

Driving Park Historic District

**An Application for Landmark Designation
to the
Denver Landmark Preservation Commission**

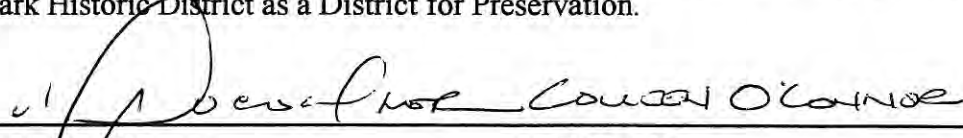
by

Nancy L. Widmann

2002

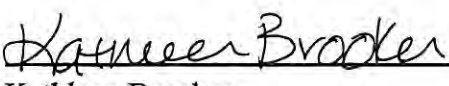
Final Landmark District Application
Driving Park Historic District/2002/Nancy L. Widmann

I, the undersigned, acting as a representative of Country Club North Neighborhood Association, submit this application for landmark designation of the area known as Driving Park Historic District as a District for Preservation.



Colleen O'Connor, Printed Name Date
Vice Resident & Newsletter Editor, 8-19-02
Country Club North Neighborhood Association

I, the undersigned, acting as a representative of Historic Denver, Inc., submit this application for landmark designation of the area known as Driving Park Historic District as a District for Preservation.



Kathleen Brooker Printed Name Date
President, 19 Aug 02
Historic Denver, Inc.

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2002

Cover photo: Photographer Harry H. Buckwalter, Buckwalter Collection, Colorado Historical Society.

Research, application preparation, and workshops for district residents were funded in part by a grant from the State Historical Fund. Additional funds came from Historic Denver, Inc., and Country Club North Neighborhood Association. The author gratefully acknowledges the work of research assistants Jessica Juliusson and Annette Student.

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Denver Landmark Preservation Commission
Application for Designation of a Landmark District

District Identification

Boundaries of District: North: East 6th Avenue
 South: East 4th Avenue
 East: Alley between High Street and Race Street
 West: Alley between Downing Street and Marion Street

Legal Description: Driving Park Place, Blocks 1-2 and 7-8;
 Driving Park Place, Block 3, Lots 1-24;
 Driving Park Place, Block 6, Lots 1-24;
 Williams Driving Park Addition, Blocks 11-14;
 Williams Driving Park Addition, Blocks 21-24;
 Williams Driving Park Addition, Block 15, Lots 1-24;
 Williams Driving Park Addition, Block 25, Lots 1-24;
 4th Avenue Parkway;
 400 and 500 blocks of Williams Street Parkway.

Historic Names Associated with District: David P. Curby
 Leander A. and Mary E. Williams
 Gentlemen's Driving Association of Denver
 Denver Driving Park Association
 Driving Park Land Company
 Gentlemen's Riding and Driving Club
 Williams Driving Park Addition
 Country Club North
 South Capitol Hill

Current Name of District: Driving Park Historic District
Historic Uses: Residential with two small commercial strips
Present Uses: Residential with two small commercial strips
Zone Districts: See Appendix A.

Co-applicants Information:

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Affiliation: President, Historic Denver, Inc.

Maps: Maps are scanned into this application. See pages 3 and 4, Plate 4, and Appendix A.
Photographs: Photographs accompany this application and are scanned into this application. See Plates.
Building History Inventory: See Appendix B.
Contributing/Noncontributing List: See Appendix C.

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Includes contributing/noncontributing status, construction dates, architectural styles, architects, and builders.	

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STATEMENT OF SIGNIFICANCE

History

The Driving Park Historic District is more than 30 years old, and

(a) The district has direct association with the historical development of Denver. Driving Park Historic District is associated with the historical development of Denver from 1880 to 1942, the district's Period of Significance. In 1880, prominent Denver men formed the Gentlemen's Driving Association and bought farmland for use as a private horseback-riding and horse-racing club. This became the western half of the district. In 1880, the district's eastern portion was owned by Leander and Mary Williams; Leander Williams was an 1859 Denver pioneer. After district land was annexed to Denver in 1888, the district's two subdivisions were platted, Driving Park Place in 1888 and Williams Driving Park Addition in 1892. District development met the need for an additional middle-class residential neighborhood as Denver expanded east of Cherry Creek and south of 6th Avenue. The district is also associated with the development of the Denver parks and parkway system. Two historic parkway elements, 4th Avenue Parkway and the southern two blocks of Williams Street Parkway, are located in the district.

(c) The district has direct and substantial association with a person or group of persons who had influence on society. Driving Park Historic District is associated with the Gentlemen's Driving Association, a prestigious Denver organization that existed (under that name and others) from 1880 to ca. 1949, and with Mary E. Williams, who subdivided her farmland in 1892 eight years after her husband's death. It is also associated with early owners and residents who influenced city development as Denver grew into an important regional city. Selected examples: In government, five-term mayor Benjamin F. Stapleton; two U.S. congressmen, George Kindel and William N. Vaile; U.S. District Attorney for Colorado Harry B. Tedrow; Benjamin A. Sweet, a member of Denver's first Water Board; and U.S. Commissioner Harold S. Oakes. In music, Horace E. Tureman, founder and conductor of the Denver Philharmonic (1911-1917) and the Civic Symphony Orchestra (1922-1946), who also founded the Denver Symphony Orchestra in the late 1940s; Howard S. Reynolds, concertmaster and acclaimed teacher at Denver's Music Conservatory. In law, attorney Benjamin B. Brown, president of the Railway Coal Recorder Company and the Colorado National Life Assurance Company; and attorney Edward G. Knowles, who served as president of the Colorado Bar Association. In business, Elmer G. Hartner, president of Western Seed Company; Hal D. Van Gilder, founder of Van Gilder Insurance Agency; and Coloman Jonas, taxidermist and founder of Jonas Brothers, who served on the Board of Directors for the Natural History Museum and the Denver Zoological Foundation. In journalism, big-game hunter John A. McGuire, founder of *Outdoor Life* magazine; and political cartoonist Warren Gilbert. Notable district women include Elizabeth Facht, chair of the International Relations Department at the University of Denver; and Daisie Bentley Robinson, poet and founder of the Colorado Poetry Fellowship.

Architecture

The Driving Park Historic District has design quality and integrity, and

(a) The district embodies distinguishing characteristics of an architectural style or type. The Driving Park Historic District embodies distinguishing characteristics of Late Victorian styles (approximately 10 percent), Late 19th and 20th Century Revival styles (approximately 40 percent), and Late 19th and Early 20th Century American Movement styles (approximately 40 percent). District buildings are primarily single-family residences, with about 10 percent double residences. Small-scale commercial buildings are also represented on 6th Avenue, all built within the Period of Significance.

The district has 348 buildings. Ninety-three percent of the buildings constructed during the Period of Significance are Contributing and retain their architectural integrity.

(b) The district contains significant examples of the work of recognized architects and builders. The following recognized Denver architects are represented in Driving Park Historic District: Robert Balcomb, Eugene Rice, Richard Phillips, George L. Bettcher, Frank E. Edbrooke, Glen Wood Huntington, W. Harry Edwards, Montana S. Fallis and Myrlin S. Fallis, and the Baerresen Brothers, among others. The district includes many building designs created by the Mountain Division of the Architects' Small House Bureau as part of the City Beautiful Movement; several of Denver's finest architects donated the designs in 1922 to provide plans for the use of the middle class. Driving Park Historic District also contains the work of master builders and craftsmen.

(d) The district portrays the environment of a group of people or physical development of an area in an era of history characterized by distinctive architectural styles. Driving Park Historic District portrays the environment of middle-class Denverites, including a significant number of men and women who were leaders in their fields. It portrays the physical development of an area attractive to citizens who desired housing outside of the crowded central part of the city. This was during an era characterized first by Late Victorian styles like Queen Anne; and then by a variety of Revival styles like Colonial Revival, Tudor, and Spanish Revival; and then by American Movement styles, like Craftsman and Bungalow. The district also portrays the development of small "mom-and-pop" retail centers, a characteristic of the era; two are along 6th Avenue. Driving Park Historic District is distinctive for its accurate portrayal of its Period of Significance without the intrusion of large-scale noncontributing buildings.

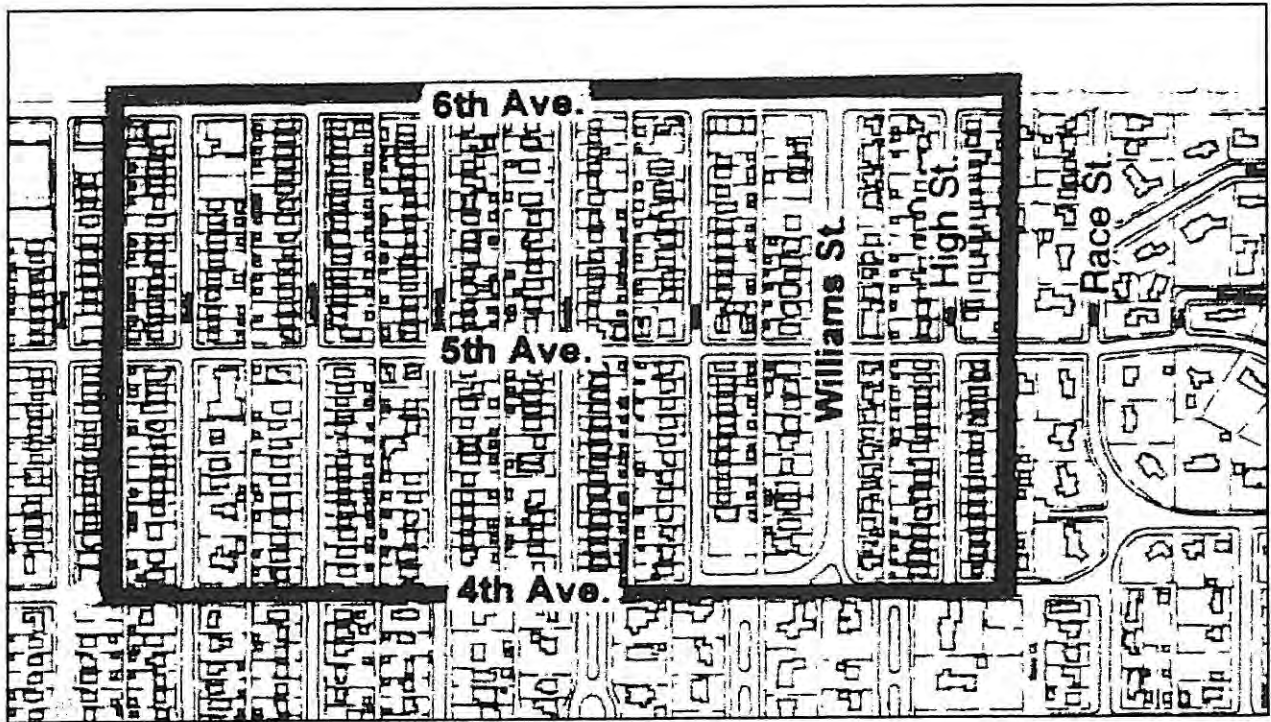
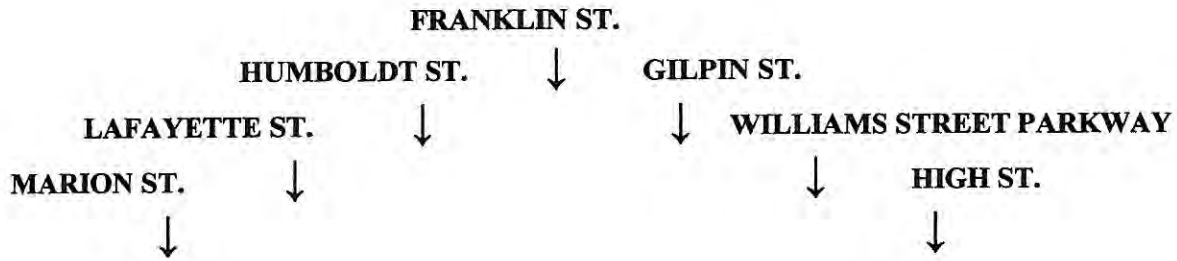
Geography

The Driving Park Historic District is an established, familiar, and orienting visual feature of the contemporary city. To those traveling in the thousands of automobiles and buses that use 6th Avenue every day, the district, dissected by Williams Street Parkway's broad lawns and high tree canopy, is an established, familiar, and orienting sight. To the pedestrians and bike riders using the sidewalks and bike paths of the city, the district is a welcome and refreshing visual feature of the contemporary city.

