



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Denver-Colorado Springs-Pueblo Motor Way Company, Inc. Garages

Other names/site number: Federal Garage Buildings, California Street Garage, Welton Street Garage, 5DV.11345

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 2106 California Street, 2101 Welton Street

City or town: Denver State: CO County: Denver

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

	<u>8/21/2017</u>
Signature of certifying official/Title:	Date
<u>U.S. General Services Administration, Federal Preservation officer</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input checked="" type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
	<u>14 August 2017</u>
Signature of commenting official:	Date
<u>Dep. State Historic Preservation officer</u>	
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:)

Jan Edson H. Beall
Signature of the Keeper

10.4.17
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
District
Site
Structure
Object

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7. Description

Architectural Classification

(Enter categories from instructions.)

SPANISH COLONIAL REVIVAL

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

foundation: CONCRETE

walls: BRICK, CONCRETE MASONRY UNIT

roof: ASPHALT, CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Denver-Colorado Springs-Pueblo Motor Way Company, Inc. (DCSPMW) Garages (Federal Garage Buildings) stand on neighboring parcels at 2106 California Street (California Street Garage) and 2101 Welton Street (Welton Street Garage) in Denver, Colorado. Both are federally-owned garages constructed in the early-to-mid-twentieth century in the regionally popular Spanish Colonial Revival style. Both garages were owned and operated by the DCSPMW as maintenance and storage facilities for its regional passenger bus lines. The California Street Garage was constructed in 1926 and expanded in 1938. When the company required still more space to support its successful operations, the Welton Street Garage was constructed in a similar architectural style on a neighboring parcel in 1947.

The California Street Garage is a one-story building with a two-story tower. The northwest and southeast elevations are 150 feet long; the northeast and southwest elevations are 125 feet long. The building occupies nearly the whole of its 0.45 acre site, with gross square footage of approximately 19,500 square feet. The neighboring Welton Street Garage is a one-story building on 0.30 acres, with gross square footage of approximately 12,500 square feet. The northwest and southeast elevations are 100 feet long; the northeast and southwest elevations are 125 feet long.

The California Street Garage is a brick building; the Welton Street garage is a concrete block building with brick facing. Both buildings have similar massing and architectural features. Both have a pent at the roofline; however, the concrete Spanish style tiles seen at the California Street Garage have been replaced at the Welton Street Garage with modern asphalt shingles. The California Street Garage has flat roof; the Welton Garage has a combination flat and barrel roof. Both buildings have been modified over the years, but both retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association.

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Narrative Description

Location and Setting

The Federal Garage Buildings are located in a commercial/industrial district with similar style and age brick buildings of one and two stories, surface parking lots, and modern parking garages.

The California Street Garage is bordered at the northwest and southwest by concrete sidewalks; asphalt-paved rectangular panels fill the space between the sidewalks and the concrete street curbs. Similarly-sized planted areas further along the same block and at adjacent blocks suggest these asphalt-paved areas may once have been planted. Curb cuts provide access to the two bays with garage doors at California Street. The building abuts an asphalt-paved surface parking lot to the northeast and a public alley to the southeast; on the opposite side of the alley is the Welton Street Garage.

The northwest elevation of the Welton Street Garage abuts the public alley; the northeast, an asphalt-paved surface parking lot. Like the California Street Garage, the Welton Street Garage is bordered by concrete sidewalks and asphalt-paved rectangular panels, at the southwest. The southeast elevation is bordered by a concrete sidewalk with a narrow planting strip at the northeast. Curb cuts provide access to the two bays with garage doors at 21st Street and Welton Street, respectively.

California Street Garage

The California Street Garage was constructed in 1926, and expanded in 1938, in the Spanish Colonial Revival style. This style was common in the United States from around 1915 to 1940 and was especially prevalent in southern and western states with Spanish-influenced culture. This style is characterized by low-pitched clay tile roofs; round arches at entries and windows; towers, arcades, balconies and terraces; and masonry, typically stuccoed, exterior walls. Consistent with its utilitarian use, the California Street Garage expresses a simplified Spanish Colonial Revival aesthetic through a tiled pent roof, red/brown brick walls with stucco accents, and a corner tower.

Exterior

The northwest elevation consists of nine bays, three of which were added in 1938 to the original 1926 building. From the exterior, the addition is seamless, replicating the architectural features and fenestration of the original.

