin Stapleton and Governor William Adams in Denver on September 27, 1927, after Lindbergh's solo flight across the Atlantic Ocean. The photo was taken at Stapleton Air Field, named for Benjamin Stapleton.

Source: Morey Engle, Harry M. Rhoads Photograph Collection, Western History/Genealogy Department, Denver Public Library.



**Benjamin Franklin Stapleton
(1870-1950).**

Source: *Denver Post*, 23 May 1950, 1.



Above, Benjamin and Mable Stapleton (on right) stand with unidentified couple in ca. 1925.

Source: Western History/Genealogy Department, Denver Public Library.

Right, Major Benjamin Stapleton takes his turn at the groundbreaking for the City and County Building, March 26, 1929.

Source: Western History/Genealogy Department, Denver Public Library.



Stapletons and Trumans became friends when then Senator Truman and his family stayed with the Wallaces at 411 Williams St. Years later, during the Truman presidency, while on a trip to Washington, D.C., on city business, Stapleton spoke to President Truman on the phone. Truman invited the mayor to visit him and Bess at the White House. The mayor declined because Mabel was not with him, and promised to visit the Trumans on a later visit when Mabel accompanied him. However, the mayor did not like to travel and the opportunity never presented itself again.

While the association of the district with Mayor Stapleton is strong, other district residents also served in state and national office. George Kindel and William N. Vaile were both U.S. congressmen. Harry B. Tedrow was a two-term U.S. district attorney for Colorado. Five members of the state legislature, Denver city councilmen, and many others documented in Appendix B sought office or were appointed to civic leadership positions.

Robert G. Balcomb

As previously noted, architect Robert G. Balcomb and his family lived at 461 Humboldt St. from 1890 through 1896. Balcomb was in partnership with Eugene Remich Rice, a Cornell University graduate. The firm office was in the now-demolished Tabor Block. In addition to the Driving Park Historic District's Benjamin Brown house, the firm is credited with many elaborate Denver Queen Anne-style residences. The Flower-Vaile House, 1610 Emerson St., and the Bouvier-Lathrop House, 1600 Emerson St., in the Swallow Hill Historic District, and the individually designated Arthur E. Pierce House, 24 Ellsworth Ave., are three examples. The firm is also credited with a church addition, stores, terraces, barns, and grandstands. Balcomb lived and worked in Denver from 1885 through 1896. In 1897, Rice began a solo practice in Denver and Balcomb left Denver. Only one reference to him, a National Register nomination written in the 1980s, noted that he later lived in Albuquerque, New Mexico, but the reference gave no other details. Also, nothing was known of his life before 1885 when he first appeared in Denver city directories, listed as a carpenter. The research for Driving Park Historic District uncovered additional facts about his life.

Robert Balcomb was born in Clemensport, Nova Scotia, on March 17, 1846. He was the youngest of 13 children. He came to the U.S. at the age of 12 and, in Salem, Massachusetts, became a carpenter. For four years Balcomb served in the commissary of the Union army during the Civil War. At the time, the commissary was a civilian department of the military. He also traveled widely as a young man while serving as a ship's carpenter. He often told sea stories from this period of his life. According to his obituary, after returning from his sea voyages, Balcomb joined 12 other men to colonize the main city of San Diego, California, in 1867. The year 1867 was pivotal in San Diego history as the one in which Alonzo Horton bought land at the water's edge for a "New Town" of San Diego. Known as the Gaslamp District in 2002, Horton's Addition caused the center of San Diego to move several miles west. Balcomb's role was in reference to his participation in settling the new city hub. Balcomb married Francis Marion Spencer in San Diego. They lived in San Diego until at least 1878. By 1882, the couple lived in Tucson, Arizona. Later they moved to Leadville, Cripple Creek, and Denver. The Balcombs had four children. Frances Balcomb died in 1896 in San Diego.

In 1897, Robert Balcomb moved to San Pedro, New Mexico, to build a smelter. Soon the widowed Balcomb and his children made Albuquerque their home, and Balcomb went into the contracting business. Another move brought the family to Algodonas in Sandoval County, New Mexico, where Balcomb served as county surveyor for eight years. Balcomb died March 25, 1931, in New Mexico.

John and Anna M. Fackt Family

The John and Anna M. Fackt family built 580 Williams St. and lived in the house at least through 1951. Jules J. B. Benedict is probably its architect. Several experts, including architect Peter Dominick in a 2001 investigation of Benedict's work sponsored by the Denver Art Museum, agree that the residence portrays the design quality, use of materials, and careful detailing of Benedict's work. Interior details confirm the claim. Also, artist Allen True is credited with several windows and interior paintings. True (1881-1955) painted the murals in the State Capitol Building in Denver as well as murals for Denver's Civic Center and the Mountain States Telephone and Telegraph Company Building in Denver.

John Fackt was president of Denver Terra Cotta Company. He was born in Germany in 1857 and came to the U.S. in 1869 and to Denver in 1922. He retired in 1943 and died in 1947. The Fackts had four children: Dr. Elizabeth L. Fackt (1888-1975), Amy Fackt, Dr. Marie Louise Fackt (1892-1951), and George P. Fackt. Dr. Elizabeth Fackt was on the faculty of

the University of Denver and chaired the International Relations Department. She also helped found and served as director of the Foundation for the Advancement of Social Sciences. Elizabeth and her sister, Amy, set up a \$100,000 endowment in 1961 for scholarships for DU students majoring in international relations. Amy Fackt lived in Boston and Chatham, Massachusetts. Dr. Marie L. Fackt graduated from Wellesley College. She studied physiotherapy in Boston with Dr. Robert A. Lovett and returned to Denver in 1926 to study medicine. Marie graduated from the University of Colorado Medical School in 1936. She was the examining physician for Denver Public Schools from 1938 to 1944.

Selected Residents by Professions

Musicians

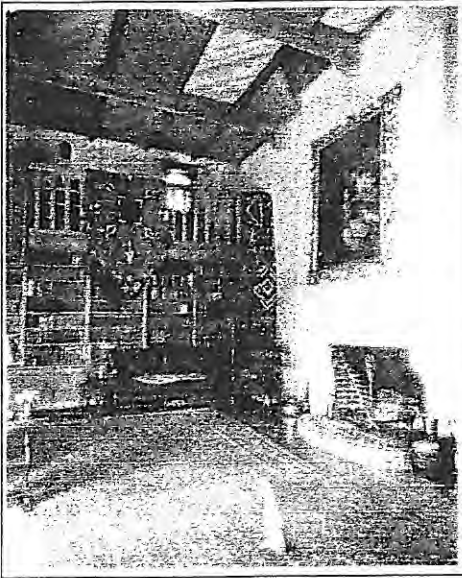
Space does not permit a full discussion of the many district leaders in several professions. A few district musicians, architects, businessmen, and outstanding women deserve special mention, however. Driving Park Historic District was home to classical musicians Horace Elder Tureman and Howard S. Reynolds. The owners of 564 Franklin St. from 1923 through the 1940s were Horace E. and Isabella Tureman. He was conductor of the Civic Symphony Orchestra for 24 years and the Denver Symphony Orchestra was developed under his guidance the year before he retired. Horace Tureman was born in Virginia, Illinois, in 1877, moved to Denver as a child, graduated from West High School, and studied at the Sorbonne in Paris under Debussy. He married Isabella Webber in 1902. When the Denver Philharmonic was formed in 1911, Tureman was the conductor; the orchestra disbanded in 1917 due to World War I. The Civic Symphony Orchestra was created in 1922. Wilbur Denious, attorney and orchestra society president, accepted Tureman's resignation in 1945. Tureman was awarded a lifetime pension and was praised as one of the West's outstanding conductors, musicians, and composers at his death in 1956.

Howard S. and Nannie Reynolds were the first owners of 519 Williams St. He was a music teacher in Colorado for 25 years when he became concertmaster of the Civic Symphony Orchestra in 1927. A 1969 *Rocky Mountain News* article lauded the 89-year-old Reynolds as the dean of Denver music teachers. The Reynoldses were the parents of Veda Reynolds, a child-prodigy violinist, who played for years with the Philadelphia Orchestra and then the Philadelphia String Quartet. Howard Reynolds was born in Georgetown, Colorado, in 1880 and rode the train weekly to Denver for music lessons. He studied under William Kraft and Franz Kneissel at the New England Conservatory of Music in Boston. After nine years with Denver's Civic Symphony Orchestra, he devoted himself to teaching. He moved into the Sheedy Mansion at 1115 Grant St. when it was turned into a music conservatory with apartments for teachers. He also taught at area colleges, including Colorado State College. He died in 1969.

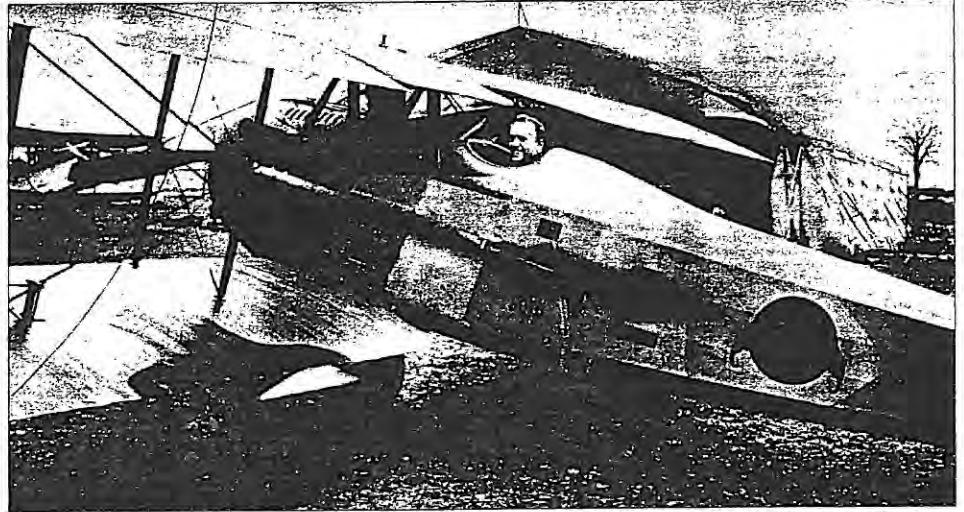
Architects and Contractors

Architect Robert Roeschlaub and his wife, Annie, lived at 439 Lafayette St. from 1910 to 1916. A selected list of Roeschlaub's Denver buildings includes the original Corona School (1889), now Dora Moore School, 9th and Corona; Trinity Methodist Church (1887), 18th and Broadway; Emerson School (1884), 14th and Ogden; University Hall (1890) at the University of Denver; First Congregational Church (1907), now Metropolitan Community Church of the Rockies, 10th and Clarkson; Hover Wholesale Drug Company Building (1901), 14th and Lawrence; and Chamberlin Observatory (1889) in Observatory Park. After his arrival in Denver in 1873, Roeschlaub established a permanent place as one of Denver's premier architects. Born in Munich, Germany, in 1843, he lived in Illinois before moving to Denver. Roeschlaub and his wife moved to the Driving Park Historic District house in semiretirement. While living here his doctor recommended a warmer climate. Roeschlaub left office as president of the Colorado Chapter of the American Institute of Architects and the couple moved to San Diego. Robert Roeschlaub was blind by 1920 and died in 1923.

Architect Richard Phillips and his wife, Nellie, lived at 547 High St. from 1902 until their deaths in 1926 and 1935, respectively. Richard bought the lots for \$700 in 1902 from Mary E. Williams. Richard Phillips was born in London, England, and was educated there. In 1897 and 1898, he designed two of Denver's earliest Foursquare-style residences at 1866 and 1877 Gaylord for real estate developer A. M. Ghost. Building permits indicate that Phillips designed 54 Denver residences in 1903. He died suddenly of a heart attack in his residence in 1926. Nellie E. Dunning Phillips was born in 1868 in Des Moines, Iowa, and came to Denver with her parents at age 13. She died in 1935. The Phillipses had one daughter, Jane Elizabeth Heath, wife of Forrest Heath, 361 Race St.



Above, Francis Hendricks House (1922), 457 Williams St., was featured in a 1926 *Municipal Facts* article. Hendricks was a pianist and teacher at the Denver College of Music. Merrill H. Hoyt was the architect. Source: *Municipal Facts*, May-June-July 1926, 13.



Jerry Vasconcells, Colorado's only World War I flying ace, was photographed on Armistice Day, November 11, 1918. Vasconcells lived at 425 Humboldt St. Source: Bernard Kelly, "The Jerry Vasconcells Story," *Denver Post*, 28 August 1960, 6-9.



George J. Kindel, left, one of two U.S. congressmen who lived at 556 Franklin St., fought for lower freight rates for Colorado. Source: *Rocky Mountain News*, 1 May 1930, 1-2.



Edward G. Knowles
Lawyer
426 Gilpin St.

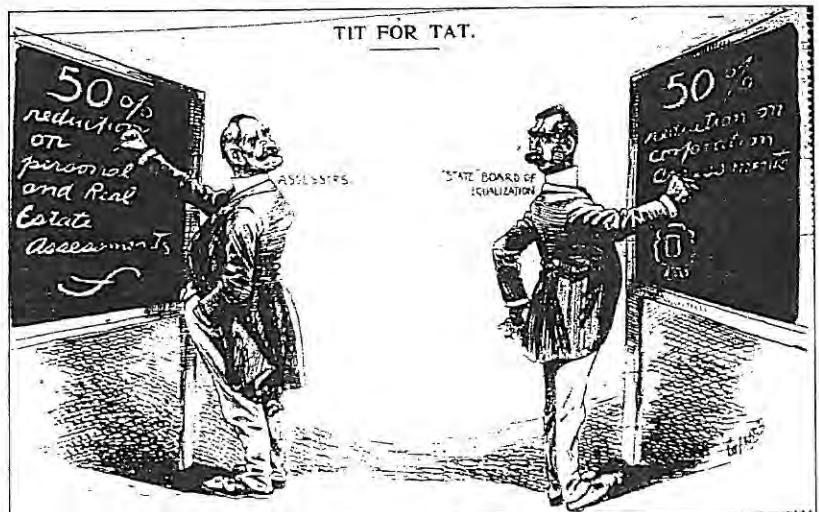
Sources: [Knowles] *Rocky Mountain News*, 28 December 1968, 5; [Robinson] *Denver Post*, 9 May 1939, 13; [Tureman] *Rocky Mountain News*, 18 March 1945, 26.