The Driving Park Historic District promotes understanding and appreciation of the urban environment by means of distinctive physical characteristics. The district promotes understanding and appreciation of the Late Victorian era and especially of the City Beautiful Movement by displaying a harmonious relationship of early 20th-century architectural styles to streetside landscaping, pedestrian-friendly sidewalks, and two historic parkway elements, 4th Avenue Parkway and the southern two blocks of Williams Street Parkway.

The Driving Park Historic District makes a special contribution to Denver's distinctive character. The district makes a special contribution to Denver's distinctive character with its location near the heart of the city along Denver's nationally and locally designated landmark parkway system. It contributes through its association with the development of Williams Street Parkway and 4th Avenue Parkway, from the creation of subdivisions with a grid of regular blocks and lots in 1888 and 1892, and then to the development of the two parkways from 1909 to 1914 by the nationally recognized landscape firm of Olmsted Brothers.

MAP 1- DRIVING PARK HISTORIC DISTRICT



The Driving Park Historic District proposed for Denver Landmark district designation is outlined on this map. The boundary of the district is East 6th Avenue on the north, East 4th Avenue on the south, the alley between High Street and Race Street on the east, and the alley between Downing Street and Marion Street on the west.

MAP 2- LATE 1880'S DRIVING PARK HISTORIC DISTRICT

Driving Park Place

The Choicest Low Priced Residence Property in Denver

POST OFFICE
OPEN HOUSE
POWER HOUSE
CAPITOL BUILDING
SCHOLFF HALL
DITCH THE CHOICEST RESIDE LOCATIONS, FOR THOSE WHOSE CONVENIENT TO BUSINESS, UNDER THE DITCH, NO STREAM OR RAILWAY TO CROSS, NO GUTTER OR MOAT.

The Driving Park Land Co

No. 1705 Champa Street, Denver, Colo.

This map shows the relationship of Driving Park Historic District to the State Capitol Building and downtown Denver. The map was prepared for a Driving Park Land Company advertisement in the late 1880s. Driving Park Place is the heavily shaded area on the lower right. Williams Driving Park Addition was platted adjacent to the east in 1892. (The "proposed park" to the west was later platted as Arlington Park Addition.) The developers used this map to show the convenient location of the new Driving Park Place. The outer circle is a one-mile radius from the State Capitol Building.

HISTORY OF THE DISTRICT AND ITS ASSOCIATIONS

Historic Names Associated with the Driving Park Historic District

David P. Curby	Driving Park Place
Leander A. and Mary E. Williams	Gentlemen's Riding and Driving Club
Gentlemen's Driving Association of Denver	Williams Driving Park Addition
Denver Driving Park Association	Country Club North
Driving Park Land Company	South Capitol Hill

The district was originally the David P. Curby farm. Curby sold the farm to Leander A. Williams who sold the land west of what is now Humboldt Street to the Gentlemen's Driving Association of Denver in 1880. The association wanted to create a track for horse racing. In 1882, the Gentlemen's Driving Association of Denver reorganized under a new corporation named the Denver Driving Park Association. In 1888, that entity sold the property to the Driving Park Land Company for purposes of creating the Denver addition, Driving Park Place. However, the Denver Driving Park Association continued to evolve as a club when it reorganized in 1898 as the Gentlemen's Riding and Driving Club. This club existed until ca. 1949. The story of the horse "driving" club has been accurately passed down by residents and is alive in the district in 2002. The three names from the club's history are often used interchangeably in referencing the district. Leander Williams and then his wife, Mary E. Williams, farmed the remaining portion of their land until 1892 when the widowed Mary and her children created Williams Driving Park Addition to the City of Denver. The term "Driving Park" is associated with the district as a whole. After the high visibility of the nearby Country Club neighborhood became established, the Driving Park neighborhood was often referred to as Country Club North. With the Country Club neighborhood, the larger area is often referred to as part of Capitol Hill or south Capitol Hill.

District Street Names

Present Name	Named For	Earlier Name, If Different	Named For
4th Avenue		Vasquez [farther west]	Louis Vasquez
5th Avenue		Beckwourth [farther west]	Jim Beckwourth
6th Avenue		Carson	Kit Carson
Marion Street	Josie Marion, daughter of Denver pioneer grocer	Gorsline Street	unknown
Lafayette Street	Marquis de Lafayette, Revolutionary War hero	Eyster Street	unknown
Humboldt Street	Alexander von Humboldt, German scientist	Hunt Street	unknown
Gilpin Street	William Gilpin, first territorial governor, Colorado Territory		
Williams Street	Andrew J. Williams, 1859 Denver pioneer merchant*		
High Street	High Street in Philadelphia		

*Andrew J. Williams is not related to the Leander A. Williams family who developed a district subdivision.

District History Before Subdivision Development

In 1867, eight years after the founding of Denver, David P. Curby procured the district land from the United States. Curby joined several other homesteaders in what was known as the valley of the Cherry Creek. His land was along Cherry Creek just below the Smokey Hill Trail about one mile from Denver. On May 29, 1868, the *Rocky Mountain News* reported on the farmers in the sparsely settled valley.

... valley of the Cherry Creek ... the bottoms are broad and the soil is rich and fertile, but the noted uncertainty of the stream in furnishing water for irrigation has prevented the influx of a large population into the valley. While the farms are few, the facilities for stock-growing are abundant. (1)

The article further reported that Curby was putting in 10 acres of wheat, 5 acres of oats, 15 acres of corn, and 20 acres of potatoes. The prophesied uncertainty of water proved the downfall of the farming experiment along Cherry Creek. Curby farmed and probably raised stock until March 1879 when he sold the farm to Leander A. Williams for \$4,000. In 1880, Curby lived in Saguache, Colorado.

Williams was born in Stockton, Vermont, on October 4, 1834. He lived on the family farm in Vermont until 1857. He moved to Iowa and worked for two years in a steam sawmill. In February 1859, Williams joined others to journey to “Pikes Peak” by ox team. The party arrived in Denver on March 28, 1859, with the territory’s first steam sawmill. Williams ran the mill for five years. On April 9, 1872, at age 38, he married Mary E. Hacker. Seven years later, he purchased the Curby farm (sometimes mistakenly called the “Kirby” farm) described as “2 miles from Denver.” In 1879, Williams was in a *Rocky Mountain News* list of landowners worth over \$5,000; Williams’ landholdings were worth \$7,830. In April 1880, Williams sold less than half his land, east of the present Humboldt Street, to the Gentlemen’s Driving Association of Denver for \$5,250.

The Williamses raised stock and did some farming on their remaining acres. It is probable that they lived in a farmhouse that Curby built; the location has not been determined. Curby and the Williamses were not listed in Denver city directories. Leander and Mary Williams had three children. Louisa, or Lulu, was born in ca. 1873, Percy was born in 1876, and Jessie was born in 1880. Leander died at age 50 on July 17, 1884. The family’s agricultural efforts probably had been largely unsuccessful, judging from the experience of other area farms at the time, but it appears that the widowed Mary and her three children remained on the farm until ca. 1892. Lulu Williams married James Wallace on September 18, 1890.

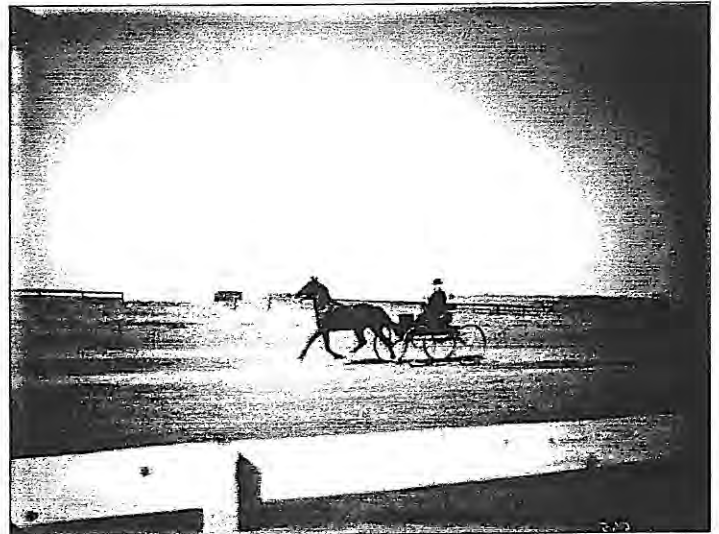
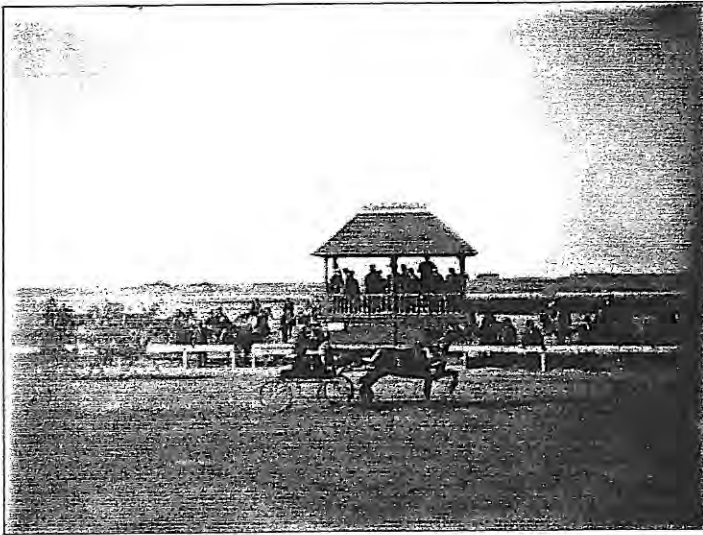
On November 17, 1892, Mary E. Williams (acting for herself and her two minor children) and Lulu M. Wallace filed their subdivision plat for Williams Driving Park Addition. Realtor-developer Donald Fletcher worked with the Williamses, but did not become an owner. This was four years after the City of Denver annexed the original Curby land and four years after the Driving Park Land Company filed a subdivision plat for Driving Park Place.

Gentlemen’s Driving Association of Denver

Driving Park Historic District is associated with the historical development of Denver from 1880 to 1942, the district’s Period of Significance. The Gentlemen’s Driving Association was formed in 1880 by prominent Denver men. Exclusive men’s associations were organizing in Denver at the time. (The Denver Club is another example.) Association members were business, government, and professional leaders who desired their own race course. “Driving” was a term for guiding the movement of a horse or a vehicle towed by a horse, like harness racing. Racing in impromptu events on city streets was a popular activity. The best street was Broadway between 13th and 19th Streets, since it was wide and had no street-car tracks. Crowds gathered to watch the races. Owning fine horses was a status symbol, and racing them was a sport passionately pursued by these wealthy men. The crowds made their “sport of kings” that much more enjoyable. Property owners were not so pleased, however, and racing was often dangerous for pedestrians. The city wanted the races stopped. The solution for the club was to buy land close to town, build a 1/2-mile track, a grandstand, a clubhouse, and stables. The club purchased land from Leander Williams near Cherry Creek, just down the hill from the Smokey Hill Trail, and accessible from Denver by Hallett Road, now Downing Street. The club’s capital stock was \$10,000, raised to \$25,000 in 1881.