The first and second bays comprise the first floor of the two-story corner tower. The first bay is significantly wider than the others, while the second bay is significantly narrower; both have a single window. The third and fourth bays have modern metal overhead rolling garage doors. The fifth through ninth bays each have a single large inset window.

Almost all of the building's window openings have been filled in with concrete block and stucco from the exterior; however, the windows still exist behind the infill materials and are covered with plywood from the interior. The tower's second story windows have been covered from the exterior with plywood.

Above each of the window openings in the first and fifth through ninth bays are three inset stuccoed panels. Beneath the first bay's large window opening are three inset brick panels, each separated by a single vertical brick header course. Beneath each of the fifth through ninth bays' window openings is a single brick panel. The window opening at the narrower second bay is topped by a single stuccoed panel, with a single brick panel beneath.

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There is no physical evidence to suggest that the stuccoed panels ever contained working transom windows. There is a horizontal brick header course between each window and the transom panels, and a vertical brick header course between each individual transom panel. Lintels consist of four courses of corbelled brick. A continuous brick fascia runs above the transom panels, topped by a corbelled brick cornice. A brick pilaster, with a simple cornice and base of a single brick header course, stands between each bay, although double pilasters separate the sixth bay from the seventh bay. The original 1926 elevation terminated after the sixth bay with these double pilasters, topped with a parapet of pilasters flanking a brick-and-stucco panel. This combination of features is repeated in the 1938 addition, after the ninth bay. A single brick soldier course runs along the base of the northwest elevation and continues along the base of the southwest elevation.

The southwest elevation, facing 21st Street, consists of seven bays that repeat the fenestration and features of the northwest elevation. Again, the first and second bays comprise the first floor of the two-story tower and, as at the northwest elevation, the first bay is significantly wider than the others, while the second bay is significantly narrower.

Centered in the southwest elevation's first bay is a modern metal pedestrian door, accessed by a single concrete step, with a wooden side panel and plywood transom panel. There are three inset stuccoed panels above, which do not appear to have ever contained windows.

The seventh bay contains a garage door opening that has been filled in with concrete block and stucco. As at the northwest elevation, the window openings in the second through sixth bays have stuccoed transom-like panels and corbelled lintels; a continuous brick fascia and corbelled brick cornice; and pilasters between each bay. The elevation terminates after the seventh bay with double pilasters topped with a parapet of pilasters flanking a brick-and-stucco panel.

The square two-story brick tower stands at the corner of California and 21st streets. Physical evidence suggests the second story of the tower is an early addition: there is a construction joint with flashing that separates the exterior walls of the tower from the first floor exterior walls; the window style is different, with the tower windows being wood sash double hung, while the first floor windows are steel sash; and the narrow wooden staircase to the tower, "tacked" onto the southeast face of the tower, appears to be a modification, as well.

The tower has a projecting hipped roof sheathed in non-historic red concrete Spanish style tiles. The projecting eave is supported at the corners by decoratively carved paired wood brackets. The soffit is covered with historic wood bead board. The tower wall transitions down to the first floor's pent roof with a sloped brick-and-stucco parapet.

The tower's first floor consists of the first two bays of the northwest and southwest elevations. A 12-light steel sash window, with a metal security screen, at the northwest elevation is still visible. The tower's second story features eleven wood sash double-hung windows, six on the northwest elevation and five on the southwest elevation. The windows still exist, but have been covered with painted plywood on the exterior. A continuous double brick header course forms the windowsills at both elevations. The northeast elevation has a large opening that has been filled in. The southeast elevation has a single large wood sash window with simple wood trim. The window has been boarded up from the exterior. The tower is accessed via an enclosed staircase at the southeast face of the tower. The staircase enclosure of stucco-faced walls and sloped roof does not appear to be original.

The southeast elevation of the building faces an alley that separates the California Street Garage from the Welton Street Garage. This elevation is brick with a continuous modern metal gutter and four metal downspouts. There are several older openings of different sizes with wood lintels and that have been filled in with concrete block and stucco. There are two pedestrian door openings that have been filled in, one with brick and one with concrete block and stucco. There are two large garage door openings. One

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has been filled in from the exterior with stucco (the door still exists inside); the other has been reconfigured as two smaller openings, one a modern pedestrian metal exit door with a steel frame and other as a window with a brick sill that has since been filled in with concrete block and stucco.