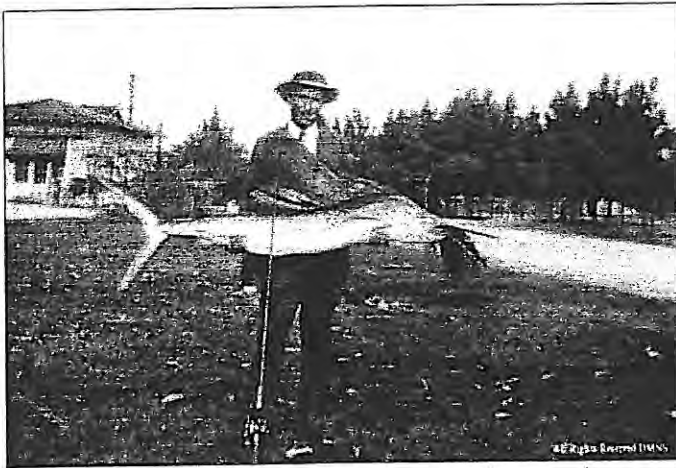
Daisy B. Robinson
Poet and Writer
541 Williams St.



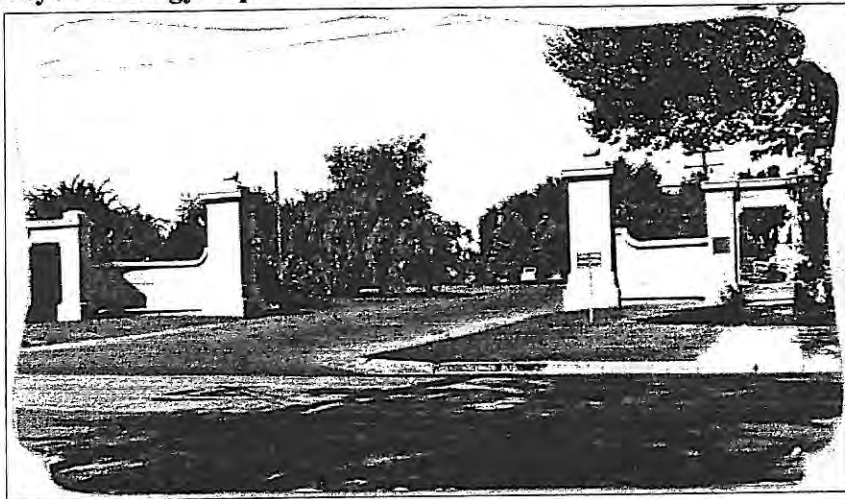
Horace E. Tureman
Symphony Conductor
564 Franklin St.



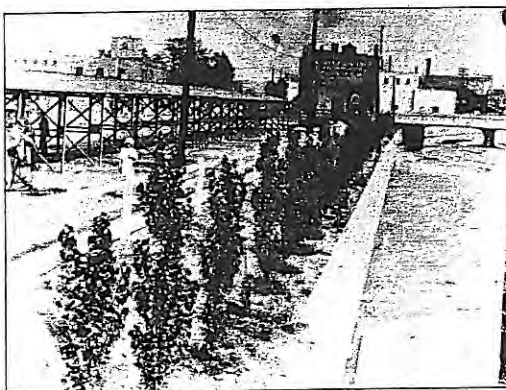
The political cartoon at right is the work of *Denver Times* cartoonist Warren Gilbert, 538 High St. His wife, Laura Gilbert, worked in the advertising department for the *Rocky Mountain News*; their daughter, Mrs. Ruth Gillis, became club editor for the *Rocky Mountain News*. Source: *Denver Times*, 7 August 1902, 1.



John A. McGuire, 500 Franklin St., founded *Outdoor Life* in 1898 in Denver. Above left, McGuire posed in 1925 with a sailfish caught in Florida waters. The species was named for him. McGuire made 22 big-game hunting expeditions. The bronze statue of a grizzly bear that stands near the entry to the Denver Museum of Nature & Science in City Park was donated by him in 1930. Above center, the bear is in its original location. Above right, the bear is in its 2002 location. Sources: Sailfish photo, Denver Museum of Nature & Science. Bear photos, Western History /Genealogy Department, Denver Public Library.



Left, Monti Gate, the Denver Museum of Nature & Science entrance on Colorado Boulevard, was designed by architect Richard Phillips, 547 High St. The 1916 gate honors Denver pioneers, Joshua and Victoria Monti. Right, the Charles A. Nast Studio, 16th and Curtis St. Nast lived at 501 Williams St. Source: Western History /Genealogy Department, Denver Public Library.



Left, Elmer G. Hartner, 528 Humboldt St., advertised his Western Seed Company on the wall of a building near Cherry Creek in ca. 1915. Right, U.S. congressman George Kindel, 556 Franklin St., advertised his carpet business on Champa Street in 1913. Source: Western History /Genealogy Department, Denver Public Library.



Cecil E. and Edna Walker lived at 569 Gilpin St. He was president of C. E. Walker Construction Company, which built many large Denver and Fort Collins buildings. He built this multifamily residence in 1922 for his own home. Cecil Walker was born in 1872 in Madison, Nebraska, and came to Denver in 1885. He married Edna Conner of Aspen in 1912. His construction company built the Mountain States Telephone & Telegraph Company building in downtown Denver and numerous other telephone buildings in a seven-state area. It also built the Denver Post building, now demolished for the new Denver Convention Center, and several college buildings in Fort Collins. Cecil Walker retired in 1935 and died in 1948. Edna continued to reside at 569 Gilpin St. into the 1960s.

The most active district contractors were Advance Homes Company, Harry Geier, Albert S. McGibbon, Herbert S. McGibbon, John T. Fredericksen Company, Rex Bixby Builders, Olof Sundquist, and Russell M. Writer.

Businessmen

Several successful businessmen and -women lived in the district for many years. Others had “starter homes,” or their first permanent homes, in the district, where they lived for 10 to 20 years. Sometimes they moved to another district house when success allowed them more expensive residences, and sometimes they moved nearby neighborhoods like Country Club. In 1915, Coloman and Esther Jonas moved to 525 Humboldt St. Coloman was a taxidermist and furrier who was a prominent business owner in Denver. He was born in Budapest in 1879, moved to Colorado Springs in 1905, and worked there as a taxidermist until 1908. In 1908 he moved to Denver and founded Jonas Brothers Inc. with his brother, John Jonas. He married Esther Julia Balogh in Denver in 1912; she died in 1952. Coloman Jonas’s (taxidermist) client list included Theodore Roosevelt, Darryl Zanuck, John Barrymore, and Emperor Francis Joseph of Austria-Hungary. The furrier business thrived along with the taxidermy business. Jonas served on the board of directors of the Denver Museum of Natural History and the Denver Zoological Foundation. At the time of his death in 1969, his residence was 520 Circle Dr.

Living across the street from Jonas was another successful and prominent businessman, Elmer G. Hartner. He and his wife, Neenah, were the first owners of 528 Humboldt St. Hartner was president of Western Seed Company. They moved to 720 York St. in 1923 and later to 909 York St., the residence now used as the offices for the Denver Botanic Gardens. Besides running a successful seed company, Hartner invested in real estate, especially agricultural development. He developed the first deep irrigation wells in the Phoenix area. He developed Denver’s first high-rise apartment building, Sherman Plaza, now Sherman Tower at 9th and Sherman in the Sherman-Grant Historic District. Hartner spent seven months in prison in the 1940s for income tax evasion, but was pardoned by presidential order in 1951. He was elected president of the State Board of Agriculture after his release from prison, but resigned two days later when the legislature threatened to withhold funds if he remained on the board. Hartner left a \$6 million estate in 1962.

Milton L. and Effie Anfenger lived at 428 Lafayette St. from 1917 through the 1950s. Milton owned the Western League Denver Bears baseball team. He was instrumental in the team move from its park at 6th and Broadway to the new Merchant’s Park on South Broadway in the early 1920s. Denver’s pro team was part of the old Western League, Class A, until the Depression forced the team to drop out of the league for a few years. Anfenger bought the now-demolished Merchant’s Park in 1923 and his brother Fred ran it until 1946, when Anfenger sold the park. During the 1920s, Anfenger brought some of the nationally known players to Denver for exhibition games. For example, in 1927 Babe Ruth played with the Piggly Wiggly against Lou Gehrig, who was playing for the Denver Buicks.

Anfenger was born in Colorado in 1874. He graduated from East High School and Stanford University. At the university his roommate was Herbert Hoover who became president in the 1920s. In 1911 he married Effie Wolfson. Anfenger was serving his sixth term as president of National Jewish Hospital when he died in 1952. Effie continued living at 428 Lafayette St. until 1957. She died in 1959. Anfenger was a lawyer, but was best remembered as a philanthropist, civic leader, and baseball team owner and promoter. A few months before his death he was honored at Bears Stadium, the replacement for Merchant’s Park, with “Milt Anfenger Night,” in recognition of his role in Denver baseball and civic welfare.

Jerry C. and Marietta Vasconcells were the first owners of 425 Humboldt St. in 1927. They lived here until Jerry’s death in 1950. Jerry Cox Vasconcells was Colorado’s only flying ace in World War I, and is in the Colorado Aviation Hall of Fame. He was president of Vasconcells, Hicks & Co., securities, by 1931. Marietta was the granddaughter of Brown Pal-

ace Hotel founder Henry Cordes Brown. After Vasconcells died, she married George Bakewell, Jr. She still owned her 1937 Packard when she died in Denver at the age of 90 in 1989.

A few district residents were Denver pioneers who lived out their final years in new district houses. Charles A. and Catherine Nast were the first known owners of 501 Williams St. in 1923. Charles Nast was a photographer; his business was Nast & Co. He came to Denver in ca. 1875 from Cincinnati where he was a cub reporter on the Cincinnati Gazette. He was sent by the *Denver Tribune* to report on the Black Hills Gold Rush. He fought the Sioux Indians with Captain Jack Crawford and Wild Bill Hickok. Upon his return to Denver, he set up his photography business and became well-known for his baby pictures. His first studio was on the second floor of a log building at 15th and Larimer, above the space where banker David Moffat once ran a bookstore. The Nasts had five children. Daughter Frankie Nast was a teacher at Wolcott Conservatory of Music. Mrs. Catherine Nast was born in Listowel, Ireland, and came to Denver with her parents in 1875. She was the organist at the old St Mary's Church on Stout Street in the 1800s, having studied music in Chicago and Kansas City. She died in 1925. Charles lived on Williams Street until his death in 1931. (Benjamin F. Stapleton was the owner named on the building permit, but he did not live here. He bought these lots and the lots for 515 Williams St. in partnership with Oliver E. Tuft in 1907. Neighborhood lore claims that he built a house for his in-laws on these lots. This is not confirmed by the research.)

Journalists

The district was home for several people associated with journalism. John A. McGuire retained architect Richard Phillips to design 500 Franklin St. He was born in 1869 and came to Denver with his parents in 1882. He became associate editor of *Sports Afield* at the age of 25, founded *Cycling West* during the 1890s heyday of bicycling popularity, and then founded *Outdoor Life* in 1898. He sold *Outdoor Life* in 1931 in Denver and the magazine was moved to eastern headquarters. McGuire also founded McGuire Printing Company. He made 22 big-game hunting expeditions; species of caribou and a sailfish found in Florida waters were named for him. The bear that was mounted in front of the Museum of Natural History, now Denver Museum of Nature & Science, in City Park was donated by him in 1930. He also contributed other specimens to the collection and served as a trustee of the museum. He died in Los Angeles in 1942.

Charles A. Bonfils, brother of *Denver Post* founder Frederick G. Bonfils, lived at 555 High St. after his marriage to his second wife, Mabel Whitman, daughter of the original owners. The first owners, Edward and Lucy C. Whitman, lived there from 1906 to 1938. He worked for E. I. Dupont de Nemours Powder Co. When Lucy Whitman died in 1938, Mabel and Charles A. Bonfils became the owners. "Charley" Bonfils graduated in civil engineering from the University of Missouri, and first worked surveying the Mississippi River deltas near New Orleans. After his brother started the *Denver Post* with H. H. Tammen, Bonfils moved to Denver to work for the paper. He spent 18 months overseas with the Red Cross, including time in Budapest and Romania, during World War I. Mabel attended the University of Denver and studied art in Paris. She worked as an artist and in the advertising department for the *Denver Post*. She was also described as a *Denver Post* assistant publisher in her 1976 obituary. Charles died at home in 1955. Mabel also died in the High Street home.

A Table of Selected District Residents

Historical research documents Driving Park Historic District residents who made outstanding contributions to the development of Denver and the state of Colorado during the Period of Significance. Residents' contributions are reported in Appendix B. It is organized by street address, with the streets listed in the following order:

- | | | | |
|---------------|---------------------|--------------------|-----------------|
| 1. 4th Avenue | 4. Marion Street | 7. Franklin Street | 10. High Street |
| 2. 5th Avenue | 5. Lafayette Street | 8. Gilpin Street | |
| 3. 6th Avenue | 6. Humboldt Street | 9. Williams Street | |

Selected district residents are listed below by general categories of contribution to the development history of Denver. Many more deserve inclusion. Those listed below may deserve inclusion in more than one category, but this report limits each selected resident to one entry. Research may not have revealed all of the outstanding district residents in every field. Some residents listed here lived in the district for decades, while a few others lived in the district a shorter time. The list here demonstrates the importance of this district to Denver's history.