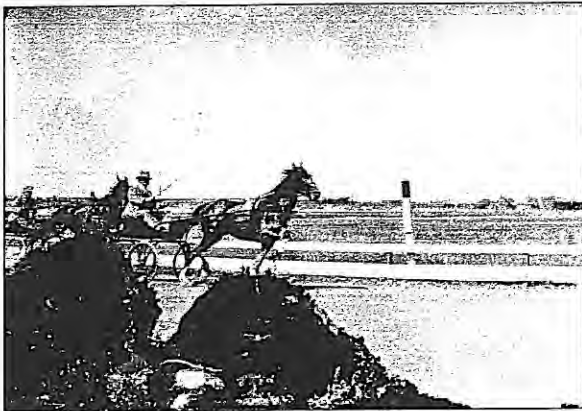
A double track and stables were built in two months. Three hundred trees were planted, City Ditch was bridged, and the access road was improved. Halleck and Howard Lumber Company supplied the materials and probably built the stables. (The Gentlemen’s Driving Association grounds development predates nearby Arlington Park-Chutes Park development in what is now Alamo Placita Park by 10 years.) The 1880 plan was to host races several days a week, with the public invited occasionally as spectators and race entrants. The grounds opened to a large crowd in June 1880 with a band, parade, and races. Attendance soon became sporadic, however. It was a long, dusty ride to the grounds, but perhaps more importantly, the races lost their spontaneity. Members wanted wives and daughters to attend and sometimes participate but the ladies were not all so enthusiastic, though a clubhouse (at 4th Avenue and Downing Street) was “fitted out” for ladies as well as gentlemen. A second stable was also built in the early 1880s. By 1883, the club was sued by Halleck and Howard and the company that did the interior of the clubhouse for unpaid accounts. Through a sheriff’s sale, a repurchase, and apparently some backroom agreements, the club emerged in 1883 as a newly incorporated Denver Driving Park Association. The club reissued shares and put itself on a better financial footing.

By 1888, after eight years of owning the private driving acreage, the club was struggling again. The land was much more valuable for development than for racing. At the same time, the city’s growth had reached 6th Avenue. A select group of club members turned their driving association investment into a profit by forming the Park Land Development Company and buying the acreage from their own association to create Driving Park Place. Club shares were honored; members who wanted to cash out could do so. The land was valued at \$150,000 in 1888 when it was platted as a subdivision. This was



Above left, two drivers race trotters before a reviewing stand in ca. 1890. Above right, a lone driver races his trotter in ca. 1890. The racetrack is in the Denver area, possibly the Gentlemen's Driving Association racetrack in 1887-1888. The horses are trotters, not pacers. Trotters move with a diagonal gait—the right front and left rear legs move in unison. Pacers move the legs on one side of the body in tandem. Pacers were not generally raced until the late 1890s. Photographer Harry H. Buckwalter moved to Denver from Colorado Springs in 1887.

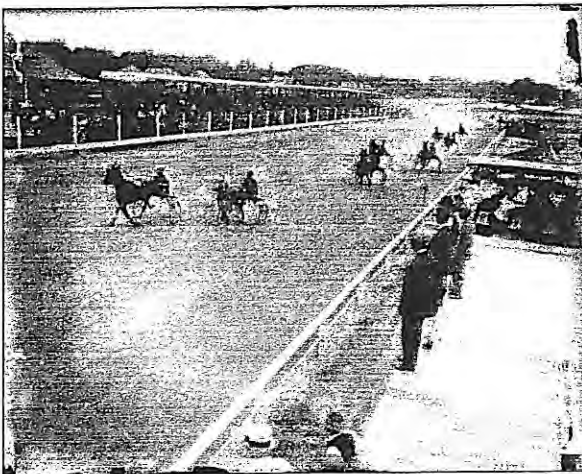
Source: Harry H. Buckwalter, Buckwalter Collection, Colorado Historical Society.



Left and below is the racetrack at City Park established by the cooperation of the Gentlemen's Riding and Driving Club and the city of Denver in the 1890s.

Source, two ca. 1910 photos on left: Morey Engle, Harry M. Rhoads Photograph Collection, Western History/Genealogy Department, Denver Public Library.

Source, ca. 1930 photo below: Nolie Mummy Mss. Collection, Western History/Genealogy Department, Denver Public Library.



the same year the city annexed the land south of East 6th Avenue. (A strip of land on the west that held the clubhouse was sold to the Arlington Park Land Company at this time.)

After 1888, Denver Driving Park Association members continued racing their horses on city streets, including 17th Avenue near City Park. In 1892, a group of 10 of the men offered to build a racetrack in City Park near 23rd and Colorado Boulevard at their own expense. They proposed to give the improvements to the city if the city would provide maintenance. The city accepted the proposal. Former Denver Driving Park Association members, sons of former members, and new horsemen reorganized the club under a new name, the Gentlemen's Riding and Driving Club, in the late 1890s. Management of the City Park track and grounds transferred to the Gentlemen's Riding and Driving Club soon after its founding. The club also had a meetinghouse at 1525 Curtis St. The City Park track was used until 1950 when the grandstand was demolished and the grounds seeded for organized team sports events.

1888-1893: End of the Victorian Era

Driving Park Place

Driving Park Place was platted on November 12, 1888. The association of Driving Park Place with the private, prestigious Gentlemen's Driving Association added to its appeal as a new neighborhood. Early lot sales were numerous, and three residential construction projects were quickly under way. Three additional residences were built in this addition before the Silver Crash of 1893 brought construction activity in Denver and most of the nation to a halt. Five of the six early residences were in Queen Anne style.

The end of the Victorian era in a historical sense is marked in the United States by the Silver Crash. Since this economic downturn coincided with the Columbian Exposition in Chicago in 1893, the date became a marker in other ways. Eighteen ninety-three would also mark the beginning of the City Beautiful Movement and a complete shift in architectural and decorative styles. Queen Anne style and a more vernacular interpretation, dubbed Victorian Vernacular style, were prevalent Victorian-era styles nationally and in Denver. As the Driving Park Historic District reveals, they were Denver's Victorian styles of choice, clinging to popular fancy for at least 15 years after 1893, but giving way to the styles of the City Beautiful Movement in the second decade of the 20th century.

The first district residence was the Queen Anne-style house built for Benjamin B. Brown, 410 Marion St., one block from the Gentlemen's Driving Association clubhouse. This residence is a designated Denver Landmark (DL277). Benjamin B. and Annie D. Brown retained architects Robert Balcomb and Eugene Rice to design the residence. Benjamin Brown set the pace for later residents. He was a prominent lawyer and businessman from a wealthy family, newly arrived from Virginia with his wife of two years. They had three children. After Benjamin's death in 1906, Annie married Harold L. Morris, a partner in Wilson & Morris insurance. Morris died in 1920. Annie's son, James Fred Brown, and his wife, Lucille, built the house next door at 430 Marion St. and lived there from 1925 through 1954. Annie's son-in-law and daughter, Edward and Sallie Whitaker, and their children lived with Annie for many years. Other relatives of Annie's lived on this block. Annie lived at 410 Marion St. until her death in 1943. She was lauded as active in the war effort and had a lifelong devotion to philanthropic causes. Over the years the number of live-in servants varied from two to four. The house was later home to Dr. Henry Swan and his wife, Mary, who later married Dr. Charles Gaylord. Mary lived in the house until her death in 1995.

The details of this residence and other early residences illustrate several district trends that would develop during the Period of Significance. Numerous district owners and renters were prominent in their fields. They tended to live in their homes for many years. Often relatives lived nearby. The alterations, if any, made to the residences were consistent with their scale and architectural styles. Front yards were landscaped first, and later backyards were landscaped after the need for utilitarian space and activities like raising chickens passed. Men and women were leaders in community charities and affairs. As times changed, fewer district residents had live-in servants, but those in the larger residences even followed the Browns in that regard. (Only a few district houses will be highlighted in this history narrative. Details documented to date for all district houses are in Appendix B, which is organized by street address.)

The second district house, 461 Humboldt St. (formerly 461 Hunt St.), retains part of one of the original Gentlemen's Driving Association stables. According to the 1890 *Denver Republican*, architect Robert Balcomb was building a very expen-

GEORGE H. ESTABROOK, TREASURER.
 VICE-PRESIDENT AND GEN'L. MGR.
THE DRIVING PARK LAND COMPANY,
 Denver, Colorado.

We Respectfully Call your Attention to this Charming Tract, First put upon the Market in Jan. 1899.

Over 3/4 of it was Sold in 40 Days and then it was withdrawn. It is being Handsomely Improved.

We have concluded to Sell 30 more Lots.

A Few Insides at \$1100 Per Pair. The Best at \$1200 Per Pair.

Corners of Four at \$2600 to \$3000.

These are by all odds the most desirable \$600 residence lots in Denver!

It is surrounded and its surface is dotted with many large trees, while it is everywhere green in a luxuriant growth of grass. It is only ONE AND ONE-HALF MILES FROM THE COURT HOUSE and the new State Capitol buildings, with NO CREEK, RIVER OR STEAM RAILWAY TO CROSS, and joins the highest priced property on Capitol Hill, which ranges from \$1,000 to \$6,000 for unimproved lots 45x125. It is the choicest location for homes that can be found in or near the city for the money. It bears the relation to "Capitol Hill" that the beautiful "Evans Addition" does to the bluff above it, and that addition was built up in advance of all surrounding property. Sheltered by the higher lands to the south from the cold winds of winter or the dust of summer, the property is below all the Flat River ditches, and, therefore, the surer of a plentiful supply of water for irrigation. The soil is rich. The view of the mountains equals that of any portion of the city, and the pure air is uncontaminated by proximity to any smelters or the smoke of manufactories. It lies as high as any part of Grant avenue north of Thirteenth avenue, or any part of Colfax avenue west of Clarkson.

You cannot Better Invest your Money!

SURE TO GO TO \$1,000 PER LOT IN TWO YEARS!

To these Natural Advantages we Have Added the Necessities OF CIVILIZATION.

TRANSPORTATION.

By extending the Denver City Railway Co.'s system from Broadway to nearly the center of our tract. The green car running between the Union Depot and Driving Park Place via 16th street, Broadway and 6th Avenue. Only fifteen minutes to business.

WATER SUPPLY.

For irrigation by "first cut" at the Platte ditch, the main source of city supply for irrigation, which lies just above us. FOR DOMESTIC USE, by the extension of a 6-inch main on Hunt from 7th to 5th Avenues, and on 5th Avenue to Hallett St. This gives city pressure from the purest water we have, i. e. the Cherry Creek pipe.

GRADING.

By reducing all streets and avenues to permanently established lines. NO CHANGES IN GRADUES.

SCHOOLS.

An elegant, large brick school building just completed. Only five blocks walk. *CERRA*

NO SALOONS OR CHEAP BUILDINGS.

PAVING.

By paving the walks along whole block frontages.

Restrictions in all deeds guarantee that no liquors may be sold nor any dwelling of less than \$2,000 value may be erected on any of these lots for twenty years.

New dwellings are being erected on all sides. What do you think of all these advantages at \$500 and \$600 per lot? Can they be equalled in Denver? Join with some friends, create your own neighborhood and get the advantages of your own improvements by buying a few more lots than you require to live on. You can sell them hereafter to neighbors of your own selection at a considerable advance.

Drive out and See this Charming Spot.

ELECTRIC LIGHTING.

Will come with the houses in a very short time. The elegant new dwellings now under way by the company and its customers provide for this.

These are important cold facts. Don't you like the conditions? Can you find any other \$500 lots with half these advantages? You must act promptly. We have sold three-fourths, and after selling 50 more, we shall raise prices rapidly and ourselves take the advantage we now offer you.

TERMS: One-third Cash, balance one and two years at Seven per cent.

Abstracts, Showing Clear Title, Given Free When Asked Before Sales.

WARRANTY DEEDS.