The northeast elevation faces an asphalt-paved surface parking lot. This elevation is part of the addition built in 1938. It is a solid brick wall, in a common bond pattern, with no openings, and a stepped parapet. The concrete foundation is visible along this elevation, as the grade slopes down to the northwest. The brick wall at the northern corner of this elevation is roughly constructed where it originally abutted an adjacent building that no longer exists. This portion of the wall is constructed of at least three different types of red/brown brick, possibly because it was not readily visible when it was built.

The roof of the main building is dark gray modified bitumen on wood decking and is generally flat. At the northwest and southwest elevations, the roof slopes to concealed gutters behind the red concrete tiled pent. At the northeast elevation, the roof slopes to a concealed gutter behind a stepped parapet with modern metal cap flashing; at the southeast (alley) elevation, it slopes to an exposed modern metal gutter system.

At the intersection of the original building and the 1938 addition, there is a double row of wood sash clerestory windows projecting above the roof. These were enclosed with metal panels in 1993, but the windows still exist and are visible inside the garage. In 1999, eight metal-framed glass skylights were removed from roof of the original 1926 portion of the building. Several large, visually prominent metal exhaust hoods were added to the roof in the 1990s. Non-historic smoke vents have also been added but these are visually unobtrusive.

The roof is supported by wood decking on wood rafters, bearing on six sloped steel trusses running southwest-northeast. The steel trusses are supported by the exterior brick walls and internal exposed steel columns.

Interior

The interior of the garage has a large, open plan, with a partially enclosed entrance vestibule at the tower. The entrance vestibule appears to be a non-original enclosure, based on evidence of windows on the interior and varied styles of brick construction, although it was likely constructed within the period of significance.

Within the main space are two brick walls projecting approximately 15 feet into the center of the building, both remnants of the original 1926 building's exterior walls; one attaches to the southeast wall, and the other to the northwest wall. The floor is exposed concrete slab. Original maintenance pits and recessed vehicle lifts are found throughout the interior and are covered with metal panels.

The tower room is an open, nearly square space with two nonfunctioning concrete shower stalls and one enclosed toilet stall at the southeast wall. The ceiling is plaster-over-lath supported by a wood structure. There are original, nonfunctioning bare bulb light fixtures. Flooring is linoleum with burlap backing over 1x4 tongue-and-groove wood flooring. There are two long, historic pedestal washbasins, each with three taps with separate hot and cold water spigots. There are two wooden benches with tall backs positioned against the northwest exterior wall, and one freestanding double back-to-back wooden bench. There are two non-functioning historic radiators, one on the northeast exterior wall and one on the southwest wall.

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Welton Street Garage

The Welton Street Garage was constructed in 1947 by the DCSPMW to supplement its facility at California Street. Despite its prominent barrel roof, the Welton Street Garage expresses a Spanish Colonial Revival style through reddish-brown brick walls and pent roof, the latter formerly finished with Spanish style tiles. Although this style had generally fallen out of popularity by the time this building was built, it was clearly intended to complement the neighboring California Street Garage; it does, however, deviate notably with respect to its industrial style fenestration.

Exterior Description

The southeast elevation is constructed of a repeating pattern of two courses of CMU and one course of brick, and is faced with brick laid in a common bond pattern. This elevation has nine bays of varying sizes, with a large garage door opening in the center. The central bay is flanked by slender bays containing pedestrian metal doors. The garage opening has a modern metal overhead rolling door augmented by a metal security screen. The original opening was wider than the current opening and has been partially infilled with brick. Painted historic metal corner guards remain in situ at the original larger opening.

The two bays on either side of the pedestrian doors each have a set of three four-over-two hopper style windows, with the center window being slightly wider than its two flanking windows. The windows are high within the bay, with the brick header sills approximately seven feet above grade. Security screens are welded over each window. Between each bay is a brick pilaster with a capital of a single brick header course; the base is comprised of the building's base of a single brick soldier course.

Above the windows is a string course of a single projecting brick course, a fascia of six brick courses, and a corbeled cornice of four brick courses. Above the cornice at the three central bays is a stepped parapet ornamented with short brick pilasters with bases of a single brick soldier course and capitals of a single brick header course. The original stone cap has been covered with metal flashing. The two bays flanking either side of the three central bays have an asphalt shingled pent roof with original gutters and downspouts.