GOVERNMENT: ELECTED AND APPOINTED OFFICIALS AND EMPLOYEES

Name	Contribution	Address(es)
George Kindel	Representative, U.S. Congress (1912-1914)	556 Franklin St.
William N. Vaile	Representative, U.S. Congress (1918-1927) Spanish-American War veteran	556 Franklin St.
Harry B. Tedrow	U.S. District Attorney for Colorado (2 terms, 1914-) Secretary, Denver Bar Association Board of Pardons (1909-1915) Boulder County Attorney (1913-1914) Served with Torrey's Rough Riders, Spanish-American War	518 Gilpin St.
Benjamin F. Stapleton	Mayor of Denver (5 terms)	430 Williams St.
Clarence M. Stafford	Denver City Council (7 terms) State Representative (2 terms)	419 Franklin St.
John A. Burnett	Denver City Council (3 terms) City Council Zoning Committee, 1925 (prepared first zoning code) President, Gentlemen's Riding and Driving Club, 6 years	445 Franklin St.
Benjamin A. Sweet	19th Colorado General Assembly Member, Denver's first Water Board	471 Franklin St.
Lambert Alden	State Representative (1938-1944)	451 Marion St.
Harry G. Saunders	State Senator (1 term, 1920-1922)	515 Franklin St.
Bert Keating	Denver District Attorney (5 terms)	427 High St.
William V. Roberts	Member, First Civil Service Commission for Colorado	411 High St.
Oscar Hinrichs	Chief Clerk, U.S. Mint (3 years)	421 & 471 Franklin St.
Carl A. Gould	U.S. Forest Service (9 years) (Son, Whitney Gould, State Representative)	435 Humboldt St.
Harold S. Oakes	U.S. Commissioner (1938-1954, reappointed 1955) Awarded Purple Heart, artillery officer, World War I Attorney, private practice, Denver	541 High St.
Louis Goodman	Fireman (1897-1947) Fire Captain, Engine Company #21	424 Franklin St.

MUSIC AND THE ARTS

Name	Contribution	Address(es)
Horace E. Tureman	Conductor, Denver Philharmonic (1911-1917) Conductor, Civic Symphony Orchestra (1922-1946) Founded Denver Symphony Orchestra (late 1940s)	564 Franklin St.
Francis M. Hendricks	Teacher, Denver College of Music	457 Williams St.
Enrico Licari	Italian sculptor/instructor, Chappell School of Art Denver sculptures: Angel, St. Thomas Seminary; Statuette, Holy Ghost Church; Bust, Bishop Machebeuf, Holy Ghost Church; Marble head, Mrs. Claude K Boettcher; many garden statues	400 Williams St.
Persis M. Owen	Landscape gardener Artist and poet	400 Williams St.
Daisie Bentley Robinson	Poet Founder and president, Colorado Poetry Fellowship President, Poetry Society of Colorado Member, Denver Woman's Press Club Member, National League of Pen Women	541 Williams St.
Howard S. Reynolds	Concertmaster, Civic Symphony Orchestra Music teacher, Music Conservatory (in Sheedy Mansion) (Daughter, Veda Reynolds, child-prodigy violinist; later played with Philadelphia Orchestra and Philadelphia String Quartet)	519 Williams St.
Catherine Nast	Organist, old St. Mary's Church on Stout Street (1800s)	501 Williams St.
Charles A. Nast	Pioneer photographer (first studio: second floor, log building, 15th and Larimer, above David Moffat's bookstore)	501 Williams St.

Fought with Captain Jack Crawford and Wild Bill Hickok
 Cub reporter, *Denver Tribune*

ARCHITECTURE AND CONSTRUCTION

Name	Contribution	Address(es)
Robert Roeschlaub	Architect President, Colorado Chapter, American Institute of Architects Selected designs: Trinity Methodist Church (1887); Dora Moore School (1889); Emerson School (1884); University Hall (1890), University of Denver; Chamberlin Observatory (1889) in Observatory Park; Hover Wholesale Drug Company Building (1901)	439 Lafayette St.
Richard Phillips	Architect Phillips designed 54 Denver residences in 1903 Driving Park Historic District designs: 500 Franklin St. and 565-567 Gilpin St.	547 High St.
Lester E. Varian	Architect Partnership with his father, Ernest P. Varian Attended Paris-Pratt Institute in New York Designed numerous Denver residences	464 Williams St.
Joseph Wilson	Architect Planned city of Florence, Colorado Designed Fort Morgan County Courthouse; Smith House (1910), Aurora, Colorado; Sedgwick High School (1920), Sedgwick, Colorado Supervising architect, First United Presbyterian Church (1919), Sterling, Colorado	511 Lafayette St.
Alexander Brown	Founder/Partner, Brown-Schrepferman Construction Company Built 1902 Utopia Flats Building Built Hill Junior High School, Denver Constructed buildings for Marathon Oil Company; Mile-Hi Kennel Club; Denver Coca-Cola Bottling Company; Rainbo Bread Company Built numerous other retail and commercial Denver and Colorado buildings Company received Centennial Circle Award, Historic Denver, Inc.	433 Franklin St.
Harry R. Byers	Mechanical engineer and general contractor Head of Denver office, Babcock & Wilcox Boiler Agency Built 12 to 15 power plants for the U.S. Navy	531 Franklin St.
Albert McGibbon	Contractor Built most of east side of 500 block Humboldt Street	522 & 563 Humboldt St.
John J. McGinty	Contractor Built first hotel in Cripple Creek, Colorado Built numerous small residences in Denver	446 Lafayette St.
Douglass M. Sugg	Contractor Built numerous Denver residences	585 & 581 Humboldt St.
Arthur J. Walker	Contractor Denver pioneer, arrived by oxcart in 1870	476 Lafayette St.
Cecil E. Walker	President, C. E. Walker Construction Company Built Mountain States Telephone & Telegraph Company Building Built numerous telephone buildings in a 7-state area Built Denver Post Building, demolished for Denver Convention Center Built several college buildings in Fort Collins	569 Gilpin St.

LAW

Name	Contribution	Address(es)
Benjamin B. Brown	Attorney President, Railway Coal Recorder Company President, Colorado National Life Assurance Company	410 Marion St.
James Frederic Brown	Partner and Vice President, Boettcher & Company President, Electrical Products of Colorado Member, Board of Directors, Scruggs-Vandervoort-Barney Co. of St. Louis,	430 Marion St.

	(owner of Denver Dry Goods Department Store)	
Hiram P. Bennet, Jr.	Financial attorney (Son of Colorado Territory's 1st Representative in U.S. Congress)	520 Marion St. & 452 Humboldt St.
Benjamin E. Sweet	President, Denver Bar Association (1940) Vice President, Colorado Bar Association (1940) Denver Civil Service Commission (18 years) President, Denver Library Commission Chairman, Colorado Supreme Court's Ethics Committee	462-464 Gilpin St.
Edward G. Knowles	Attorney President, Colorado Bar Association Chairman, Colorado Fellows, American Bar Foundation Member, Board of Governors, American Bar Association	426 Gilpin St.
Charles E. Works	Attorney and law professor Partner, Dines, Dines & Holme U.S. District Attorney (1927-1933) State Representative (1927) Faculty member, University of Denver Law School (1948-1967) Trustee, Bonfils Theater	472 Humboldt St.
Marvin Alden Simpson	Attorney, Hilliard, Lilyard & Finnicum (1915-1916) (later Lilyard & Simpson)	515 Humboldt St.
Horace H. Hindry	Attorney, Hindry, Friedman & Brewster	552 Humboldt St.

BUSINESS

Name	Contribution	Address(es)
Milton L. Anfenger	Owner, Western League Denver Bears baseball team Lawyer Owner, Merchant's Park (Baseball field on S. Broadway), 1923-1946 President, Nation Jewish Hospital (6 terms) Board of Directors, General Rose Hospital Honored at Bears Stadium, "Milt Anfenger Night" (1952)	428 Lafayette St.
Frances W. Shoemaker	President/General Manager, Denver Union Stock Yard Company President, General Stockyards Corporation	485 Williams St.
Thomas A. Rendle	President, Sargent Packing Company	411 Lafayette St.
William B. Freeman	Manager, Lock Joint Pipe Company Chief Irrigation Engineer for Siamese government (1912-1916) President, Colorado Society of Engineers, 1930	431 Williams St.
Jerome K. Sterne	President, Larson-Nash Motors Company, 950 Broadway	411 Williams St.
Howard R. K. Tompkins	President, United Fuel & Equipment Company Awarded Purple Heart for valor in World War I	581 Williams St.
Robert C. Grout	Owner, Robert C. Grout Garage, 580 Gilpin St. (later called Country Club Garage)	569 Williams St. & 1805 5th Ave.
Cecil W. Maleham	President, Denver Wholesale Grocers	425 Franklin St.
Milton P. Givens, Jr.	President, American Wholesale Drugs Vice President, Parker Realty Company	425 Franklin St.
Miss Isaac C. Harper	Owner, Hoyle Millinery Company	411 High St.
Ludlow Flower	Vice President, J. S. Flower & Company	555 Franklin St.
Archie R. Ratekin	Secretary/Treasurer, Seeing Denver, Inc.	525 Humboldt St.
Hyman Robinson	Vice President, Climax Dairy Company Founder, Robinson Dairy Trustee, Beth Israel Hospital Trustee, Denver Sheltering Home for Jewish Children (later called Children's Asthma Research Institute and Hospital)	467 Franklin St.
Coloman Jonas	Taxidermist Taxidermy clients included Theodore Roosevelt, Darryl Zanuck, John Barrymore, and Emperor Francis Joseph of Austria-Hungary Founder, Jonas Brothers Inc. Member, Board of Directors, Denver Museum of Natural History	525 Humboldt St.

and Denver Zoological Foundation		
Gustav A. Ehret	Owner, Seeleman-Ehret Photo Engraving	475 Franklin St.
Dell G. Van Gilder	Secretary, Van Gilder Insurance Agency Company	446 Marion St.
Hal D. Van Gilder	Founder/President, Van Gilder Insurance Agency Company Founder, Denver Insurors Founder, Colorado Insurors	578 High St.
Arthur H. Skaer	President, Denver Rock Drill Company	561 Franklin St.
Earl M. Scanlan	Founder, Earl M. Scanlan Company (investments) President, Bond Club of Denver Governor, National Association of Securities Dealers and National Securities Traders Association Inventor of the Aeroplane Spinner, a widely used fishing lure Owner (with wife Elizabeth Sharpley Scanlan), Aeroplane Tackle Manufacturing Company and International Hook Supply Company	519 Lafayette St.
Elmer G. Hartner	President, Western Seed Company Developer, Sherman Plaza (now Sherman Tower), 9th and Sherman Street Developed first deep irrigation wells in Phoenix area	528 Humboldt St.

BANKING

Name	Contribution	Address(es)
Albert M. Collins	Cashier, South Denver Bank Cashier of a Creede, Colorado, bank Secretary, Colorado Metal Mining Association	439 Williams St.
Edward J. Wechbach	Vice President, Denver National Bank Cashier, Moffat Bank, Cripple Creek, Colorado Vice President/Cashier, Hamilton National Bank, Denver	455 Gilpin St.
George Klein	Vice President, First National Bank	515 Lafayette St.

MILITARY

Name	Contribution	Address(es)
Arthur H. Williams	Assistant Adjutant General to General John Chase, Colorado National Guard Brigade Adjutant, 1916 Mexican border conflict	529 Lafayette St.
Jerry Cox Vasconcells	Colorado's only World War I Flying Ace President, Vasconcells, Hicks & Company (investment securities) Selected for Colorado Aviation Hall of Fame (1969)	425 Humboldt St.
Alpha M. Chase	Physician Army doctor, Philippines, Boxer Rebellion; 1916 Mexican border conflict; France, World War I	434 Franklin St.

MEDICAL

Name	Contribution	Address(es)
Marie Fackt	Medical physician and physiotherapist Examining physician, Denver Public Schools (1938-1944)	580 Williams St.
Frederick A. Luedicke	Osteopathic surgeon and physician	455 Marion St.
George M. Blickensderfer	Pediatrician Staff president, Children's Hospital President, Denver Medical Society President, Denver Orphans' Home	592 & 548 Franklin St.
Peter J. Pothuisje	Physician	440 Humboldt St.
Anna M. Buell Shaeffer	Dentist	526 & 530 Lafayette St.

JOURNALISM

Name	Contribution	Address(es)
------	--------------	-------------

JOURNALISM

Name	Contribution	Address(es)
Charles A. Bonfils	Various managerial positions, <i>Denver Post</i> Managing Editor, <i>Kansas City Post</i> (for a short time) Red Cross worker, Budapest and Romania, World War I	555 High St.
Mabel Whitman Bonfils	Artist, advertising department, <i>Denver Post</i> Assistant Publisher, <i>Denver Post</i>	555 High St.
Mabel R. Whitman	Newspaper artist	555 High St.
John A. McGuire	Founder, <i>Outdoor Life</i> (1898) Associate Editor, <i>Sports Afield</i> Founder, <i>Cycling West</i> President, McGuire Printing Company Noted big-game hunter/Trustee, Museum of Natural History Member, National Council, National Economic League	500 Franklin St.
Warren Gilbert	Political cartoonist and sports cartoonist, <i>Denver Times</i>	538 High St.
Laura Gilbert	Advertising Department, <i>Rocky Mountain News</i>	538 High St.
Sumner Jackson	Linotype Machinist, <i>Denver Post</i> Printer, <i>Denver Republican</i> Printer, <i>Rocky Mountain News</i> Union Leader, Denver Typographical Union No. 49	502 & 510 Marion St.