THE DRIVING PARK LAND COMPANY,

Driving Park Land Company 1890 Advertisements
Company Officers: President Daniel D. Streeter, railroad contractor; VP Harvey C. Lowrie, civil engineer;
Treasurer George H. Estabrook, Struby-Estabrook Mercantile Co.
Source: Western History/Genealogy, Denver Public Library.

sive house on Hunt between 4th and 5th Avenues. Only residences of some note were reported in newspapers' annual construction reviews. Balcomb's construction was actually the conversion of a stable into a residence. He lived in the residence from 1890 or 1891 through 1896. He left Denver in 1897. The firm of Balcomb and Rice is credited with numerous Denver residences from 1886 through early 1896. Many are in the National Register of Historic Places. Robert Balcomb and his wife, Frances, had four children. Two were born in Denver; the youngest, Kenneth, was born June 13, 1891, while the Balcombs lived at 461 Humboldt St. The first recorded water tap permit for this house was taken out April 29, 1890, by Robert G. Balcomb as owner. Under the "Description of Premises" it was noted that there was one horse and one cow and "Business License" was written in as an added description. It is probable that Balcomb not only lived here, but also used one of the old stables for part of the work of his architecture-construction firm.

Owners of 461 Humboldt St. in 1908 were Rufus and Alice Lewis. They lived in the residence until 1915, except for 1909-1910 when they rented at 475 Humboldt St. Lois Renette Pothuisje, 440 Humboldt St., wife of Dr. Peter J. Pothuisje, related that the Lewises kept a beautiful lawn and garden. Carla Swan Coleman noted in a Fortnightly Club paper that a fire destroyed most of the original home on December 24, 1912 [sic]. Rufus Lewis took out a permit in 1915 to "alter the garage to residence and residence to private garage" for \$1,000. The changes included adding a 25x35-foot space that was two stories in height. The smaller stable was reportedly 25x25 feet and was rented by "a Bohemian lot, large families, small families, religious families, colored families, artists, athletes and musicians. . . Mrs. Pothuisje remembered that a family of 13, 4 of them babies under the age of 2, lived in the smaller stable." It was also noted that the landscaping was sometimes good and sometimes not. One of the tenants was an athlete whose running track ruined the grass. However, others, including "the Lewises, Mr. [Saco Reink] DeBoer, the Marshalls, and the Lakes . . . made of this spot a cool, memorable oasis" (Coleman, "Fortnightly Papers," 32). (There is no record that city landscaper DeBoer lived here.)

The records are confusing about which stable became Balcomb's house and which stable burned, although Coleman asserted that the larger stable burned. What is known is that the south end of the residence at 461 Humboldt St. is a portion of one of the original stables dating from the early 1880s. This was verified by Coleman and others. In 1941, Coleman became the owner and was married to Albert J. Coleman, a pharmacist. She died in 1993 at the age of 84.

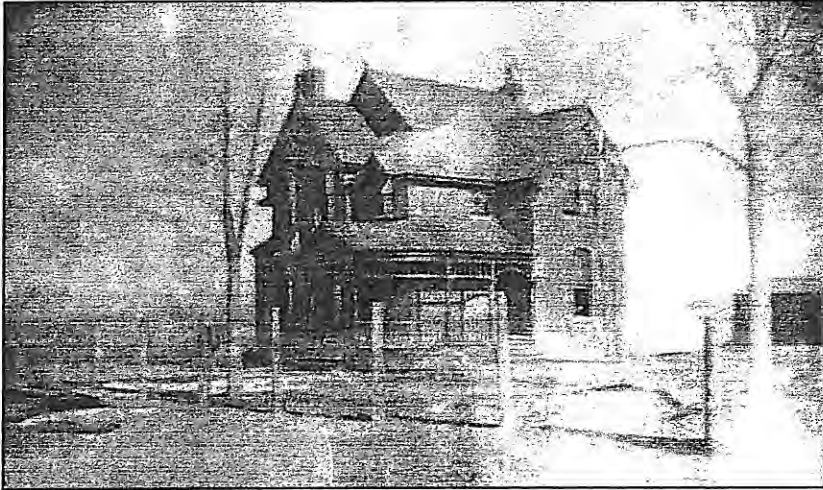
The district's third house was built at 479 Marion St. (originally 479 Gorsline St.). The architect and builder are unknown. Warren E. Backensto lived in the residence from 1890 to 1902. Warren was chief clerk, Denver Demurrage Bureau, from 1890 to 1895 and by 1902 was listed as chief clerk, Colorado Car Service Bureau. Warren Backensto was noted in an 1881 *Rocky Mountain News* article as opening an assay office. He came from Chicago with experience in the assay business. This house, like the Browns', was built in Queen Anne style.

The fourth district house, at 560 Marion St. (originally 560 Gorsline St.), was also built in ca. 1890 in Queen Anne style. Salesman John Boss lived here from 1891 to 1893, then rented the house to mining man Otto Poole and later to book-keeper Elizabeth Tillit and her two children. Bert and Ella Keating bought the house in 1915. He was a German-American Life Insurance Co. agent. Their son, Bert M. Keating, became a Denver district attorney and lived in the district at 527 High St.

Two Queen Anne-style houses were built in 1892, 471 Marion St. and 520 Marion St. (originally 471 and 520 Gorsline St.). Herman Reynolds, a carpenter, lived at 471 Marion St. in 1893. From 1896 to 1912, real estate broker Herman Schlingman and his wife lived in the residence. Lawyer Hiram P. Bennet, Jr. lived at 520 Marion St. from 1893 to 1900. He moved to 452 Humboldt St. in the district in 1904. Bennet's father, Judge Hiram P. Bennet, came to Colorado in 1859 and was the first U.S. congressional representative for the Territory of Colorado. These houses and three other early houses were very close to Downing Street, the road the Gentlemen's Driving Association had improved. Additional construction in the district waited until 1901, except for one 1897 house at 425 Marion St.

Williams Driving Park Addition

By 1892, Mary E. Williams, then a widow with three children, saw that her farm was more valuable subdivided into Williams Driving Park Addition. She too took advantage of the proximity of the exclusive association in naming her subdivision. The history of the Gentlemen's Driving Association, therefore, set a tone for Driving Park Historic District and gave it a quality that set it apart from surrounding neighborhoods. The Williamses' subdivision filing was in November 1892,

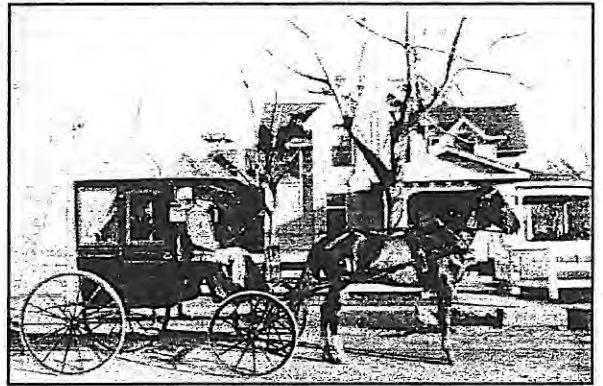
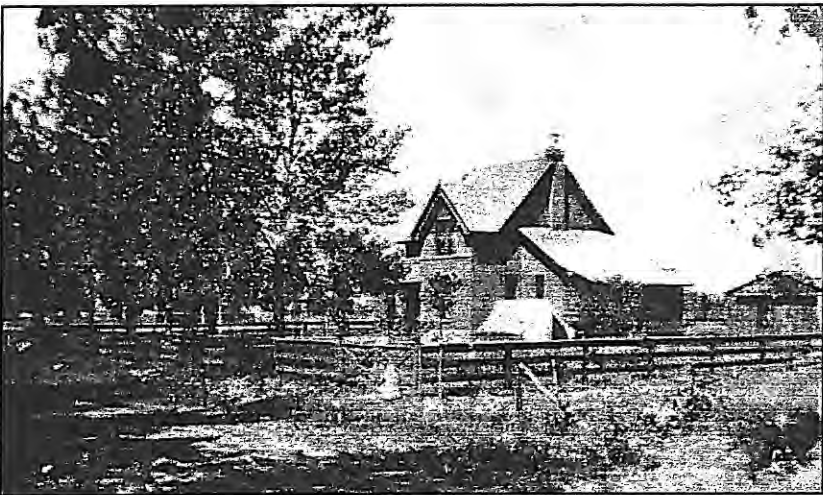


Left and center left: Benjamin B. Brown House, 410 Marion St., the first new house in Driving Park Historic District, was built in 1888-1889. The two photographs were taken shortly after construction. A white tent is in the backyard.

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

Below: Benjamin B. Brown's wife, Annie, and her coachman are in a carriage on Marion Street in front of her home.

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



Alexander Brown House, 433 Franklin St., was photographed in the early 1900s. Alexander and Anna Brown [not related to Benjamin B. Brown] built the house in 1902. They resided with their seven children and Anna's sister. Alexander Brown was a founder of Brown Schrepferman, a 100-year-old Denver construction company. Source: The Jeanne M. Floerke Collection.



only months before the Silver Crash. Though there were some lot sales, there was no construction in the 19th century. In the late 1890s and early 1900s, lawsuits sorted out the ownership arrangement of the adult Williams children.

Public Transportation in the Victorian Era

In 1888, Driving Park Place Line, a horsecar line, was planned and built. The track for the line was completed in December, and on January 5, 1889, the *Denver Times* announced that the new line was in operation. It ran east from a connection with the Broadway Line at 8th Avenue to Sherman Street and then south on Sherman Street to 7th Avenue, east to Logan Street, and south on Logan Street to 6th Avenue. (This route was necessary to avoid crossing Cherry Creek; the bridge over the creek on 6th Avenue was built in ca. 1929.) It traveled east on 6th Avenue to Downing Street and then south to 5th Avenue. The Driving Park Place Line was built to serve the new Driving Park Place. The Driving Park Place Line was in addition to the horsecar line that ran east on 6th Avenue beyond Downing Street. In October 1889, almost a year after the creation of Driving Park Place, another addition benefited from the line when Arlington Park Addition (now Alamo Placita Historic District) was created. Arlington Park Addition borders Driving Park Place on the west.

After the announcement of the new line, the Driving Park Land Company ran large advertisements in the *Denver Republican*. Instructions on how to get to the addition stated, "Take the green car on 16th Street or Broadway, the one with the flag on it." Don Robertson et al. in *Denver's Street Railways* report:

It is believed that the Denver City Railway Company built the line and gave the realty company permission to operate their own horsecar from the Union Depot via 17th Street, southwest to Broadway, then south to East 8th Avenue via Denver City Railway tracks. (136)

By September 1, 1891, the Driving Park Place Line was abandoned. The next day work began on a new electric line. By early October the Driving Park route was completely regraded. Since horsecar track was too light for trolleys, new trolley track was put in place. On December 19, 1891, the *Denver Republican* announced the opening of the 8th Avenue Line (Driving Park) and 11th Avenue Line. The first trip was taken by Denver Tramway officials and others, including Rodney Curtis, Tramway president; W. G. Evans, secretary; Fred Simmons, construction foreman; and former governor John Evans. The 8th Avenue Line followed the same route as the Driving Park Place Line with two changes. It now terminated at 4th Avenue and only went south on Downing Street. For the return trip, the car looped back to 6th Avenue by way of 4th Avenue and then Corona Street. While the new 8th Avenue Line track was being laid, the town of Harmon negotiated an extension of the 8th Avenue Line to give Harmon trolley service to downtown Denver. Harmon was located south of 6th Avenue and east of York Street; the heart of Harmon was at 3rd and Detroit. The Tramway Metropolitan Railway Company built the extension into Harmon and it opened on March 17, 1892. It extended the 8th Avenue Line east on 4th Avenue to Race Street where it turned south to 3rd Avenue and east to Detroit Street. The benefit to Driving Park was modern public transportation that ran all along 4th Avenue, its southern border.