The southwest elevation is also constructed of a repeating pattern of two course of CMU and one course of brick, and is faced with brick laid in a common bond pattern. It is eight bays wide and repeats the fenestration and features of the southeast elevation. The westernmost (first) bay does not have any openings; it is comprised of a brick panel flanked by two pilasters, and has a parapet comprised of two pilasters framing a brick panel. The second and fourth bays each have a set of three four-over-two hopper style windows with metal screens and brick sills, and a single metal pedestrian door. The third bay has a modern, metal overhead rolling garage door; this is a historic garage door opening but that the opening has been enlarged to accommodate the modern door. The fifth through seventh bays have the same style windows as seen at the second and fourth bays. Like the southeast elevation, the windows are topped with a string course, plain fascia, and corbelled cornice, and there is a small asphalt shingled pent roof with an original gutter and downspout.

The northwest elevation is CMU faced in brick laid in a common bond pattern. It faces the public alley and the back of the California Street Garage. In the center of this elevation is a large garage door opening that has been filled in with concrete block. Two sets of windows flank the former opening. As at the southeast and southwest elevations, each set is comprised of three sections containing six panes per window, in a four-over-two hopper style, with the center window being slightly wider than the two flanking windows. There is a modern, metal pedestrian door under the northernmost set of windows. Utility equipment has been mounted on the wall at the north end.

The northeast elevation of the garage has no openings at all and is clad with non-original stucco.

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The Welton Street Garage has a steel bow arch truss system barrel roof, with a gabled (now enclosed) skylight, a slightly sloped perimeter roof at the northwest and southeast, and a pent at the southeast and southwest elevations. The roof has a bitumen rolled-on surface, with asphalt shingles at the skylight and pent. The ends of the barrel vault are painted CMU with surface-mounted flashing.

Interior Description

The Welton Street Garage has a large rectangular plan with several office and storage rooms built out in the corners. Historic administrative/storage rooms at the northeast and southeast corners are triangular shaped, and have walls made of concrete block. Additional storage spaces have been constructed, with gypsum board walls, abutting these historic spaces.

The central area of the building remains open, and the roof's original steel-and-wood structural elements are still visible in this area. Recently renovated offices, restrooms, a mechanical room and a smaller garage area, all with lowered ceilings, occupy much of the southwest portion of the building. Life safety upgrades have been added throughout. The floors in some of these areas have been covered with modern flooring, and fluorescent lighting has been installed throughout. All of the original windows have been covered over on the interior with gypsum board, except for the northernmost set of windows on the northwest elevation that are used for mechanical ventilation and are covered by metal louvers.

Alterations

Although both buildings have been modified over time, both retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association.

California Street Garage

The California Street Garage's massing and rooflines have not changed since the 1938 addition to the original 1926 structure. The original fenestration remains unchanged although the openings have been modified over time by concrete-block-and- stucco or brick infill, plywood coverings, or modern pedestrian and garage doors. Likewise, the tower's access staircase is enclosed by stucco-faced walls and a sloped roof that do not appear to be original.

In the 1990s, the building's eight skylights were removed, the clerestory windows were enclosed, and the original clay tiles at the pent were replaced with concrete tiles. At the same time, vents and exhausts were installed on the roof in support of new interior mechanical systems.

The interior of the California Street Garage retains its original large, open plan. The walls creating a vestibule at the tower appear to be non-original, based on evidence of windows on the interior and varied styles of brick construction, although this restructuring likely occurred within the period of significance. The original maintenance pits and recessed vehicle lifts are still seen throughout the interior, although covered with metal panels for safety. Modern electrical and mechanical equipment has been installed throughout the first floor, including suspended halogen light fixtures, an exhaust system, a fire suppression system, and a fire alarm system.

Welton Street Garage

The Welton Street Garage's massing and rooflines have not changed since its completion in 1947. The original fenestration remains unchanged although garage door openings have been modified and pedestrian doors have been replaced. The northeast elevation has been finished with a modern coat of stucco. The gabled skylight at the barrel roof has been reconstructed; in the 2000s, the historic skylight glazing and steel frame were removed and replaced with wood trusses, plywood decking, and asphalt shingles. The Spanish style tiles at the pent have been replaced by asphalt shingles.

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The interior has been repeatedly altered to create office space and accommodate updated electrical and mechanical equipment. Most recently, c. 2005, interior partition walls were reconfigured, and drop ceilings and new floor finishes were installed.