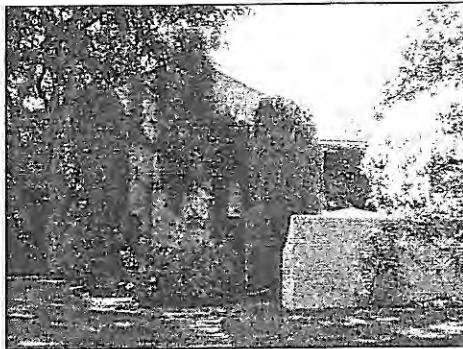
WOMEN (cross section of representative district women, in addition to those mentioned above)

Name	Contribution	Address(es)
Ida Coddington	Superintendent, Old Ladies Home, Denver	461 Marion St.
Elizabeth Fackl	Faculty member, University of Denver Chair, International Relations Department, University of Denver Director, Foundation for the Advancement of Social Sciences Endowed (w/sister, Amy) \$100,000 international relations scholarship program	580 Williams St.
Lulu H. Kuhns	Charter member, Warren Methodist Church Active member, Eames Woman's Christian Temperance Union	584 Franklin St.
Mrs. Madeline Mullen	Realtor (office in residence)	540 Franklin St.
Olga M. Oakes	Organizer, Colorado Parent Teacher Association Chairman, PTA's Bertha B. Porter Boys Loan Fund	541 High St.
Olga E. Oakes	Clerk, University of Denver (1950) Clerk, Bromwell School (1956) Secretary, Bromwell School (1960)	541 High St.
Mary Margaret Oakes	Social Worker, Denver Public Schools	541 High St.
Helen Dorsey Knowles	President, Board of Directors, Children's Hospital (2 terms) Charter member, Junior League of Denver President, Junior League of Denver (1929-1931)	426 Gilpin St.

1942-2002 Development

It was during World War II that 6th Avenue became a major metropolitan corridor. It connected the new 1937 Lowry Air Field with the Denver Ordinance Plant (now the Federal Center). Traffic increased dramatically. Sixth Avenue became a one-way street in 1958. Most district lots were developed by 1942. Development of the remaining lots was residential, with one exception. The Reorganized Church of Jesus Christ of Latter Day Saints, now called the Community of Christ, built a church in the district. The 1948 building at 580 Marion St. was the new Denver center for the faith when their membership had exceeded by five times the capacity of their previous church at Logan Street and Speer Boulevard. That building was sold to the Catholic Archdiocese of Denver and has served since the late 1940s as Mother of God Catholic Church. The Reorganized Church of Jesus Christ, a separate branch of Latter Day Saints, is headquartered in Independence, Missouri. The Reorganized Church was organized in 1860 at Amboy, Illinois, under the leadership of Joseph Smith III. His leadership spanned 54 years. The church grew to over 70,000 members with representation throughout the United States and in several other countries. Since 1920, the official corporate headquarters of the church has been in Independence, Missouri. Delegates at the church's 2000 World Conference changed the name of the church to Community of

Examples of People Associated with the District After the Period of Significance



Left to right: Fred Wallace, Marian Wallace, Bess Truman, David Wallace, Jr., and Christine Wallace.

Source: *Rocky Mountain News*, 22 March 1946, 1.

During 1943 and 1944, the Trumans made additional visits to Denver, sometimes accompanied by Harry Truman. The Wallaces and Trumans became friends with the Benjamin Stapleton family, who lived across the street. Katie Stapleton, the mayor's daughter-in-law recalls dinner parties with both families in attendance.

David Frederick Wallace (1900-1957)

David Frederick ("Fred") Wallace, the youngest brother of first lady Bess Truman, lived at 411 Williams St. (left and Plate 15) with his wife, Christine, and two children, David, Jr. and Marian, from early 1943 to at least November 1944. Fred Wallace moved to Denver in 1943 to work for the War Production Board. In the late 1940s, he was associated with the architecture firm of T. H. Buell & Company. Born in Independence, Missouri, he attended the University of Missouri and, after college, worked as an architect for the J. C. Nichols firm. He is credited with designs for the Frederick Apartment Hotel, Columbia, Missouri; the Jackson County [Missouri] Negro Girls' Home; the Jackson County Hospital; and Delta Upsilon House and Sigma Alpha Epsilon House, Columbia, Missouri. In 1945, the Wallaces lived at 323 Clermont St., and in 1946, at 1200 3rd Ave. A third child, Charlotte Margaret, was born in 1948 while the family lived in Littleton, Colorado. The Wallaces moved to Albuquerque in 1950 and returned to Denver in 1952. At the time of his death in 1957, Fred Wallace was an adjustor for the Colorado Highway Department and lived at 1739 13th Ave. in Denver. He died in Porter Hospital of pneumonia following a heart attack.

In 1943, Harry Truman's wife, daughter, and mother-in-law visited for several weeks at 411 Williams St. Truman was serving in the U.S. Senate at the time. His daughter Margaret, an aspiring opera singer, made her debut before a large public audience during that visit as a member of the chorus in the *Denver Post* production of "Countess Maritza" in Cheesman Park. Margaret sang again in Denver in 1952, appearing at City Auditorium. At that time she and the Fred Wallaces were visiting Truman-family friend Blevins Davis at his home, the Trianon, in Colorado Springs. In *Bess W. Truman*, a 1986 memoir, Margaret Truman tells of the family's Denver visits and candidly discusses her Uncle Fred's "sad struggle with alcohol."



Impresario Arthur Oberfelder welcomes President Harry Truman's daughter, Margaret, to Denver in 1952.

Source: *Denver Post*, 12 April 1952, 3.



Judy Collins

Musician, composer, and singer Judy Collins grew up at 491 Marion St. (left) in the Driving Park Historic District. Born in 1940, she trained as a concert pianist under Antonia Brico and attended East High School. Her father, Chuck Collins (1911-1968), a blind pianist, hosted a Denver radio show, "Chuck Collins Calling," and was a stockbroker. At age 15, Judy Collins switched from piano to guitar and began playing folk songs. A strong voice against the Viet Nam war and for civil rights in the 1960s and 1970s, Collins recorded for the Elektra label for 20

years and then for other recording companies. She continues to compose, interpret, and sing, and her music, now often referred to as "art music," is appreciated by national and international audiences.

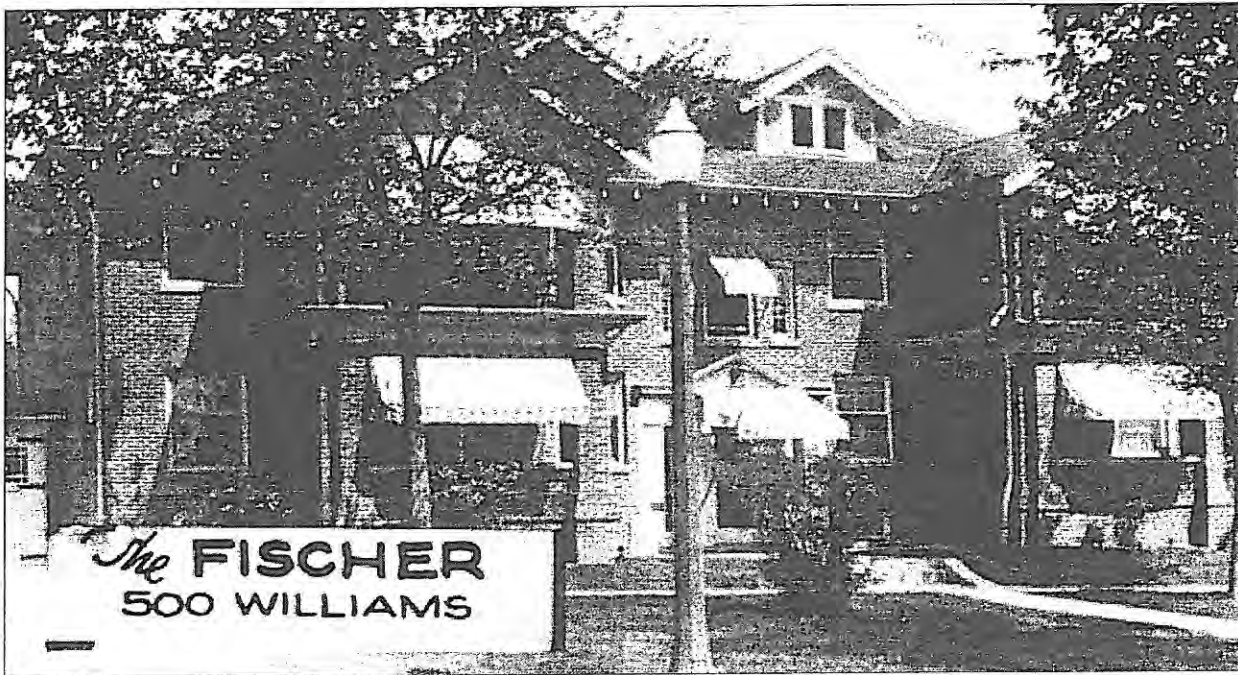


Source: *Rocky Mountain News*, 8 December 1989, 14W.

Christ. In 1983 the Denver Cooperative Preschool moved its program from St. John's Episcopal Cathedral to the church addition. The preschool used the church facility until 1996.

The Zone Map in Appendix A shows the current zoning. The city's first zoning ordinance, passed in 1925 was simpler, but substantially the same in terms of use, business strips, etc. for the district. In 1949, while the 1925 zoning was in effect, Denver City Council passed Bill No. 246, Series of 1949, recorded on April 12, 1951. This ordinance was "... relating to establishing set-backs from the property line on certain parkways and boulevards in the City and County of Denver ..." Thirty-one parkways and streets were included. For Williams Street Parkway the setback from the front property line was 25 feet. This is from the property line, not the curb. This was an attempt to enforce the historically accepted set-back and protect the integrity of the parks and parkway system. By the mid 1950s, a new zoning code for the city was passed.

Construction projects did not adversely affect the integrity of district streetscapes and architecture for several decades following the Period of Significance. Large and small 1950s and 1960s apartment buildings that disrupted the street rhythms in neighborhoods east and north were not built in Driving Park Historic District. Thirteen single-family residences and doubles were built on undeveloped lots in the late 1940s and 1950s. The neighborhood remained stable in ownership and continued to attract middle-income professional and business people.



Note the design of the streetlight. The photo was taken sometime between 1923 and 1929; the photographer is unknown. The Anderson-Fischer Apartment, 500 Williams St., was designed by Glen Wood Huntington and built in 1915. It was the third district building constructed on Williams Street. Charles L. and Christine B. Anderson built the four-unit apartment building while living at 525 Gilpin St. Charles Anderson founded the Home Dairy and was later in the warehouse business and owned the Orchard Products Company at 31st and Blake St. In 1923, Max and Pauline G. Fischer bought the apartment house. They lived here through 1936. Max Fischer owned the Western Art Leather Company and manufactured novelty items. Physician and surgeon George H. Lee and his wife, Anna, were the owners from 1929 [sic] through at least 1955. He was on the surgical staff at St. Anthony's Hospital from 1917 to his death in 1955.

Source: Photograph Collection, Western History/Genealogy Department, Denver Public Library.

ARCHITECTURAL DESCRIPTION

District Location and Setting

Physical Context of the District

Driving Park Historic District is located approximately 1-1/4 miles southeast of Denver's Civic Center. The rectangular-shaped district has regular grid blocks laid out on a north-south axis on relatively level ground that gradually slopes toward Cherry Creek. The creek runs diagonally from southeast to northwest approximately 2 blocks southwest of the southwest corner of the district. The district's northern border is a major city thoroughfare for one-way-east traffic. The district's southern border is a residential street. The east and west borders are alleys. Driving Park Historic District contains most of two Denver subdivisions. The southern 2 blocks of the 4-block Williams Street Parkway are in the eastern half of the district. Fourth Avenue Parkway is in the district; it runs from Gilpin Street to the east side of Williams Street.

Regular Grid Blocks of Residences

Driving Park Historic District has regular grid blocks laid out with block lengths on a north-south axis. The district measures 2 blocks, north to south, and 7 blocks, east to west. All district blocks are divided by north-south I-alleys. All district lots run east to west, lengthwise, between streets and alleys. All blocks except two were originally laid out based on a regular 48-lot-per-block scheme. The district's easternmost blocks, Blocks 15 and 25 in Williams Driving Park Addition, originally combined with the western blocks of the C. G. Richardson Place Addition to form two oversized blocks. This was done to reconcile previously platted subdivision grids. The two oversized blocks each had two I-alleys separating three strips of lots. The eastern alleys were abandoned after 1929, leaving the western alleys as the sole alleys for the two blocks. When locally designated Country Club Historic District was created, the remaining alleys of the oversized blocks became that district's border. The lots that were between the original alleys therefore became part of Country Club Historic District; they are the only lots platted as part of the Williams Driving Park Addition that are not part of Driving Park Historic District. The buildings on Blocks 15 and 25 in Driving Park Historic District are on the east side of High Street.

Three other block alterations in 1912 related to the creation of Denver parks and parkways during the City Beautiful Movement. The Assessor Lot Index documents land purchases by Denver of the west 60 feet of all lots on the east side of Williams Street from 4th Avenue to 7th Avenue for Williams Street Parkway; these included Blocks 14 and 24 in Williams Driving Park Addition. The lots at the southern end of Block 23 in Williams Driving Park Addition were purchased to create 4th Avenue Parkway. (The 4th Avenue Parkway Y island was created in the street right-of-way.) These lots in Williams Driving Park Addition were still vacant in 1912. The impact of this on the district was to create the same broad expanses of lawn and plantings on both sides of Williams Street. Residential setbacks are the same on both sides of the street, but the residents on the east side of Williams Street have very shallow backyards since their lots are only 65 feet deep.

Two Subdivisions: Driving Park Place and Williams Driving Park Addition

Humboldt Street is the dividing line between the district's 2 subdivisions, Driving Park Place and Williams Driving Park Addition. The two subdivisions developed at about the same rate during the same years. Their general physical characteristics are similar. The west halves of Blocks 3 and 6 are the only portions of Driving Park Place that are not in Driving Park Historic District. (They are in Alamo Placita Historic District.) As mentioned above, in Williams Driving Park Addition, the lots in Blocks 15 and 25 that were between the original alleys are the only Williams Driving Park Addition lots not part of Driving Park Historic District.

District Parkways: Designations and Descriptions

The southern two blocks of the 4-block Williams Street Parkway are in the eastern half of the district. Williams Street Parkway is part of the locally designated Denver's City Beautiful Movement Parkways Historic District; however, the resi-

dences with Williams Street addresses are not in that district. The parkway connects Cheesman Park Esplanade at its north terminus with 4th Avenue Parkway at its south terminus.