The City Beautiful Movement

France's Ecole des Beaux Arts [the premier school of architecture in the late 1800s] was a primary force behind the City Beautiful Movement. . . . which drew inspiration from the World's Columbian Exposition of 1893 in Chicago. . . . Interest in formal design carried over to the emerging suburbs, with their parks and boulevards, and played a major role in urban planning for cities. Beaux Arts principles dominated architectural education in the United States until the 1930s. (71)

Robin Langley Sommer, in *American Architecture*, explained that American architects were studying at the Ecole des Beaux Arts in increasing numbers in the late 1800s and were taking their new ideas to major cities. At the same time, city leaders, like future mayor Robert Speer, and prominent citizens were traveling abroad in greater numbers. They were bringing home not only inspiration for better architecture and new parks, parkways, and boulevards, but also the political will to make their inspiration a reality. City Beautiful proponents saw themselves as reformers, believing they could create moral and civic virtue in the urban population. While Denver was not experiencing the extreme social problems of older cities like New York and Chicago, it was seeing a movement of upper- and middle-class citizens to new outlying communities in search of cleaner, more pleasant surroundings. Denver was small enough to institute aggressive City Beautiful

planning and have an impact on neighborhoods developing on newly annexed land, land that is now close to the heart of the modern city.

The two additions of Driving Park Historic District were poised to become representative of the transition from Later Victorian era sensibilities to those of the City Beautiful Movement. The time was right, the political leadership was about to be in place in Denver, and prominent, well-traveled Denverites were financing the district and looking for new residential locations for their own families. While the Country Club neighborhood, just to the south of Driving Park Historic District, was developing for the wealthy, Driving Park was developing for a range of primarily middle- and upper-middle-income families.

1893-1912: City Beautiful Movement Gains Momentum

The recovery period following the 1893 Silver Crash delayed construction for a few years. When construction began again in 1897-1898, it took another few years to gain vitality. The first Driving Park Historic District house in a City Beautiful Movement style was built in 1897 at 425 Marion St. The Colonial Revival-style home was the only one built between 1893 and 1901. Amherst College graduate J. Frank Biltmore and his wife, Matilda, built the house; he went into the real estate business. Matilda's brother, Benjamin Brown, lived across the street at 410 Marion St. in the district's first residence.

When district construction resumed in 1901, it was in the east of the district at 577 High St. with a large Dutch Colonial Revival-style house for jeweler William Rouse. This formidable house faces east, and in the early 1900s would have been in full view of remnants of the Smokey Hill Trail less than 1/2 block away. In 1902, four residences were built: 571 High St., the district's first Foursquare; 595 Gilpin St. (6th and Gilpin), a Victorian Vernacular; 401 Franklin St., a Colonial Revival with English influence; and 433 Franklin St., a Dutch Colonial Revival. The influence of the City Beautiful Movement was just beginning to surface in the district.

Only one 1901-1902 residence had a documented architect. Frank E. Edbrooke, architect of the Brown Palace Hotel and numerous other Denver buildings, designed 433 Franklin St. for Alexander Brown, a cofounder of Brown-Schrepferman, a Denver construction company. (Alexander Brown was not related to the hotelier.) In 2002 the company is over 100 years old and is credited with numerous Denver buildings, including the Rainbo Bread plant, Hill Junior High School, Lake Junior High School, and Mile-Hi Kennel Club. Alexander Brown's son, James Brown, and then his grandchildren went on to head the company. Alexander Brown owned this house from 1902 to the 1940s. He and his first wife, Anna, lived here with six children in 1910. Living with them was Anna's widowed sister and a servant, Bertha Winkler. Alexander Brown was born in Scotland and came to the U.S. in 1892. The Browns had seven living children in residence with them in 1920. Alexander's second wife was named Agnes. In 1913, Alexander Brown built a 16x20-foot, one-story brick addition.

The three other 1902 residences were each built for a physician, a business owner, and a woman named Mary Feeny. Dr. John Rolph Hopkins, 471 High St., was born in 1871 at Stoney Creek, Ontario, Canada. His medical studies were at Toronto University, Trinity College in Toronto, and the Royal College of Physicians, Edinburgh, Scotland. He also studied in Vienna, London, and Berlin. Dr. Hopkins married Lottie Sherk in 1895 in Ridgeway, Ontario, Canada. The Hopkinses moved to Denver in 1900 and he practiced medicine in Denver from 1900 to the early 1950s. He was on staff at St. Anthony's Hospital and St. Joseph's Hospital. Dr. Hopkins was also a charter member of the Visiting Surgeons Staff at the Mayo Clinic in Rochester, Minnesota. He was an instructor at Gross Medical College, the forerunner to the University of Colorado Medical School.

The first known owner-resident of 401 Franklin St. was businessman Martin J. Wicklem. He was an owner of Wicklem & Sederholm Building & Mantel Co. Wicklem & Sederholm were also referred to as architects in 1903 records.

The house at 595 Gilpin St. was built by enterprising Mary Feeny, who built a few other Capitol Hill houses on spec. Patrick and Nora Mangan, the first owner-residents, lived at 595 Gilpin St. until at least 1945. The Mangans had a brick porch and dormer built in 1914. Patrick Mangan was a gardener for a private estate. Patrick was born in Ireland in 1875 and came to the U.S. in 1892. Nora was born in Ireland in 1882 and came to the U.S. in 1906. In 1910, boarder Margaret

O'Donnell, 45, lived with the family; she was born in Ireland. The Mangans' four children were born in Colorado. The Mangans highlight the story of a minority of district residents. Though most residents were born in the U.S., some emigrated from northern European countries. Some immigrants became very prominent Denver citizens, and others, like the Mangans, prospered, lived most of their lives in the district, but did not make it into newspaper articles.

Development of the Driving Park Historic District was slow to gain momentum. The impact of the Silver Crash was not the only reason. Driving Park and neighboring subdivisions were all at the mercy of sporadic flooding from Cherry Creek. Though Driving Park was not as close to the creek as Country Club and Arlington Park, it was affected nonetheless. It did not experience significant new house construction until the plan to wall Cherry Creek was set in 1908. The 1905 Baist Real Estate Map verifies 29 residences in the district. Marion Street, High Street, and Humboldt Street held the majority of residences. Four interior blocks remained completely undeveloped in 1905. In 1909 the walls for Cherry Creek were built. The third and fourth busiest construction years in Driving Park Historic District were 1908 and 1909.

Another factor in the increased district building activity during the middle of the first decade of the 1900s was the major change in Denver government. Denver had previously been a city in Arapahoe County, but home rule and a new charter in 1904 created the City and County of Denver. Robert Speer was Denver's first mayor under this new strong-mayor form of government, and he was dedicated to making Denver a more powerful regional city, one that could be compared with the most beautiful of those he had seen on his trips to the eastern United States and abroad. To accomplish these noble goals, Speer was often accused of "boss mayor" tactics, but his record of accomplishment is impressive. Among the most notable are Civic Center, the Parks and Parkways System, and the city's improved architecture and landscaping. The development of Driving Park Historic District benefited from Speer's efforts. Speer fully embraced the City Beautiful Movement.

Twenty-year building restrictions were attached to lot sales in at least one block. (Property abstracts were not found for all district blocks. It is probable that other blocks or half blocks also had similar restrictions.) The restrictions reflected design values of the day. The blocks that had 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 ran out in the 1920s. The restrictions do reveal the values being promoted in the City Beautiful Movement.

Building restrictions were not found attached to land sold by the two original subdivision developers, the Driving Park Land Company and Mary E. Williams. However, at least one set of restrictions was put in place by John Flower, a developer and realtor. He was a proponent of City Beautiful values and also a close friend of Mayor Robert Speer, who was most anxious to see the subdivisions along Cherry Creek prosper. The walls of Cherry Creek were part of Speer's plan. Speer wanted to beautify the city and exhibit City Beautiful architecture and landscape planning, but he also wanted to protect his large personal investments in Country Club and Arlington Park Additions, and protect his own home's value, first in Arlington Park and then in Country Club. Though many of his friends invested in Driving Park Historic District, there is no documentation that Speer invested personally in it.

John Flower and his wife, Nellie, owned two district blocks. John Flower placed 20-year restrictions on Block 11 in Williams Driving Park Addition (the block surrounded by 6th Avenue, Franklin Street, 5th Avenue, and Humboldt Street.) These restrictions revealed some basic design goals and made them a legal requirement. This was the only option open for a real estate developer to control design and protect his larger holdings. The 1912 restrictions Flower instituted were:

Type:	Single-family
Minimum building site:	1-1/2 lots
Height minimum:	1-1/2 stories for some properties and 2 stories for others
Cost minimum:	\$3,500 (typical 1912 sale price for 1-1/2 unimproved lots was \$2,200)
Minimum setback:	35 feet from front lot line
Roof design:	"No flat top dwellings allowed."

In 1922, John Flower modified these building restrictions “to permit the erection of Bungalow dwelling houses instead of 2-story houses at the wish of owners but prohibiting flat roofs and adhering strictly to the original deeds of conveyance as to the building restrictions otherwise.”

Some single-family residences were rentals, probably because of the economics of the day and the distance of the subdivision from Denver. The great majority of district rentals were doubles. The first double was built in 1907 at 548-552 Marion St. in Mission Revival style. Denver’s earliest Mission Revival-style buildings are documented in ca. 1905, very early in the movement of the style east from California. Therefore, 548-552 Marion St. is a very early example of the new style in Denver. Both sides of this double were rentals, although most district doubles held one rental unit, with the owner living in the other unit. In 1908, nine doubles were built in Driving Park Historic District. All but one were on Marion Street and Lafayette Street, and most were in Mission Revival style with varying details.

1909-1914: Denver Parks and Parkways--Williams Street Parkway and 4th Avenue Parkway

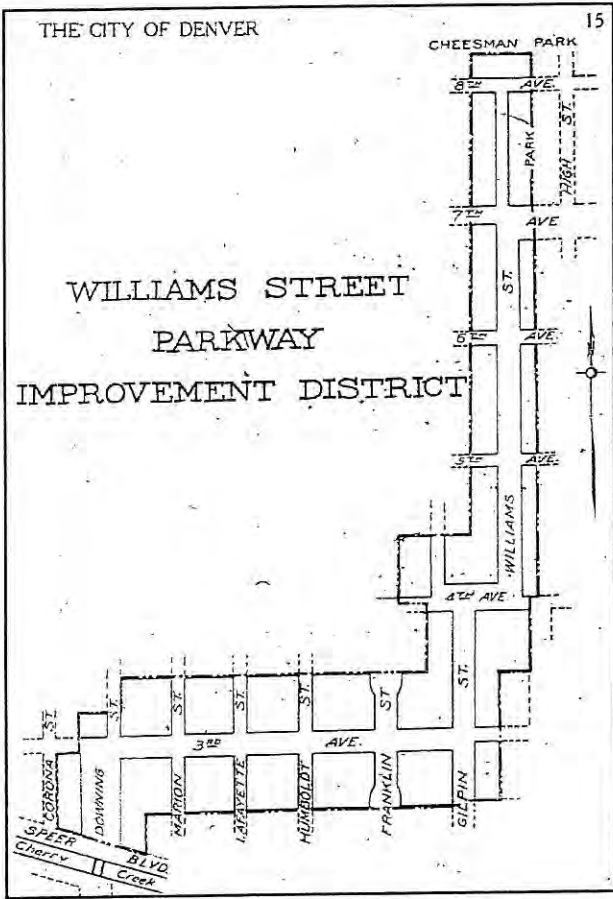
In April 1909, *Municipal Facts*, the official magazine-format communication vehicle for the Speer administration, published a map of the East Denver Park District, created by the 1904 charter, showing proposed parks and parkways. The accompanying description of planned acquisitions included:

The Williams street parkway, 140 feet wide, will mean the acquiring of the block between Williams and High and Seventh and Eighth avenues [the Cheesman Esplanade], and an extending [sic] from Seventh to Fourth avenues [Williams Street Parkway]; also the acquiring of a small tract on Fourth between Williams and Gilpin [4th Avenue Parkway]. (4-10-09, 4)

In October 1909, *Municipal Facts* presented an explanation of estimated costs to the taxpayers. Planning was under the auspices of the Park Board and the Art Commission. The involvement of journalist and city planner Charles Mulford Robinson and landscape architects George Kessler and Saco Reink DeBoer is documented in Don Etter’s “Denver Park and Parkway System” (the National Register nomination) and in Rod Lister’s “Denver Historic Parkway District,” the Denver Landmark application, dated September 9, 1996. (The local parkways designation that resulted from Lister’s application was passed by City Council ordinance on February 24, 1997, under the name, “Denver’s City Beautiful Movement Parkways Historic District.) The city planner and landscape architects mentioned above contributed general and specific planning for the park and parkway system and for individual elements of the system. (Williams Street Parkway was in Kessler’s 1907 “windmill” plan.) For the Williams Street and 4th Avenue Parkways, Speer reached outside Colorado to hire landscape architect Frederick Law Olmsted, Jr. of Brookline, Massachusetts, son of the famed architect who designed Central Park in New York City. The firm was called Olmsted Brothers in 1909; the principals were Frederick Law Olmsted, Jr. and his stepbrother, John Olmsted. He had worked with Kessler under his father on Central Park. Olmsted, Jr. was first hired by Speer to plan Denver’s mountain parks system, but soon Speer added the responsibility for the two parkways.