Fourth Avenue Parkway consists of two landscaped oases between Gilpin Street and the east side of Williams Street Parkway. A much-loved, beautiful neighborhood feature, it is the link between Williams Street Parkway and Gilpin Street Parkway, which connects eventually with Downing Street Parkway along the west end of the Denver Country Club. Although it is mentioned as the terminus for Williams Street Parkway, 4th Avenue Parkway is not included as an element in the locally designated Denver's City Beautiful Movement Parkways Historic District.

Fourth Avenue Parkway was constructed following a compromise plan between Olmsted Brothers, the nationally-prominent landscape firm of Brookline, Massachusetts; the City and County of Denver; and Country Club neighborhood owners in 1912. The original Olmsted Brothers plan for the link from Williams Street Parkway to Gilpin Street Parkway was to have been a graceful, gradual merging of the two parkways. It would have required the demolition or repositioning of the Country Club entry gates at 4th and Gilpin. The physical context of Driving Park Historic District reveals the compromise and, therefore, the history. Fourth Avenue Parkway visually connects to the south terminus of the Williams Street Parkway, but it has a somewhat diminished parkway system relationship to Gilpin Street south of 4th Avenue. (See "1909-1914: Denver Parks and Parkways," for the history of the debate between Olmsted Brothers and early Country Club owners about removing the imposing masonry gateway to the Country Club neighborhood.)

Both Williams Street Parkway and 4th Avenue Parkway are in the National Register of Historic Places as elements in the "Denver Park and Parkway System." This 1986 theme nomination was prepared by Don Etter.

Both Williams Street Parkway and 4th Avenue Parkway are designated Parks Department parkways. A memo of August 6, 2002, from Devon Buckels, Community Planning and Development Agency, City and County of Denver, states:

1. For clarification of the status of the parkways located within the boundaries of this proposed district [Driving Park Historic District]:
 - a. The section of Williams Street from 4th Avenue to 6th Avenue is already designated by the Denver Landmark Commission as part of the Denver City Beautiful Parkway Historic District [ordinance title: Denver's City Beautiful Movement Parkways Historic District]. This section of Williams Street is also a "designated Parks Department parkway."
 - b. Fourth Avenue between Williams and Gilpin Streets is a "designated Parks Department parkway." Fourth Avenue is not included in the Denver City Beautiful Parkway Historic District.

Don Etter described the parkways in the 1986 National Register "Denver Park and Parkway System":

WILLIAMS STREET: . . . the Williams Street right of way is 120'; that of East 4th Avenue is 128'. . . . The Williams Street Parkway roadway is 65' wide . . . the parking [is] 51' on the north side of East 4th Avenue [between Williams St.] and Gilpin St. Substantial funds were allocated to the planting of these parkways in 1914 and the most mature of the plantings in these parkways date from that time.

There is a double row of planting of elms on both sides of Williams Street between East 4th and 7th Avenues. . . . The sidewalk is located outside this double row, thus creating a very wide parking lawn. The elms in each double row are planted along alternate centers, so as to create a thick, double canopy. Most of the elms are still intact. The result is an elegant tree-lined vista much like the vista which once existed along Hillhouse Avenue in New Haven, Connecticut (called the most beautiful street in America before the elm canopy was lost to Dutch Elm disease). There are shrub remnants in the parking of an age which suggests that they were part of the original planting plan.

EAST 4TH AVENUE: . . . The development of this parkway is limited to the 51' parking to the north and the small island in the "Y" at the end of Williams Street. Along the north edge of the parking is a formal row of elm. Between the elms and the roadway, however, is a dense planting of ponderosa pine which

screens the view to the north from Gilpin Street in the Country Club neighborhood. The planting of the "Y" island, though sparse, reflects the species of the screen planting in the north parking. (45-46)

Integrity of District Borders

The district's northern border is 6th Avenue, a border for both district subdivisions and a major city thoroughfare for one-way-east automobile traffic and public transportation. The history section of this application discusses its development. In 2002, the physical character of 6th Avenue reveals some of its history. Originally a city border (until 1888), 6th Avenue has been in continual use as a public transportation corridor. In 2002, it serves as Route 6 for RTD buses.

Public transportation encouraged creation of the district's two short strips of commercial development on 6th Avenue before 1925 when Denver's first zoning regulations reflected that use. All district commercial buildings were built before the 1925 zoning regulations. In 2002, the two short strips along 6th Avenue continue to be used for commercial purposes: the half blocks east and west of Marion Street and the half block east of Gilpin Street. They were created for mom-and-pop businesses to serve the neighborhood and they continue to do so. The remaining district buildings along 6th Avenue are residential; all but three, a double at 1220-1222 6th Ave., a double at 1420-1422 E. 6th Ave. and a house at 1620 E. 6th Ave., face the north-south streets. The double at 1220-1222 6th Ave. is used for retail purposes in 2002. The others remain residential. One parking lot is at the southwest corner of 6th Avenue and Williams Street Parkway. It serves Ascension Church, located on the northeast corner of 6th Avenue and Gilpin Street.

The district's southern border, 4th Avenue, is a residential street. It is the border for both district subdivisions. During the Period of Significance and after, 4th Avenue served as a tramway route. The only two district buildings on 4th Avenue were built on unimproved lots after the Period of Significance. The district's eastern border is the alley between High Street and Race Street discussed above in "Regular Grid Blocks of Residences." The western district border is the alley between Marion Street and Downing Street. Associated more closely with the history and development of Arlington Park Subdivision and Alamo Placita Park, Downing Street residences are part of the Alamo Placita Historic District. Marion Street is residential except for the lots close to 6th Avenue where commercial buildings with 6th Avenue addresses continue to serve neighborhood shopping needs. One parking lot behind a 6th Avenue building is entered from the east side of Marion Street.

Driving Park Historic District is completely surrounded by three locally designated Denver Landmark districts. The northern border, 6th Avenue, is the southern border of the East 7th Avenue Historic District. The western border, the alley between Marion Street and Downing Street, is the eastern border of Alamo Placita Historic District. The southern border, 4th Avenue, and the eastern border, the alley between Race Street and High Street, are borders for the locally designated Country Club Historic District. (The National Register of Historic Places recognizes a smaller Country Club Historic District south of 4th Avenue.) The districts have borders that are recognized and validated. The physical context of Driving Park Historic District and research into its history reveal that the borders are also valid when evaluated only with respect to Driving Park Historic District. If Driving Park Historic District had been the first of these districts to apply for Landmark designation, it would have met the criteria independently. Its history and character are uniquely its own.

Relationship to Other Historic Structures and Districts

One district building, the Benjamin Brown House, 410 Marion St., is an individual Denver Landmark structure (DLM#277). The only district sites listed in the National Register of Historic Places are elements in the 1986 Theme Nomination of the Denver Park and Parkway System, Williams Street Parkway and 4th Avenue Parkway. (They are discussed in this section and above in "District Parkways: Designations and Descriptions" and below in "Character Defining Features of Williams Street Parkway and 4th Avenue Parkway.") Driving Park Historic District is closely associated with the locally designated Denver's City Beautiful Movement Parkways Historic District, a Denver Landmark district. The application was prepared by Rod Lister in 1996. The parkways district recognizes and preserves City Beautiful era parkways built during the Mayor Robert Speer administration.

Three nearby residential districts, East 7th Avenue Historic District, Alamo Placita Historic District, and Country Club Historic District, are discussed above in "Integrity of District Borders." Country Club Historic District is distinctly different in character from Driving Park Historic District. The streets are broader and differ substantially from the grid in Driv-

ing Park Historic District. The residences are larger, built further apart, and were designed for wealthy, upper class Denverites. There are no multiunit buildings. Alamo Placita, by contrast, is denser than Driving Park Historic District with a higher percentage of multi-unit buildings. The multiunit buildings include several with more than four units, whereas, Driving Park has only a couple four-unit buildings and none with a greater number of units. Alamo Placita residences, for the most part, are also more modest. East 7th Avenue Historic District is somewhat more similar to Driving Park Historic District in the size and scale of buildings in the particular section that borders Driving Park, but it is within the pre-1888 Denver city limits and has a separate and unique history of development. In fact, all four districts have unique histories and were developed separately.

Other nearby Capitol Hill districts to the northwest and north, respectively, are Quality Hill Historic District and Wyman Historic District. Both developed somewhat earlier and represent the move of early Denverites to the east and southeast to escape the growing congestion of 1800s downtown Denver and create beautiful, turn-of-the-century residential neighborhoods. Driving Park Historic District and its surrounding districts each played a role in continuing that demographic.

Driving Park Historic District is located approximately 1-1/4 miles southeast of Civic Center Historic District, the heart of Denver and Colorado government. The proximity of Driving Park Historic District to the city center is an important Denver attribute. Denver is unique in having so many strong, vibrant neighborhoods located close to the core of the city. Their variety is abundant. Driving Park Historic District represents one of those neighborhoods, one that has not been impacted harshly by economic ups and downs.

Baker Historic District is 7/8 mile west of Driving Park Historic District. Baker is in Denver's historic South Side. The districts, separated by Cherry Creek, are quite different in their development and architecture.

Architectural Character of the District: Character Defining Features

District Styles and Types

Driving Park Historic District is characterized by homes built mainly for prominent early Denverites, civic leaders, and middle-income professional and business people. Notable musicians and artists, journalists and politicians made the district their permanent home during the Period of Significance. Several early owners bought their first homes in the district and, when they prospered, moved to Country Club or other neighborhoods with larger residences. The "first house" trend documented in the house-by-house historical research (see Appendix B) is reinforced by the Architects' Small House Bureau's 1922 designs used, for example, in "Doll House Row," the east side of the 400 block of Williams. These designs were considered first-home designs for young families.

Only one building remains that speaks to the decade before residential development (1880s), when the land was used by the Gentlemen's Driving Association for boarding, racing, and parading horses. Part of an 1880s stable is in a wing of the house at 461 Humboldt St.; it was first used as a home by architect Robert G. Balcomb in 1889 after he converted the stable and built a large addition.

Most early residents owned their own homes. Though there were some rental single-family houses, most rentals were in the district's doubles built in the styles of the era. As noted in the historical significance chapter, 20-year building restrictions attached to lot sales in two selected blocks. They reflected design values of the day. The blocks with restrictions in place cannot be distinguished from all other blocks in 2002, except that any doubles in the restricted blocks were built after the restrictions expired in the 1920s.

The architectural character of the district is viewed from three perspectives: styles, building type, and years of construction. District styles constructed during the Period of Significance, 1880-1942, include Late Victorian styles, Late 19th and 20th Century Revival, Late 19th and Early 20th Century American Movement styles, and a few styles from the Modern Movement. Style determination is consistent with the "Data Categories for Architectural Classification" defined by the National Register of Historic Places. Additional guidance in determining styles came from standard references, including Virginia and Lee McAlester's *A Field Guide to American Houses*. The major features of district buildings are consistent with styles as described in the standard references. The figures in the following discussion relate to the 328 buildings that were built

during the Period of Significance. Only 17 buildings were constructed after 1942, and a few are under reconstruction in 2002. Research revealed the architect's identity for only 32 (or about 10 percent) of district buildings.

Late Victorian Styles

Eleven percent of district buildings constructed during the Period of Significance are in Late Victorian styles. Nine buildings (3 percent) are Queen Anne style. Robert Balcomb and Eugene Rice were the architects for 410 Marion St., built in 1889 for Benjamin B. and Annie D. Brown. One 1907 Queen Anne-style residence at 532 Franklin St. was designed with a few Craftsman details. It is the only Queen Anne-style house in the district that is not on Marion Street where early district development was fueled by proximity to Hallett Road, now Downing Street. Other architects for Queen Anne-style houses are unknown. Twenty-six buildings (8 percent) are Victorian Vernacular style. Architect Frank H. Paradise, Jr. designed 522 Gilpin St. in 1904 for John August Anderson. Other architects for Victorian Vernacular-style houses are unknown. The style is found throughout the district. The district's Victorian Vernacular-style houses were built in the first decade of the 20th century.

Driving Park Historic District's Queen Anne- and Victorian Vernacular-style buildings exhibit the character defining features associated with the styles. Asymmetrical facades have roofs that are steeply pitched, most often with a front-facing gable. Often there is also a side gable. Gables are usually shingled; some are timbered. Windows are usually centered in the gables, alone or in sets of two or in bays of three. The facades usually have full-width or partial one-story entry porches. Victorian Vernacular buildings tend to have less ornamentation, rarely have bays on the facades, are rarely cross-gabled, and are not full two-story buildings; they are one and one-half stories. The interpretation of Victorian styles in the district is in brick instead of the more traditional wood, although the buildings' trim decorations are in wood. This is consistent with almost all Denver Victorian buildings. Denver required masonry construction during the district's Period of Significance. Porch columns may be of the style's typical wood variety, but later versions are often square and of brick.

Late 19th and 20th Century Revival Styles

Thirty-nine percent of district buildings are classed in Late 19th and 20th Century Revival styles. This includes 11 Dutch Colonial Revival-style residences, 18 Colonial Revival-style residences, 1 Georgian Revival-style residence, 9 Mediterranean-style residences, 17 Tudor-style residences, 1 Italian Renaissance Revival-style residence 9 Cottage-style residences, and 32 Foursquare residences. Architects have not been identified for the Cottage-, Georgian Revival-, and Tudor-style residences. The Italian Renaissance Revival-style residence was built at 580 Williams St. for John and Anna Fackt in 1921 and was probably designed by architect Jules J. B. Benedict. Architect and builder Carl C. Madsen designed 465 Williams St. in 1921 in Mediterranean Revival style for his own family. Architect Richard Phillips, a longtime district resident, designed the Colonial Revival-style residence at 500 Franklin St. in 1909 for John A. McGuire, founder of two magazines, *Cycling West* and *Outdoor Life*. Three architects designed Dutch Colonial Revival-style residences: Frank E. Edbrooke designed 433 Franklin St. in 1902 for Alexander Brown, a founder of Brown Schrepferman Construction Company. C. B. Martin designed 551 Marion St. in 1904 for Chalmers A. Lindsey, chief clerk for the Colorado & Southern Railway. Glen Wood Huntington designed 590 Williams St. for Lillian M. Cash in 1918.

Since the Foursquare style (often referred to as "Vernacular Classical Revival" and called the Denver Square style locally) and the Cottage style trace their origins to a Late 19th and 20th Century Revival style (Classical Revival), they are included in this category. Three architects were discovered to have designed district Foursquares: Olaf Sundquist, who was also a builder, designed 580 Franklin St. in 1904 for Charles and Lulu Stedman; Charles R. Stedman was an owner of Coe and Stedman Realty Investment Company. George L. Bettcher designed the double at 471-474 Humboldt St. for Eugene A. West in 1909. W. Harry Edwards designed 555 Franklin St. and 594 Humboldt St. for realtor John S. Flower in 1911; Flower rented out the houses for several years. Nine district residences are Cottage style.

Denver's southwestern identity is also represented in 9 Mission Revival-style residences, 2 Spanish Colonial Revival-style residences, and 20 Spanish Eclectic-style residences. Architects' identities were not discovered for the Spanish Colonial Revival- and Mission Revival-style residences. All but one of the Mission Revival-style buildings were built before 1911 and are accurate examples of the style. This is very early in the general use of the style for residential buildings. Mission Revival-style residences were not built until after 1900, and it took a few years for the style to gain popularity east of California. Records indicate architects for 2 Spanish Eclectic-style residences: Lester Varian designed 464 Williams St. in

1921 for R. D. Waterman, and Merrill H. Hoyt designed 457 Williams St. in 1922 for Francis M. Hendricks, a pianist and teacher at the Denver College of Music. By the 1920s, Spanish-influenced architectural styles had a popular following, and elements of the purer styles were being incorporated into individual buildings with very pleasing effects. The Architects' Small House Bureau architects used several variations in their designs for middle class houses.

Driving Park Historic District's Late 19th and 20th Century Revival-style buildings exhibit the character defining features associated with their specific styles. Most examples in the district are exceptionally good examples of the styles. The classically defined styles--Dutch Colonial Revival, Colonial Revival, Georgian Revival, Mediterranean, Tudor, and Italian Renaissance Revival--have consistent, commonly understood defining features. Cottage- and Foursquare-style buildings often have decorative elements associated with those classically defined styles. Cottages are one-story buildings; Foursquares are full two-story buildings. Both have hipped roofs. Earlier Cottages and Foursquares may display wood columns on front porches, while later versions have square brick columns. Some later Foursquares, influenced by the Arts and Crafts Movement, display a bolder appearance with heavier roof brackets.

Late 19th and Early 20th Century American Movement Styles

Thirty-nine percent of district residences are classed in the Late 19th and Early 20th Century American Movement. This includes 54 Craftsman-style residences, 6 Craftsman-style residences that incorporate other style influences, 25 Craftsman doubles, and 4 Craftsman doubles that incorporate other style influences. Research found 9 residences designed in these styles associated with architects: Frederick E. Mountjoy and Frederick M. Eagleton designed 536 Humboldt St. in 1902 for Clara Webb. The same year they designed 552 Humboldt St. for Helen (Nettie) K. Gravett, a librarian at the State Capitol. The Baerresen Brothers designed 416 Humboldt St. in 1909 for Harry Senecol, bookkeeper at Knight-Campbell Music Company. Richard Phillips designed two Craftsman doubles, 1615-1617 5th Ave. in 1909 and 565-567 Gilpin St. in 1910. W. Harry Edwards designed the single-family Craftsman-style residence at 595 Franklin St. in 1911 for realtor John S. Flower as income property. Glen Wood Huntington designed two residences: 562 Gilpin St. in 1912 for Engelbert Stoetzel, secretary-treasurer of Globe Fuel & Iron Company, and 570 Williams St. in 1915 for realtor James E. Cartwright. Huntington also designed the four-unit apartment building on Williams Street Parkway for Charles Anderson, founder of Home Dairy and the Orchard Products Company. This prominent 500 Williams St. apartment building was designed in Craftsman style with Colonial Revival influences.

The Late 19th and Early 20th Century American Movement styles also include 30 Bungalow-style residences, 6 Classic Bungalow-style residences, and 2 Bungalow doubles. Research found 2 residences designed in these styles associated with architects: Charles M. Gates designed 533 Lafayette St. in 1911 for Arthur Perry, secretary-treasurer of Marx Tailoring Company. Glen Wood Huntington designed 445 Humboldt in 1921 for insurance man John S. Correa. The Craftsman-style and Bungalow-style residences display a variety of elements associated with the American Arts and Crafts Movement. They are located throughout the district.

Driving Park Historic District's Late 19th and Early 20th Century American Movement -style buildings--Craftsman and Bungalow--exhibit the character defining features associated with the styles. These styles are variously defined, with some authorities grouping all as Craftsman or all as Bungalow. For this application, "Bungalow" refers to brick, one-story and one-and-a-half-story buildings with low-pitched roofs that are usually front-gabled, but sometimes are side-gabled and, rarely, hipped. Bungalow-style buildings have a massive appearance, even if they are smaller versions. They have front porches, usually full-extension, defined by brick half-walls that end in stout, square or battered, piers that usually extend to ground level. Gables are usually half-timbered over stucco. Porch gables often have open timbering. Brackets and knee-braces at the roofline add to the massive appearance, as do wide, unenclosed roof overhangs. For this application, "Classic Bungalow" is used for the boldest versions of the style where greater mass and the weight of materials--characterized, for instance, by heavier brackets and timbering--make the residences appear to have a closer relationship with the outdoors. For this application, "Craftsman" buildings are both one-and-a-half-story and two-story buildings. They exhibit the character defining features of the style, but have a more overall square, not low and ground-hugging, appearance. If two-story, the first level of all four elevations is often brick, with the second level of all elevations displaying half-timbering over stucco. Roofs are gabled or hipped, and porches are usually full extensions.

Modern Movement Styles

Three district buildings built within the Period of Significance are classed in the Modern Movement but retain vestiges of Tudor- or other Revival-style elements. Architect Donald O. Weese designed 467 Humboldt St. in 1937 for Wallace F. Ford, a clerk with the Denver & Rio Grande Western Railroad. (No construction occurred from 1942 to 1947; 13 additional Modern Movement buildings were built between 1947 and 1953.)

Driving Park Historic District's Modern Movement-style buildings exhibit the character defining features associated with the styles. For this application, the term "Modernist" has been used for the Modern Movement buildings. For the three contributing buildings, roof pitches are low or intermediate and eaves are narrow. The three houses are relatively small, with small entry porches, and are of brick. Modernist houses built in the late 1930s have been compared to Tudor with low-pitched roofs, and indeed, one of the district's Modernist-style houses, 515 High St., built in 1940, has clear Tudor influences in the half-timbered gable over its entry.

Eclectic Style

Thirty-three district buildings are considered Eclectic in style. They exhibit more than one clearly discernible style with no one style dominant, and they are evenly distributed throughout the district. Three were documented to specific architects: Robert G. Balcomb is credited with the design of 461 Humboldt St. since he converted the former stable and built the addition that created the original residence in 1889. Richard Phillips designed his own home at 547 High St. in 1902. Frank H. Paradise, Jr. designed 518 Gilpin St. in 1904. Nine Eclectic-style buildings were built before 1910, 4 were built in the next decade, and 17 were built in the 1920s.

Additional District Character Defining Features

Additional character defining features of the district include consistent historic setbacks for buildings, height limits of one-and-one-half to two-and-one-half stories, mostly one-story garages, sidewalks separated from curbs with landscaped parking, landscaped front and backyards, and few retaining walls. District residences have backyards that are usually fenced; very few front yards are fenced. Most additions to district buildings have been to the rear of residences. However, most have been modest and have not encroached far into backyards. The quality of original construction and materials was high and has been maintained over time.

Flat roofs are found only on Commercial-style buildings, some multiunit buildings, and a few buildings constructed since the Period of Significance. Commercial-style structures originally built for retail purposes are one story and are built only along the district's busiest thoroughfare, 6th Avenue. A few buildings along 6th Avenue were originally built for residential use. Any building now used for retail purpose retains residential integrity, displaying retail use with signage alone.

District residential streetscapes have consistent, uninterrupted rhythms. Streetscape rhythms are true within their respective blocks and vary little from block to block. Portions of some blocks have gradually rising elevations of front lawns from sidewalk levels. The rising elevations are due to the gentle rise of the district as distance from Cherry Creek increases. Eventually roadway, parking, and sidewalk levels also rise to reconcile with front lawns and become one level again. This change in elevation is much more subdued in Driving Park Historic District than in neighborhoods north of 6th Avenue, for example in East 7th Avenue Historic District.

Multiunit buildings are gently interspersed with single-family buildings. A few single-family buildings are multiunit, but retain their original, single-family architectural integrity. These are all qualities of value that residents strive to preserve.

District streets reflect City Beautiful Movement values by displaying a mostly unbroken, mature tree canopy. Most parking areas have grass surrounding trees and shrubs. "Parking" here refers to the space between sidewalks and curbs. The private-property landscape choices of plant material for gardens, shrubs, and trees create a gentle variation and rhythm. The only exceptions are on 6th Avenue. There are no trees or grass-covered parking in the two 6th Avenue commercial strips. The Olmsted Brothers design for the district's two parkways exaggerates the parking found on other district streets, firmly establishing geographic district integrity in the City Beautiful Movement.

Character Defining Features of Williams Street Parkway and 4th Avenue Parkway

General plans as early as 1909 indicate that Williams Street and 4th Avenue would be parkways. They were both included in the 1912 Williams Street Parkway Improvement District. Olmsted Brothers were hired to draw specific plans for the parkways. The Olmsted family was personally involved in the 1893 Colombian Exposition in Chicago, the genesis of the City Beautiful Movement. The firm's design for district parkways reveals their respect for City Beautiful Movement values. From 1912 to 1914, Charles Gibbs, Jr. represented Olmsted Brothers in Denver; he supervised construction of the parkways. The parkways in 2002 portray the mature results of Olmsted Brothers' vision.

Williams Street Parkway is distinguished by broad lawns that sweep to the curb from concrete sidewalks poured at the usual distance from residence facades. The parkway landscape features a mature tree canopy and shrub groupings designed by Olmsted Brothers. Williams Street itself is not divided; no center parkway element divides traffic lanes. Most of the mature trees and shrubs date from the original 1914 planting. The double row of elm trees on the parking on each side of Williams Street is almost completely original, healthy, and intact. The elms are planted along alternate centers so the resulting canopy is quite thick. The elms are key in creating the sense of a great vista, an elegant grandeur. The elegance enhances the architecture of Williams Street buildings. Other district streets also have mature tree canopies, created by elms and a variety of other trees. The memory of the elegance of Williams Street Parkway and 4th Avenue Parkway seems to be carried over by these trees to, in turn, enhance other district streets and their architecture. Several shrubs in Williams Street Parkway probably date from the 1914 planting also. The same shrub varieties plus others have been used by residents throughout the district over time to again provide a sense of continuity of landscape values.

Fourth Avenue Parkway has two elements. The 51-foot parking north of the roadway has a row of elms running east and west along its north edge. The area south of the elms contains a rather thick ponderosa pine planting. Gilpin Street jogs east one-half block from the 400 block to the 300 block so that the 300 Gilpin roadway leads directly into 4th Avenue Parkway's 51-foot parking. The effect of the parking plantings of ponderosa pine and elms trees is to screen the view of two district houses from Gilpin Street. The plantings and the grass expanse of the 51-foot parking is also seen from the east and the west from 4th Avenue. The effect again is to announce that a parkway, a part of a larger system, is present. The eye carries at once to the "Y" island and the beginnings of Williams Street Parkway. The second element of the 4th Avenue Parkway is the small "Y" island at the south end of Williams Street Parkway. The planting here is sparse but relates in types of plants to that of the 51-foot parking, rather than to Williams Street. As Don Etter pointed out in the National Register nomination, 4th Avenue parkway is a distinct and important element of the parkway system in Denver.

Building Types

Driving Park Historic District has 348 primary buildings. Approximately 81 percent are single-family residences. Approximately 17 percent are doubles, with the remaining 2 percent either three- or four-unit buildings, buildings currently under reconstruction, or retail buildings. Three buildings have four-units; they are the largest-capacity buildings. (The four-unit apartment building at 500 Williams St. also has a garden-level apartment that was in use for many years.) Research revealed that a few single-family houses were originally built with small apartments in the basement. The permit file documents the lack of post-World War II remodeling to create additional apartments in single-family residences, as happened in many Denver neighborhoods. This is an indication of the enduring stability of Driving Park Historic District.

There are four one-story Commercial-style buildings that also help define the district. Three were originally built to house bakeries, grocery stores, and services like barbershops and shoe repair shops. Architect George L. Bettcher designed 1700 6th Ave. in 1912. It is best remembered as the location of longtime tenant Country Club Pharmacy. Montana S. Fallis and Myrlin S. Fallis designed 1302 6th Ave. in 1921. It is best remembered for Oliver's Meats and Joy Pharmacy; both remain in business in 2002. The architect for 1224 6th Ave. is unknown. The fourth Commercial-style building is the 1922 garage at 580 Gilpin St., built as a public garage and called the Robert C. Grout Garage. From 1935 to at least 1954, its name was Country Club Garage. The alterations to these buildings over the years have not affected exteriors to any significant degree. A couple of buildings built as doubles on 6th Avenue are used for commercial purposes in 2002, but their original architectural integrity remains. One church building is within the district. Built by the Reorganized Church of Jesus Christ of Latter Day Saints at 480 Marion St. in 1948, it continues as a Mormon church in 2002.

Most district residences have one ancillary structure, a detached garage. (Some have attached garages and a few have carports.) Detached garage styles are consistent with their associated residences.

Construction Years for the District

The Silver Crash of 1893 occurred just as the subdivision sales were beginning and caused early development to be slow. Following are the years of construction of district buildings:

<u>Years</u>	<u>Number of Buildings Constructed</u>	<u>% of total District Buildings</u>
1880-1899	7	2
1900-1909	104	30
1910-1919	63	18
1920-1929	142	43
1930-1942	8	2
1942-2002	17	5

The most active year was 1922 when 46 buildings were constructed. In 1923, 35 buildings were constructed. Tied for third place were 1908 and 1909 when 23 buildings were constructed in each year. In 1924 and 1925, 17 buildings were constructed each year. (Construction dates used in this application are based on research in the Building Permit Collection, the Assessor Lot Index, and the Water Permit Collection. Cross-checking in city directories confirmed date accuracy.)