Olmsted, Jr. favored extending Williams Street to 3rd Avenue to turn west and link with Downing Street. Country Club was platted without Williams Street, however, and powerful Country Club owners, especially Frederick R. Ross, fought any changes. Their plan eliminated Williams Street completely so that Franklin, High, and Gilpin Streets could accommodate double-lane drives. Kathryn Shannan Kelly, in her 2001 master’s thesis, “At Home: The Significance of Nine Williams Street Parkway Houses in Denver, Colorado,” reports, “Country Club District real estate developer Frederick R. Ross and architect William E. Fisher blocked this plan by erecting monumental gates at the entrance to the Country Club District.”

In 1912, the city purchased the west 60 feet of land from property owners on the east side of Williams Street and lots on the south end of Block 23, Williams Driving Park Addition, to create the two parkways. The Williams Street Parkway Improvement District was established by January 1913. (“District” in this case meant the parkway elements from Cheesman Park to Speer Boulevard.) The total estimated cost for improvements was \$40,265, with “a maximum of \$2,914 per front foot to be assessed against the real estate abutting upon the improved streets, and \$0.63 per front foot on all real estate within one-half block of improved street intersections and for intersection cost.” In 1913 and 1914, work was com-



Williams Street Parkway Improvement District

In 1913, property owners within the area outlined were assessed for part of the parkway construction costs.

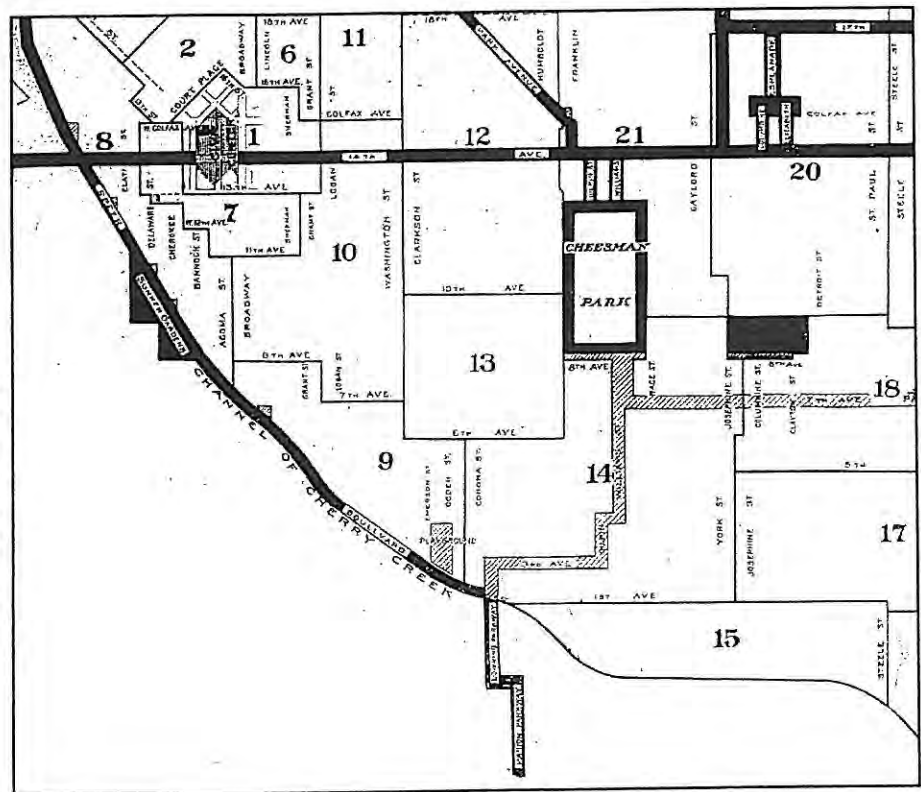
Source: *Municipal Facts*, 25 January 1913, 15.



1909 Park District Map

Dark areas define existing parks and parkways in 1909, and shaded areas define land to be acquired for the proposed parks, parkways, playgrounds, and Civic Center.

Source: *Municipal Facts*, 2 October 1909, 8.



pleted. It included design work, “grading, constructing and resetting concrete curb and gutter, incidental storm drainage and surfacing roadways with asphaltic oil-bound granite or basalt, and necessary incidentals.” It also included all the plantings.

Olmsted, Jr. fought several battles during the course of this project. When his plan to extend Williams Street failed, he tried another approach. To make a plan that would gracefully, and without obstruction, bring the Williams Street Parkway to 3rd Avenue, he suggested expanding the parkway on the south side of 4th Avenue. He continued to stress the need for an unobstructed parkway. He wanted the new monumental concrete gates at 4th and Gilpin moved to form a panel on each side. The city agreed to move the gates and plant the trees in such a way that the Williams Street Parkway would flow into Gilpin Street Parkway.

A series of correspondence between city officials, Country Club owners, Olmsted, Jr., and members of his firm has recently been added to the Western History/Genealogy Department, Denver Public Library. It brings this historical footnote to light. A letter from Olmsted, Jr. to Frederick R. Ross dated October 30, 1912, explained the need for more land and asked if Ross’s company would give the land to the project. The city could not acquire additional land at this stage of the project. Olmsted, Jr. wrote:

If 4th Avenue cannot be widened on the south as above proposed, it will be necessary to carry the park travel across 4th Avenue at Gilpin Street. . . . This latter plan would be very unsatisfactory both to the users of the parkway and to the abutters. It will mean sharp turns at both corners with the probable necessity for sounding of horns, and it will mean a very broad street space as seen from the adjoining property, with very little chance for plants or parking.

The city planners were in agreement with Olmsted, Jr. and thought they had reached an agreement with Ross, Fisher, and other property owners at several meetings. Part of this agreement was that the city would indeed pay \$600 for a narrower strip of land on the south side of 4th Avenue. However, when it came to transferring the land and moving the gates, Country Club owners balked. Telegrams in the summer of 1913 reveal that owners on Williams and 3rd Avenue [sic] met and also wanted a center parking strip. Olmsted, Jr. was adamant that the “single roadway” be built as planned. He also objected to the owners’ desire to move the sidewalk out closer to the curb. He wanted his plan for the Williams Street sidewalks to prevail because it would “give an impression of greater breadth and stateliness to the parkway than would be the case if the walk were shifted out between the two rows of trees.” He also said the effect of moving the sidewalk would be to give the abutters the land between the sidewalk and their homes.

On August 15, 1913, Denver’s general superintendent of the project, Fred C. Steinhauer, wrote to Olmsted, Jr. to say the Country Club owners would not move the gate and its adjoining walls. He wrote:

Now Mr. Fisher, who is the architect, has proposed a change as shown on the enclosed blueprint. We believe that we should proceed with the work according to your plan, and would like a letter from you to that effect. These people figure that the gates give them a certain privacy which has its value to them, and for that reason are opposed to their being removed.

Olmsted, Jr. prevailed on the questions of not changing to a center parkway and not moving the sidewalks, but lost the battle to have the gates moved. One additional battle with parkway owners is explained in Kelly’s thesis:

Olmsted, Jr., lost another battle in his landscaping design for Williams Street Parkway. Like his father, he believed that [in retaining] the character of a parkway as an extension of the park, . . . so that the houses would be hidden from the view of parkway drivers, maintain[ed] the isolated integrity of the park. However, developers and homeowners had invested in or bought these properties expressly for the reason that the parkway would be an extension of their yards and would provide elegance to the situation of their houses. They vehemently fought Olmsted, Jr. and ultimately won. This victory is obvious in the landscaping of the parkway; despite the double rows of alternating elm trees, the generous spacing between trees allows a relatively unobstructed view of the bordering homes. (25)

The 4th Avenue Parkway is highly valued by Driving Park Historic District residents in 2002. It is a unique and necessary parkway element that gives evidence of the struggle between landscape design, city power, and citizens' sometimes conflicting opinions. Fourth Avenue Parkway is not specifically included in the locally designated Denver's City Beautiful Movement Parkways Historic District. It consists of two landscaped oases between Gilpin Street and the east side of Williams Street Parkway. It is included in the Driving Park Historic District.

1912-1942: City Beautiful, Arts and Crafts, and Modern Movements

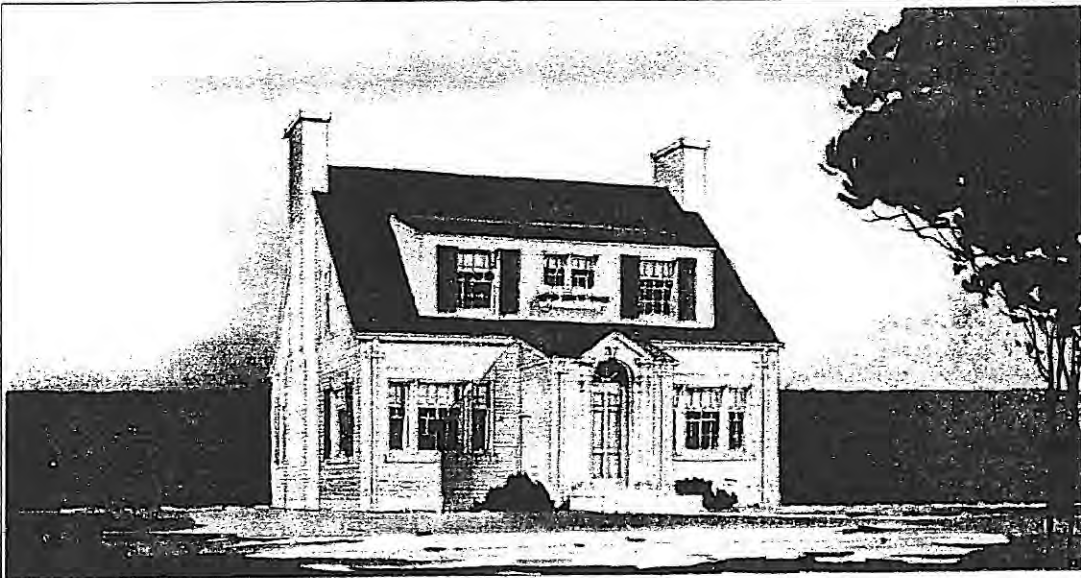
The City Beautiful Movement is identified most often with a revival of classical architecture and fresh interpretations of Southwestern-influenced styles. The styles include Colonial Revival, Dutch Colonial Revival, Foursquare, Classic Cottage, Mission Revival, Spanish Colonial Revival, and others. While the wealthy could afford to hire architects to design unique homes in these styles, the middle class could not always follow suit. Yet these styles constitute almost half of the district's architecture. Those building new homes were well informed about design and also were aware of the new thinking in city planning. A later chapter will present more about the occupations and lives of the residents, demonstrating how involved many were in the arts and current affairs. This chapter explores the historical context for residents as they made architectural choices from an array of styles.