A significant number of detached garages were built at the time of their residences' construction, but a much larger number were built after residence construction, though within the Period of Significance. Five garages were built from 1902 to 1910, 48 were built from 1911 to 1920, 102 were built from 1921 to 1930, and 34 were built from 1931 to 1942. No garage permit information is in the record for 143 buildings. See Appendix B for garage permit data for specific addresses.

Construction Years for Specific Styles

Late Victorian buildings were constructed in the 1890s and the first decade of the 1900s. The Queen Anne-style residences were built primarily in the 1890s. Victorian Vernacular residences were built through 1910.

Late 19th and 20th Century Revival buildings were built throughout the Period of Significance. Cottage-style residences were documented from 1902 to 1925, and Foursquare-style residences were documented from 1902 to 1914. The Colonial Revival and other American revival styles were built from 1897 to 1924. Mediterranean Revival styles were built from 1921 to 1926, and Tudor styles were built from 1922 to 1931. For the styles influenced by the Southwest, Mission Revival styles were built from 1907 to 1910, with one additional constructed in 1922. The two Spanish Revival residences were built in 1924. The Spanish Eclectic styles were built primarily from 1921 to 1925, with one built in 1905 and one in 1913.

Late 19th and Early 20th Century American Movement-style buildings included the Craftsman and Bungalow styles. Buildings with Craftsman styles were built between 1903 and 1925. Bungalow-style buildings were constructed from 1908 to 1925. The Modern Movement styles that are Contributing were built in the late 1930s and in 1940-1941.

Distribution of Styles and Types

Driving Park Historic District development began in 1880 with the various buildings constructed for the Gentlemen's Driving Association. As previously noted, one of those buildings remains in 2002 as part of a residence. Driving Park Place and Williams Driving Park Addition were platted in 1888 and 1892, respectively. Early construction was primarily on Marion Street, Humboldt Street, and Franklin Street. With a few exceptions, Williams Street single-family construction was between 1919 and 1925.

Architectural styles are spread fairly evenly throughout the district. Exceptions are the Southwestern-influenced styles. John T. Fredericksen built the west side of the 400 block of Gilpin Street in 1922 and 1923 primarily in Southwestern-influenced styles. His work factored into 1922, the construction year for the greatest number of district buildings. Another contractor, Albert McGibbon, and his son worked primarily on the 500 block of Humboldt where they lived, but examples of their work are also found on other blocks. They built a variety of styles over three decades.

The west portion of the district tends to have Late Victorian two-story styles and 1-1/2-story Craftsman and Bungalow styles. The middle of the district tends to have two-story Foursquares styles and two-story Colonial Revival styles. Williams Street has examples of all the district styles except Late Victorian. High Street, the easternmost street, has Late Victorian and a varied mix of other styles. The distribution of types of residences continues the pattern. As previously stated, single-family and multi-family styles are found throughout the district. The intermingling of styles and types helps create a graceful rhythm for district streetscapes.

District Styles and Types and Development in Relation to National Trends

Driving Park Historic District styles are consistent with national trends in residential style preferences. The styles represented in the district are consistent with neighborhoods for mainly professional and business people and civic leaders. This also holds true for the types of buildings constructed in the district. The gentle mixing of a small percentage of multi-family residences with single-family residences was the national trend for middle- and upper-middle-class urban neighborhoods during the Period of Significance.

Driving Park Historic District also relates to national trends in the subdivision development of urban neighborhoods. The district is a good example of land farmed by pioneers near an emerging town that promised regional importance. As the town prospered, landowners saw the development possibilities and began platting the land into blocks and lots. In the case of Driving Park Historic District, part of Leander and Mary E. Williams' farmland was first purchased by a prestigious horsemen's association. Exclusive men's associations were prevalent nationwide. Denver's gentlemen horsemen were successful businessmen. They turned their pleasure investment into a profit by forming the Park Land Development Company to create a subdivision, Driving Park Place. It was platted in 1888 when Denver annexed the land south of East 6th Avenue. The fact that it was used by an exclusive association added to its appeal as a new neighborhood. Though not a national trend specific to that era, that type of association has been and remains a profitable marketing approach. (New neighborhoods with defined historic associations in 2002 include Lowry and Stapleton.) In 1892, Mary E. Williams also subdivided her farm into the Williams Driving Park Addition. She too took advantage of the proximity of the exclusive association in naming her subdivision.

After horse-riding grounds and farmland were annexed, subdivisions created, and city services associated with transportation, water, power, and telephone more ensured, building began. Though a few houses were built between 1888 and 1893, district construction halted with the Silver Crash of 1893. This happened in varying degrees across the country. Construction resumed slowly in the district and then in a rush from 1904 to 1912. Construction slowed again during World War I and then resumed with added fervor after the war and into the early 1920s. This too was consistent with national trends. By the mid-1920s, most subdivision lots held residences. The few vacant lots that remained gradually became building sites, and when they did, they revealed the building styles popular in their construction years.

Driving Park Historic District Architects and Builders

The building permit collection reveals an architect's name in about 10 percent of district permits. Builders are more often mentioned. Appendix B documents what is known. A great number of residences built during this era were constructed by builders and craftsmen using plans from published plan books. This is consistent with national trends.

The Driving Park Historic District documentation reveals designs attributed to at least 18 known architects:

Harold Baerresen	W. Harry Edwards	Frank H. Paradise, Jr.*
Viggio Baerresen	Montana S. Fallis	Richard Phillips
Robert G. Balcomb	Myrlin S. Fallis	Eugene R. Rice
Jules J. B. Benedict	Charles M. Gates	Lester Varian
George L. Bettcher	Glen Wood Huntington	Donald O. Weese
Frederick M. Eagleton	Merrill H. Hoyt	
Frank E. Edbrooke	Frederick E. Mountjoy	

*Architect Frank H. Paradise, Jr. worked only briefly as an architect in Denver. This district is the first known district to identify his work. Paradise is credited with at least nine Denver early-1900s buildings. At age 25, he designed 518 Gilpin St. and the residence next door, 522 Gilpin St. His office in 1903 was at 408 15th St. and at 702 Majestic Building in 1904-1905. He was not listed in Denver after 1905. Paradise, Sr. married Kate Cuff in 1888. She was from St. Catharines, Ontario, Canada, where her father was mayor in 1888-1889. Frank and Kate Paradise, Sr. moved to Colorado and Frank, Jr. was born in Denver in 1879.

The architects who contributed designs to the plan book published by the Mountain Division of the Architects' Small House Bureau must be acknowledged for "Doll House Row," the residences on the east side of the 400 block of Williams Street. According to Thomas J. Noel and Barbara Norgren, "Doll House Row" was the showplace for the Architects' Small House Bureau. In 1922, as part of the City Beautiful Movement, several of Denver's finest architects donated their design expertise to provide plans for the use of the middle class. Some of these architects are in the above list and some are not. These architects ensured the availability of Spanish, Mission, Colonial, English Cottage, Mountain Swiss Chalet, Italian, French Country, and Dutch Colonial designs through free, small-house architectural plans.

Following is a selected list of Driving Park Historic District contractors:

Advance Homes Co.	Harry Geier	Alfred Olsen
Bellamy & Williams	John Geiger	Rex Bixby Builders
Berkshire Investment Co.	Sam Hansen	B. H. Rushnevsky
Alexander Brown (Brown-Schrepferman Co.)	D. E. Harlem	C. N. Smedegaard
Ament Brown	Holden Investment Co.	Fred A. Soderburg
Buirgy & Gilbert	Ladd Sanger Co.	Douglas M. Sugg
Mr. Cochran	Carl C. Madsen	Albert Sundin
Conway-Bogue Co.	C. B. Martin	Olof Sundquist
Ellis & Marshall Building Co.	Albert S. McGibbon	Cecil E. Walker
Finlay & Harris	Herbert S. McGibbon	Daniel W. Wood
John T. Fredericksen Co.	A. F. & N. H. Morrell	Russell M. Writer
	Simpson C. Olin	

Demolitions and Alterations

Two demolitions took place during or soon after the Period of Significance. One double and one single-family residence were demolished sometime after 1929, but before the late 1950s, to provide additional parking behind the Commercial-style building on the southeast corner of 6th Avenue and Marion Street. In the post-World War II years, a period of population growth in Denver, remaining district building sites were developed; seven buildings were built between 1945 and 1953. In 1982, 422 Williams St. was built. A few buildings on Williams Street had alterations and additions also in the 1970s and 1980s. Though some of these alterations changed the architectural styles of the buildings, all respected the historic setbacks and streetscapes. Only a few second floors were added to 1-1/2-story district residences since the Period of Significance and before ca. mid-1980s; most of these pop-tops were compatible.

The current trends are more threatening to the historic character of the district. With the location of the district so close to North Cherry Creek and convenient to downtown Denver, redevelopment pressure is increasing. Demolitions and insensitive additions have occurred in the last several years. Demolitions remain the only way to obtain district sites for completely new construction since the only two parcels of vacant land that remain (aside from a few generous side yards) are badly needed parking lots. Demolition cleared the way for current new construction on the 400 block of High Street.

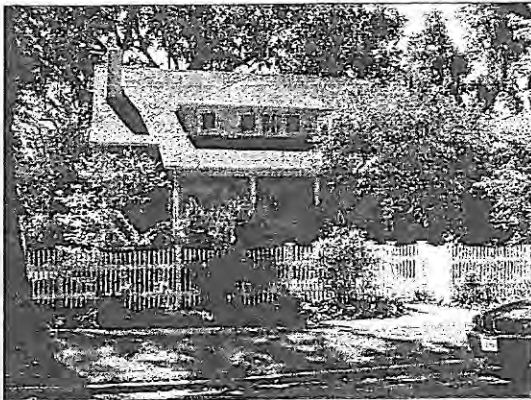
Several additions have been built over the years. During the Period of Significance, the additions were most often highly compatible with the residence's original design. Since 1945 and through ca. 1990, primarily small alterations and additions were built. They respected the neighborhood's architectural character, setbacks, and streetscape rhythm. This is changing. The district is beginning to experience extremely large additions quite visible from the streets. These additions do not respect the historic scale and character of the neighborhood. Buildings on the 500 block of Humboldt Street and the 500 block of Lafayette Street have been altered with large additions visible from the street. Without the protection of historic designation, the historic and architectural significance of the district will be compromised.



Benjamin B. Brown House
1889 (DLM)
410 Marion St.



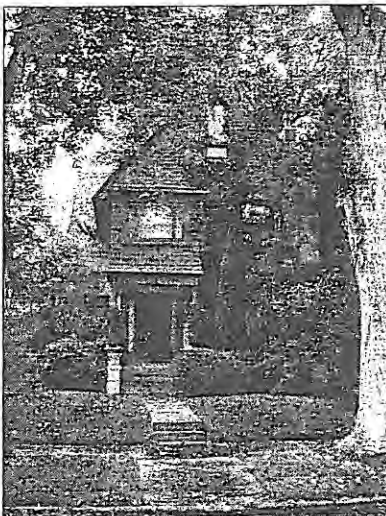
Hiram P. Bennet, Jr. House
ca. 1892
520 Marion St.



John Frank Bickmore House
ca. 1897
425 Marion St.



Sylte-Hoem Terrace
1909
501-505-509 Marion St.

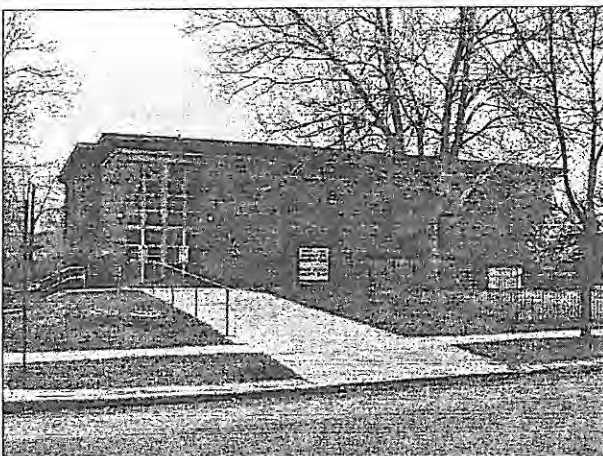


Reynolds-Schlingman House
1892
471 Marion St.



Sarah Jackson House
ca. 1909
506 Marion St.

Sumner Jackson House
ca. 1909
502 Marion St.



Community of Christ Church (Formerly known as the Reorganized Church of Jesus Christ of Latter Day Saints)
1948
480 Marion St.

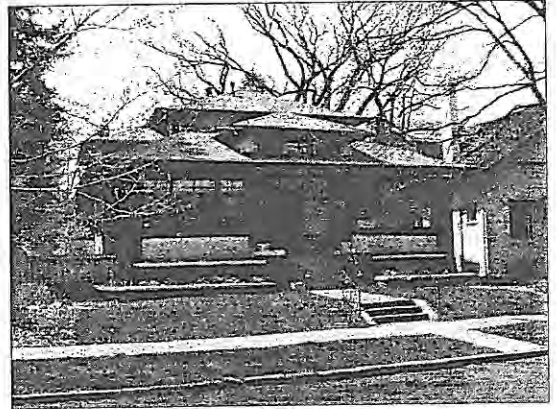
Built after the Period of Significance, this is the only church within the district. The congregation generously makes the building available for neighborhood meetings. From 1983 to 1996, the Denver Cooperative Preschool held classes here.