The architectural choices of Driving Park Historic District residents reveal the effect of the City Beautiful Movement. In *Denver: The City Beautiful*, Thomas J. Noel and Barbara S. Norgren note "a growing awareness of art, architecture, landscape architecture, and community planning among Denver's architects, artists, and others" (64). They then note concrete examples of the effect of the City Beautiful Movement in the Driving Park neighborhood through a discussion of the impact of the Architects' Small House Service Bureau. The Mountain Division of the bureau brought 10 architects from eight local firms together. William E. Fisher was president, Harry W. J. Edbrooke was vice-president, T. Robert Wieger was secretary, and William Norman Bowman was treasurer. The architects donated their time to create a plan book for middle-class, or working-class, people so that they could enjoy good design at an affordable price. Functional and aesthetically pleasing designs in several Revival styles appeared in their 1922 book, complete with specifications on materials and landscaping as well as financing suggestions. Noel and Norgren noted that the east side of the 400 block of Williams Street, dubbed "Doll House Row," has several of these designs. The house at 456 Williams St. is Plan No. 614 in the plan book. The authors also refer to the 400 block of Gilpin Street as having plan book designs.

The west side of the 400 block of Gilpin Street was developed by one builder, John T. Fredericksen, in a variety of primarily Southwestern-influenced styles. It could be dubbed another "Doll House Row" with Williams Street, but with a more lighthearted flair and softer colors. John and Daisy Fredericksen lived at 475 Gilpin from 1923 through at least 1937. Fredericksen also built the three doubles on the northeast corner of 5th Avenue and Gilpin Street. Originally called the Fredericksen Apartments, they are individually owned in 2002 and continue to display their Tudor-style origins.

In addition to Revival styles, the period also embraced the Arts and Crafts Movement and the beginning of the Modern Movement. (The National Register of Historic Places classes Arts and Crafts styles [Bungalow- and Craftsman-style residences] in a "Late 19th and Early 20th Century American Movements" category. The National Register classes Modern Movement styles [Art Deco, Moderne, and International styles] simply in the "Modern Movement.") District residents in significant numbers were interested in the Arts and Crafts Movement. They were eager to leave the Queen Anne style behind for a bold move to new styles that emanated from the Arts and Crafts Movement. Architect, historian, journalist, and editor of the *Architectural Review*, Peter Davey, in *Arts and Crafts Architecture*, writes:

In 1901, [Gustav] Stickley founded a magazine, *The Craftsman*, the first two issues of which were taken up with panegyrics on [William] Morris and [John] Ruskin. *The Craftsman* was partly a means of publicizing Stickley's products but it quickly expanded to cover all aspects of crafts, decorative arts, architecture and Morrisian socialism. In May 1903 the magazine published the first "Craftsman Home" design. . . . From January 1904, until the magazine's demise in December 1916, Stickley published monthly details of detached residences of which the cost should range between two and fifteen thousand dollars. (193)



Plan No. 614

THERE is always economy in building a house which is oblong or square in form. It means reduced costs in the outside wall construction as well as the roof, both as regards materials and labor.

This six-room house possesses not only a practical and beautiful arrangement of rooms but an exterior which is exceptionally good and will create a favorable impression upon those who possess refined instincts in connection with home building.

This is a design of the Colonial school adapted to present day conditions. It is of brick construction, with the brickwork extending to the top of the gables. The house is unusually delightful with its close cornice, its chimney gable treatment, its practical yet suitable dormer treatment in providing light for the principal bedrooms, and, with the refined and chaste doorway, insures a house of great popularity with the home builder.

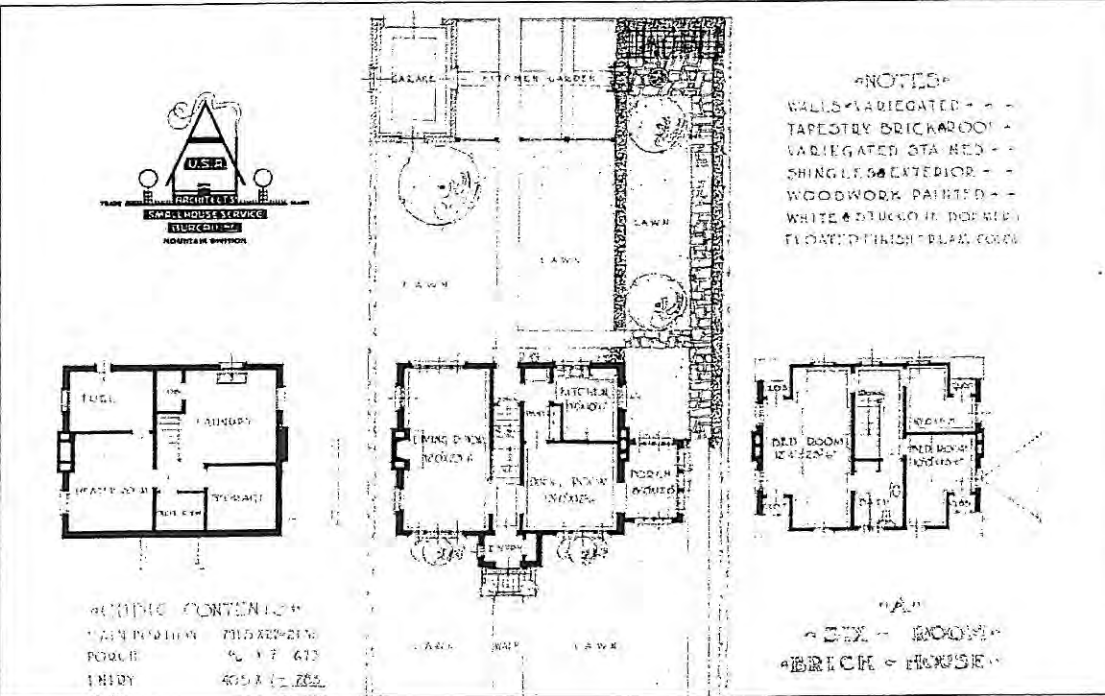
The entry contains a closet, and while the hall is narrow, the broad opening into the living room insures a feeling of spaciousness. The living room is of unusual size, and extends the entire depth of the house. This living room is unusually well lighted, contains ample wall space for the placing of the furniture and is provided with an attractive fireplace of broad dimensions. The dining room opens directly out of the hall and has the advantage of privacy, due to its seclusion. The sun room opens out of the dining room through full length casement doors and serves as a combined sun room, breakfast room, and porch.

The service portion of the house consists of a pantry, with a deep recessed china cupboard, and a convenient space for the ice box. The kitchen is completely equipped with thoroughly modern equipment, all of which is well placed in relation to the light and the general working requirements of the house proper. The kitchen is reached through the rear entry, out of which opens the basement stairs placed directly under the main stairs to the second floor. This arrangement results in the conserving of space, and provides direct access from the out-of-doors.

The basement is fully excavated and contains a basement hall, fruit room, store room, heater room, coal room and laundry, out of which also opens a large laundry closet.

The second floor contains three rooms and a bath. The larger chamber is of unusual dimensions, contains two closets, and has the advantage of a direct communication with the bathroom. Two additional bedrooms contain large closets and have access to the bathroom through the hall. The bathroom is large in size and contains both a medicine cabinet and linen press.

The treatment for the exterior should include the use of variegated colors of tapestry brick laid in a white mortar joint, cut off flush with the brick and not "struck," the roof painted in variegated colors of shingle stains and the woodwork painted white. A soft, cream-colored floated finish for the stucco work in the dormers will combine well with the balance of the color scheme.



The Alice T. Sirkle House, 456 Williams St., was built from Plan No. 614 in the 1922 plan book published by the Mountain Division of the Architects' Small House Bureau. The plan included suggestions for landscaping and financing. The contractor for the Alice T. Sirkle House was Russell M. Writer, whose parents lived at 400 High St.

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

While many people of higher income levels within the middle class and others were attracted to the Revival styles, other district residents were more attracted to Arts and Crafts Movement styles, articulated in the district by Bungalow and Craftsman styles. Stickley claimed that in one year alone, \$20 million worth of homes were built on Craftsman principles from Alaska to the Fiji Islands during this period. These houses tended to be smaller than the Revival styles, very efficient, and related more to their natural environment. Davey writes:

A house that is built of stone where stones are in the fields, of concrete where the soil is sandy, of brick where brick can be had reasonably, or of wood if the house is in a mountainous, wooded region, will from the beginning belong to the landscape. (193)

Denver houses were required to be built of brick. The brick industry thrived in Denver, producing a relatively inexpensive building material from readily available clay. (Twenty brickyards thrived in Denver in 1905.) The earliest Driving Park Historic District Craftsman- and Bungalow-style residences date to the middle of the first decade of the 20th century. Most were built in the 1910s and 1920s.

Noel and Norgren follow their section on “Residential Architecture/Neoclassical and Revival” with a section on “Modern Residential Architecture.” Here they group Bungalows and Craftsman houses from the Arts and Crafts Movement with Art Deco, Moderne, International, and others that the National Register classes in the Modern Movement. The authors view all as part of the City Beautiful Movement.

Depending on the interpretation, the Modern Movement is often traced to an earlier time, but due to a lack of proliferation of Modern Movement styles in the United States in the 1920s and the economic challenges of the Great Depression, the movement was slow to be adopted. The district does have houses that demonstrate Denver’s beginning appreciation of the movement in the late 1930s. A good example is at 467 Humboldt St., which was built in 1937 next door to the old Gentlemen’s Driving Association stables property on two of the few as yet undeveloped lots. Architect Donald O. Weese designed the house, and the first owners were Denver & Rio Grande Western Railroad clerk Wallace Ford and his wife, Hazel. From 1922 to 1942, Weese was division director for the Architect’s Small House Service Bureau. This is the entity that produced the 1922 plan book of high-quality, affordable designs for the middle class. Weese moved to Denver after service in World War I and working two years for Washington, D.C., architect P. M. Jullien. In 1945, he was with the War Production Board, and by 1947 was an architect with the U.S. Civilian Production Administration. He died in 1956 at age 62. During Weese’s 20 years with the bureau, he continued to work in the interest of improved designs for smaller houses. Weese’s design for the Fords’ residence is evidence of district residents’ continuing awareness of current architectural trends.

Some confusion exists relative to style terminology. While a few style terms, like “Bungalow,” are often given a wider, more general definition by some, most experts agree on styles and their characteristics. The confusion arises when different approaches are taken in placing the styles into categories or movements. Virginia and Lee McAlester, in *A Field Guide to American Houses*, place Prairie style, Craftsman style, Modernistic (or Moderne) style, and International style under a section called “Modern Houses,” similar to the approach taken by Noel and Norgren. For this application, the category assignments hold instead to the National Register of Historic Places’ distinctions, placing Craftsman and Bungalow styles in the “Late 19th and Early 20th Century American Movements” and placing Moderne style and International style in the “Modern Movement.”

Approximately 40 percent of district houses are Late 19th and 20th Century Revivals, and about 40 percent are classed in Late 19th and Early 20th Century American Movements; only a few district buildings within the Period of Significance are in the Modern Movement. (About 10 percent are Late Victorian.) The residents of the district made architectural choices that reveal the historical influences of the era.

Transportation in the City Beautiful Era

The early 1890s trolley system served Driving Place Historic District well for some time. When it eventually was replaced by motor coaches, the route did not change for many years. In 2002, there is no public transportation on 4th Avenue, but the old routes on Corona Street and Downing Street remain. The Route 2 bus travels south on Corona Street from 6th

Avenue to Speer Boulevard where it turns southeast and then east on 1st Avenue to continue its trek to the Cherry Creek Shopping Center. The Route 2 bus returns to downtown on 1st Avenue, turning north on Downing Street to 8th Avenue where it turns west. Early in the Period of Significance, another route was developed for 6th Avenue. This route enjoyed steady ridership and continues in 2002. Route 6 returns on 8th Avenue as it has since 1958.

By the 1920s, the automobile was affordable for most middle-income families. District residents who did not already own automobiles were buying them. If they did not already own garages, they built new ones. Some replaced earlier frame garages with larger masonry structures. There were 181 permits for garages during the Period of Significance, with 110 permits in the 1920s. This does not include a small number of attached garages. In 1921, the city assessed Driving Park Historic District owners for the first alley paving.

An alternative solution to building a garage was offered to district residents by Robert C. Grout when he built the Robert C. Grout Garage at 580 Gilpin St. in 1923. From 1935 to at least 1954, the name of the building was Country Club Garage. Grout owned the public garage until his death in 1942. Robert and Selma Grout lived at 569 Williams in 1924-1925 and at 1805 5th Ave (a garden-level unit in the apartment building at 500 Williams St.) from 1927 to 1942. Selma continued living at 1805 5th Ave. after Robert's death. Robert was born in 1881 near Sedalia, Colorado. He graduated from the University of Colorado. Selma Grout continued to run the garage business after Robert's death.

Anderson-Fischer Apartment Building

The 1915 Anderson-Fischer Apartment Building, 500 Williams St., is the largest building in the district constructed before World War II. Architect Glen Wood Huntington was retained by Charles L. and Christine B. Anderson to design the four-unit building. Sam Hansen was the contractor; he is documented as a master builder in the National Register of Historic Places, primarily for his masonry work. The building cost \$12,000 to build. The Andersons rented at 525 Gilpin St. while building 500 Williams St. Charles Anderson was born in 1857 in Chicago, came to Denver in 1893, and started the Home Dairy. He was later in the warehouse business and owned the Orchard Products Company. He worked in real estate by 1922 and as a builder by 1930. He died in 1937. The Andersons lived in the apartment building in 1917-1918.

Max and Pauline G. Fischer were the next owners and lived in one of the units until 1936. Max Fischer was born in 1880 in Louisville, Kentucky, and came to Denver in 1901. He owned the Western Art Leather Company and manufactured novelty items. Max Fischer married Pauline Goodman in 1919. He died of a heart attack in 1936, leaving an estate of \$60,000. Named co-executor of his estate with his wife was longtime friend John F. McGuire, Denver manager of revenue under Mayor Benjamin Stapleton, who lived 1/2 block south.

Dr. George H. and Anna D. Lee were the owners from ca. 1929 through at least 1955. He was a physician and surgeon who was born in 1877 in Wortham, Texas, and studied at Trinity College in San Antonio, Texas, and at Cumberland University in Lebanon, Texas. He came to Denver in 1900 and studied medicine at Denver and Gross College of Medicine, the forerunner to the University of Colorado Medical School. He married Anna McColley in Denver in 1914. He served on the surgical staff at St. Anthony's Hospital from 1917 to his death in 1955.

District Retail Businesses

During the Period of Significance, 6th Avenue grew into a major city corridor. Two retail strips developed within Driving Park Historic District. These combined with those on the north side of 6th Avenue to serve many shopping needs for district residents. A few district residential buildings near commercial buildings along 6th Avenue were converted to retail use. They added a few more mom-and-pop businesses.

Bernard McAtee built the 1909 double at 1220-1222 6th Ave. When 6th Avenue showed promise for a retail building, and just before Denver's first zoning code went into effect, McAtee built the commercial building next door at 1224-1230 6th Ave. with four retail spaces. McAtee owned the buildings until 1941. The double was rented as a residence until ca. 1920s. The businesses were typical for small pre-World War II retail strips along transportation corridors: the McCance Barbershop, Susan Montgomery's Beauty Shop, Serv-us Chain Store, Jensen Creamery, Walsmith & Beach Creamery, Neighborhood Creamery & Deli, and Madge Ludwig's Gift Shop. Hanneck's Cleaners has served the district for several decades and is in the corner space in 2002.

Montana Fallis and Myrlin Fallis, father-and-son architects who lived nearby, designed the commercial building at 1302-1312 6th Ave. in 1921 for D. M. McLaughlin and J. J. Weber. Montana Fallis was a versatile architect who designed the Art Deco-style Mayan Theater and many other Denver buildings in a variety of styles. Selected tenants in the corner space included Hensel Drug, Vallee's Drug, and other drugstores before the current tenant, Joy Pharmacy, moved into the space in 1964. Several shoe-repair shops and bakeries used the center space. The third space started as a Piggly Wiggly in 1924. By 1939, Piggly Wiggly paired with Oliver's Meats, the current tenants, who moved from their first 6th Avenue location farther west. Joy Pharmacy and Oliver's Meats continue as family-owned businesses, much loved by the neighborhood.

Architect George L. Bettcher designed 1700-1718 6th Ave. in 1912. Again, a drugstore was in the corner space until 1990. The first was A & O Drugs, followed by four others, before Country Club Pharmacy set up business in 1934. Country Club Pharmacy was in business until 1990; it was much loved during the Period of Significance and later for its soda fountain. The other spaces rented to clothiers, cleaners, bakeries, and groceries during the Period of Significance. This building is only 1 block west of Williams Street Parkway. It was built in 1912 anticipating the completion of the parkway and the increased pedestrian, horse, bicycle, and automobile traffic it would bring.

Schools and Churches

The district had no school buildings or churches during the Period of Significance. Dora Moore Elementary School at 9th Avenue and Corona Street served the west half of the district and Bromwell Elementary School served the east half of the district. Boundaries changed over time for junior and senior high schools. Morey Junior High School and Byers Junior High School paired with South High School and East High School to serve the district. Some parts of the district had the option of attending Morey or Byers and South or East High Schools during part of the 20th century. Although a few district children attended private and parochial schools, most attended these public schools. The neighborhood Catholic school was St. John's on the 600 block of Columbine Street during the Period of Significance.

For a brief time, one district residence, 543 Gilpin St., was in use as a school. Grace Jones and Edith Ross built the residence and lived there from 1927 to 1935. During this period, St. Margaret's School was also listed at this address. Both women were teachers at St. Margaret's School. In 1936, they moved to 1225 E. 14th Ave. and were listed as teachers with no school affiliation. There was no address for St. Margaret's School in 1936.

Another association with schools came through district resident Henry B. Cunningham. Henry and Mary Cunningham lived at 471 Marion St. They came to Denver in 1916, and Henry went into partnership with Stephen B. Knight. They donated the land and part of the cost of construction for Cunningham School at East Mississippi and Dayton Street in Denver. Henry Cunningham retired and moved from Denver in 1929.

Henry, a farmer, was born in 1852 in Bloomington, Illinois. The family moved to Afton, Iowa. Henry made his first trip to Denver at age 16 in charge of a wagon train, according to his obituary in 1938. For several years he made regular wagon trips between Afton, Denver, and Deadwood, South Dakota, hauling merchandise. In 1890 he became a rancher near Cheyenne, Wyoming.

The church that appeared to have widespread neighborhood support was Ascension Memorial Church at 6th Avenue and Gilpin Street across the street from the district. In 1909-1910, the rector of the church, the Reverend C. Irving Mills; his wife, Ella; and their son lived in the district at 574 High St. The Reverend Lewis S. Hall, a Presbyterian minister and insurance salesman, lived at 510 Franklin St. He and his wife, Nellie, lived on Franklin Street from 1914 through the late 1920s while he worked in insurance. In 1931, Hall returned to his earlier church career at Littleton Presbyterian Church. He became pastor of Estes Park Community Church in 1935.

Selected District Residents

Benjamin F. Stapleton

Five times, Denver voters elected Benjamin F. Stapleton to office. For all of those years, in fact from 1922 to his death in 1950, he was a resident of the district in a house he and his second wife, Mabel, had built at 430 Williams St. in 1922. In *The City Beautiful*, Thomas J. Noel and Barbara S. Norgren write:

Benjamin F. Stapleton, after joining the [Ku Klux] Klan to garner their support, was elected mayor in 1923. He soon dropped his Klan membership and was re-elected four times, in 1927, 1935, 1939, and 1943. “Interminable Ben,” who did not leave office permanently until 1947, provided political stability which enabled his administration to pursue some of Mayor Speer’s long range goals. Stapleton, an effective politician, began his political career as a stalwart member of “Boss” Speer’s machine. (140)

Ben Stapleton was born in 1869 in Paintsville, Kentucky. He studied law in Ohio and was admitted to the Ohio bar. In 1899, he began practicing law in Denver. When home rule came to Denver and Mayor Speer was elected in 1904, Stapleton was tapped to serve as police magistrate. He went on to serve in the city treasurer’s office and the city recorder’s office. In 1915, he was appointed postmaster. He married Mabel Freeland in 1917. Stapleton served as state auditor in 1934-1935, when he was between terms. He lost only two mayoral elections: in 1931 to George Begole and in 1947 to Quigg Newton.

The Stapletons had one daughter, Lois Jane Lowell (1925-1963), who died of burns from a fire in her Phoenix home, and one son, Benjamin, Jr. (1919-1993), a Denver attorney. After Ben, Sr. died, Mabel lived in the Williams Street house until 1960. She was volunteer organist at Ascension Episcopal Church for 20 years. She was also director of the Denver Orphans’ Home and an original trustee of the Denver Symphony Society.

Stapleton shook off the Klan association by 1925. He was the first strong mayor to follow Speer, who died in 1918. Stapleton led the city with the help of some former Speer appointees. In the planning area, one of these was Saco Rienk DeBoer, the city’s landscape architect during the planning of the district’s parkways. Stapleton appointed the first Denver Planning Commission in 1925. A Planning Commission appointment that proved beneficial to the city was George Cranmer. He was later lauded for carrying on City Beautiful ideals with innovative, and often autocratic, park development when Stapleton appointed him manager of Improvements and Parks in 1935. Stapleton got things done, as Speer had before him, by using questionable tactics at times, by keeping city council in line most of the time, and by appointing loyal men to serve under him. It was only Cranmer who proved to be competitive, and even his appointment worked for the good of the city.

In the late 1920s, Stapleton thought Denver needed an airfield for its growing aviation industry. Many sites were considered, including the Sand Creek site, 6 miles east of Downtown Denver. In 1929, Denver Municipal Airport opened. New Deal federal funds were reluctantly used by Stapleton even though he was a Democrat, according to Stephen J. Leonard and Thomas J. Noel in *Denver: Mining Camp to Metropolis*. Stapleton did expand the airport with Works Progress Administration money after his reelection in 1935, and in 1944 the airport was renamed Stapleton Airfield.

Stapleton saw that Speer’s dream of a Civic Center with a new City and County Building became a reality. He improved Denver’s prospects by working successfully on water diversion projects. Stapleton guaranteed the need for more water by setting Denver on its post-Depression course of aggressive annexation. While Speer can be credited with the political start of the City Beautiful Movement in Denver, Stapleton must be acknowledged as the man who took the movement as far as it could go and opened the door on a new era. According to Noel and Norgren:

In 1941, America’s entry into World War II put an abrupt halt to construction and city beautifying. After the war, in the rush to catch up on residential, commercial, and public building construction, the City Beautiful ideals were either generally forgotten or ignored. Even though the post World War II era was a more prosperous time, the emphasis was on private, not public, buildings. America’s fancy turned away from the core city and public places to privatized suburbs. (179)

Many of Stapleton’s friends and political associates lived in the district. Residents in 2002 are aware of the mayor’s association with the district and relate anecdotes passed down over the years. One Stapleton story is told by a member of the mayor’s family. Stapleton’s daughter-in-law, Katie Stapleton, relates the opportunity Mayor Stapleton once had to visit the White House. Benjamin and Mabel Stapleton were good friends with Fred and Christine Wallace, who lived across the street from them. The couple’s aunt and uncle were Harry S. and Bess Truman. Before Truman was elected president, the