Plate 9 - Selected Marion Street Buildings

Photos: Nancy L. Widmann



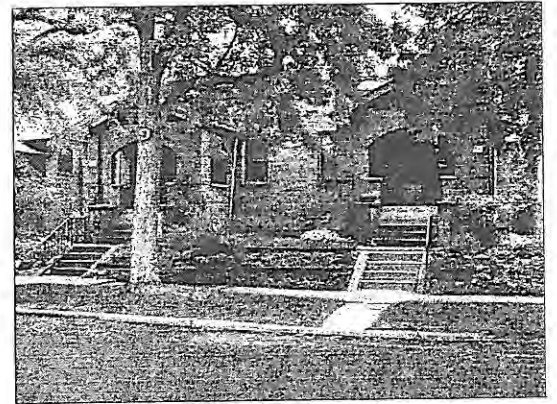
Geiger-Roeschlaub House
1906
439 Lafayette St.



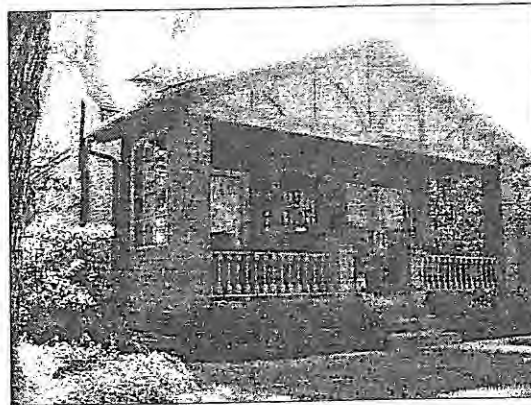
Douglas J. Morgan House
1923
455 Lafayette St.



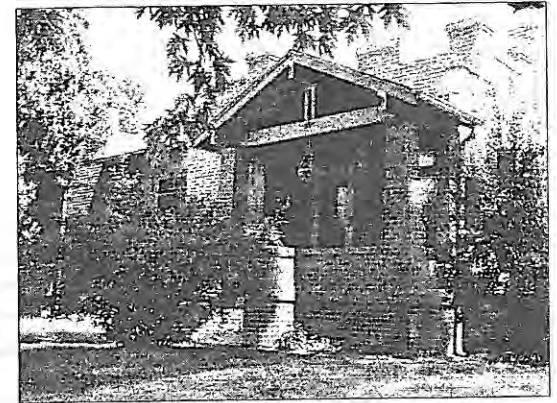
Samuel J. Talpers Double
1925
538-540 Lafayette St.



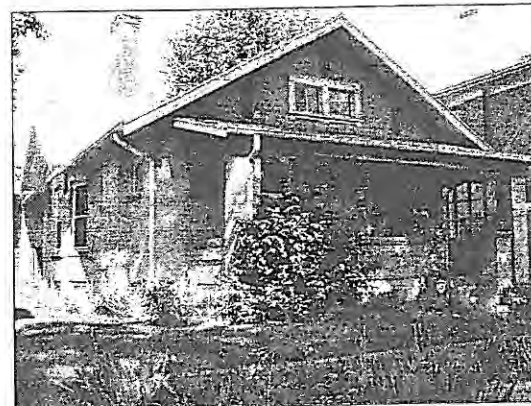
**Spieglemann-Shaeffer
Double**
1922
526-530 Lafayette St.



Bagnall-Prato House
1910
420 Lafayette St.



Frederick Draescke Double
1910
594-596 Lafayette St.



Perry-Konotopoulos House
1911
533 Lafayette St.

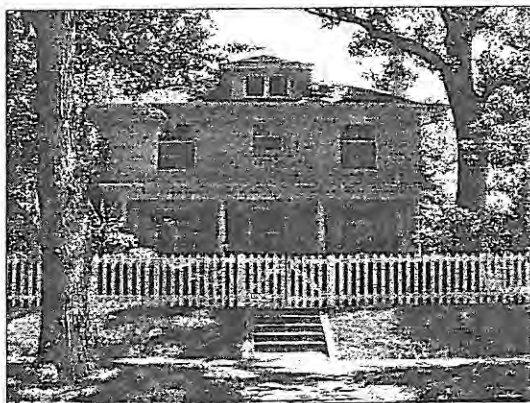


Douglas Morgan House
1923
455 Lafayette St.

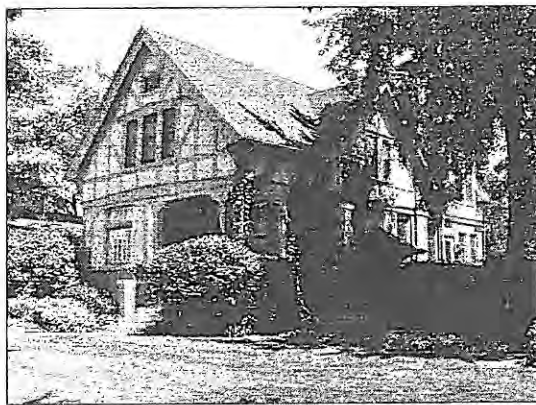
Emma Kennon House
1921
465 Lafayette St.

Plate 10 - Selected Lafayette Street Buildings

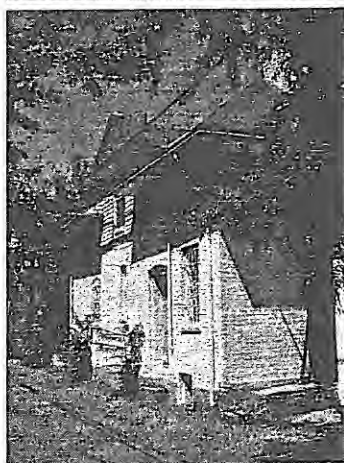
Photos: Nancy L. Widmann



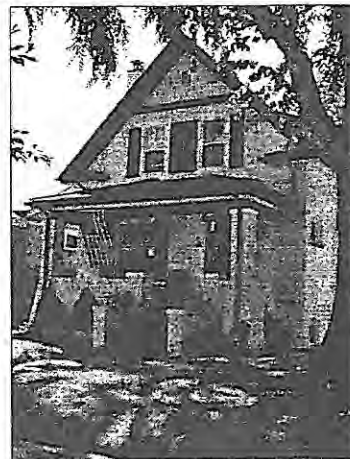
Hanley-McMahon House
1903
400 Humboldt St.



McDowell-Works House
ca. 1905
472 Humboldt St.



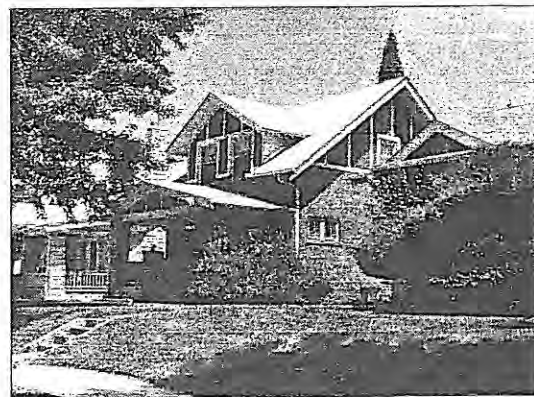
Stable (1880s)
Robert G. Balcomb House
1889
461 Humboldt St.
Alley view



Eisnor-Hagadorn House
1907
543 Humboldt St.



Roberts-Gould House
1907
435 Humboldt St.



Elmer G. Hartner House
1912
528 Humboldt St.



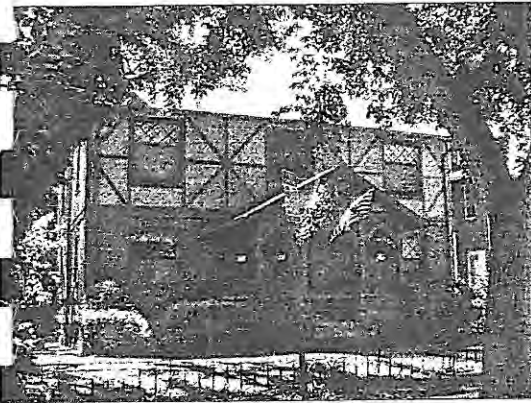
William Blum House
1922
411 Humboldt St.

Phillip T. McGuire House
1907
555 Humboldt St.

Albert S. McGibbon House
1908
563 Humboldt St.



Plate 11 - Selected Humboldt Street Buildings



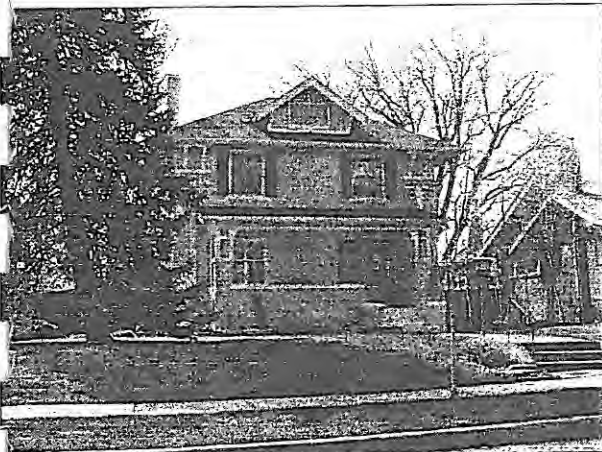
Mathers-Burnett House
1906
445 Franklin St.



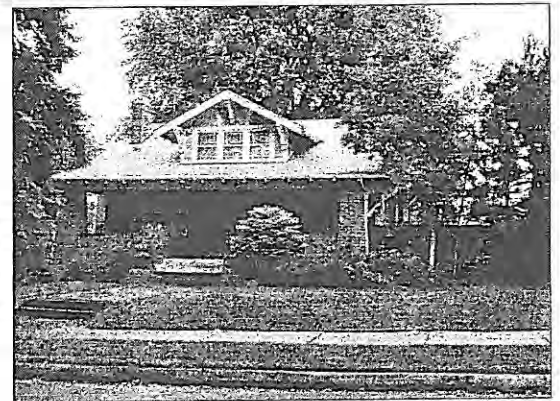
Flower-Songster-Triplett House
1903
493 Franklin St.

Two U.S. congressmen lived at 556 Franklin St. while representing the district: Congressman George Kindel rented here from 1910 to ca. 1916 and Congressman William N. Vaile was the owner from 1917 until his death in 1927.

Kindel-Vaile House
1907
556 Franklin St.



Ludlow Flower House
1911
555 Franklin St.



Zimmerman-Skaer House
1915
561 Franklin St.



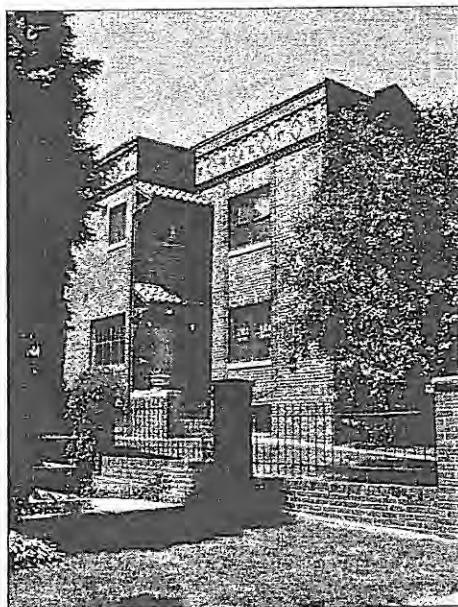
John B. Ervin House
ca. 1924
471 Franklin St.



Clarence Stafford House
1925
419 Franklin St.

Plate 12 - Selected Franklin Street Buildings

Photos: Nancy L. Widmann



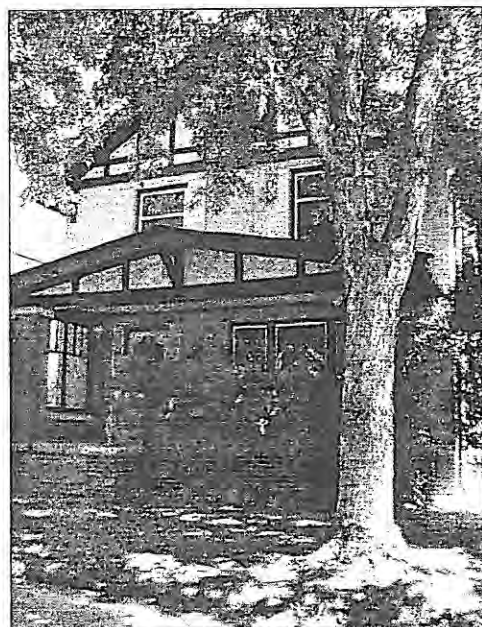
Cecil E. Walker Building
1922
569-571-575-577 Gilpin St.



Arthur Warren House
1922
411 Gilpin St.



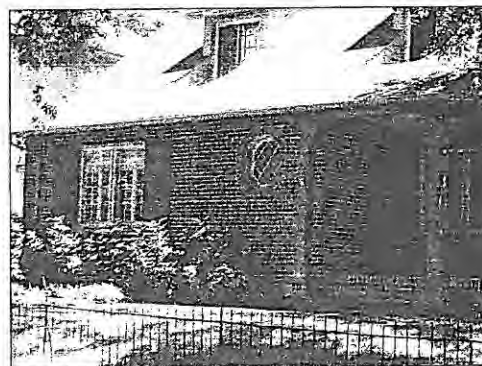
Emerson-Burnett Double
1911
525-527 Gilpin St.



Engelbert E Stuetzel House
1912
562 Gilpin St.



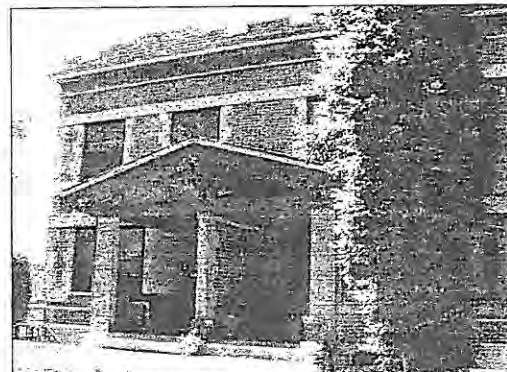
Harry Springler House
1922
433 Gilpin St.



Rattenbury-Knowles House
1908
426 Gilpin St.



Scofield-Thompson House
1903
576 Gilpin St.



Richard Phillips Double
1910
565-567 Gilpin St.

Plate 13 - Selected Gilpin Street Buildings