All of the original windows remain but have been covered, from the interior, with gypsum board, except for the northernmost set of windows on the northwest elevation which have been fitted with metal louvers to support mechanical equipment ventilation.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Transportation

Period of Significance

1926-1961

Significant Dates

1926: California Street Garage Constructed
1938: California Street Garage Addition Constructed
1947: Welton Street Garage Constructed
1961: Properties sold by original owner

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The two garages (California Street Garage and Welton Street Garage) formerly owned and operated by the Denver-Colorado Springs-Pueblo Motor Way Company, Inc. (DCSPMW) are significant under Criterion A at the local level for their role in the expansion of passenger transportation in Southern Colorado. The period of significance is from 1926, when the California Street Garage was constructed, through 1961, when both properties were sold by the original owner-operators, DCSPMW.

The mid-twentieth century saw passenger rail travel in the western states supplanted by travel by personal cars and regional buses. At the end of the nineteenth century, railroad travel was the primary means of passenger travel from city to city and the largest railroad in Colorado at that time was the

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Denver and Rio Grande Western Railroad; it had been founded in 1870 by William Jackson Palmer as a means of connecting Denver to the resort town he had recently founded, Colorado Springs. However, by the turn of the twentieth century, railroad companies experienced a decline in demand as trolleys, buses and automobiles became an increasingly popular method of transportation throughout the United States. The Denver and Rio Grande Western Railroad responded to this demand by creating a subsidiary bus company to transport passengers throughout Southern Colorado. The garages at California and Welton streets are significant for their role in supporting this key shift in passenger transportation patterns, having provided space for bus storage and maintenance for a regionally prominent Denver-Colorado Springs-Pueblo bus line.

Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

The DCSPMW garage is located in the Five Points neighborhood of Denver, a geographically large area that had long accommodated a mix of residential, business, commercial, and industrial uses.¹ During the nineteenth century, this culturally and economically diverse neighborhood was a mix of local residents, East Coast transplants, European immigrants, and African Americans, the latter being legally precluded at that time from living in other Denver neighborhoods.² In 1871, the Denver Horse Railroad Company made its first connection to Five Points and by the 1880s, Five Points had become a prosperous industrial and commercial center supported by various transportation activities. Although the name "Five Points" reminded many residents of the slums of Manhattan, it "came to be used because the signs on the front of the streetcars weren't big enough to hold all of the street names" of the stop at the intersection where four primary thoroughfares met: 26th Avenue, 27th Street, Washington Street, and Welton Street.³ By 1886, the city had over 150 miles of track for its first electric rail line (portions of which are still visible southeast of the Welton Street Garage), creating Denver's first street car suburb of Curtis Park, immediately north of Five Points.⁴

When Denver adopted its first zoning ordinances in 1925, the Five points neighborhood's zones reflected its historic mixed use.⁵ Block 156, the future site of the California Street Garage and the Welton Street Garage, was zoned both for business and commercial uses.⁶ The parcels comprising the site of the first DCSPMW garage, at California Street, were assembled on November 19, 1925, when George T. Black purchased lots 13-16 of Block 156 from Ernest W. Dunning, at 21st and California Streets.⁷ In December, Black applied for a permit to build a public garage.⁸ However, before Black constructed the garage, he sold the property to Dean M. Gillespie in March of 1926, who then sold it to E.A. Mead in August of that same year.⁹ The garage building now located at 21st and California (the California Street Garage) was constructed in 1926. The building was originally owned by the Auto Home Garage Company and leased by the Denver-Colorado Springs-Pueblo Motor Way Company, Inc. (DCSPMW). Company meeting minutes dated July 29, 1927, indicate that the building had "space for six buses with

¹ Front Range Research Associates, Inc., "Denver Neighborhood History Project, 1993-1994, Five Points Neighborhood," prepared for Denver Landmark Preservation Commission and Office of Planning and Community Development, January 1995, p. 46.

² Mauck, Laura M., *Five Points Neighborhood of Denver*, Chicago, IL: Arcadia Publishing, 2001, 18.

³ *Ibid.*, 17.

⁴ *Ibid.*

⁵ Denver Neighborhood History Project, p. 46.

⁶ Denver Neighborhood History Project, Figure 17, "Five Points Neighborhood Zoning, 1925."

⁷ City of Denver Assessor Records, Book 3378 (1925).

⁸ City of Denver Building Permit 7867-12 (1925).

⁹ City of Denver Assessor Records, Books 3449, 3768 (1926).

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adequate heat, light, water, interior telephone, wash-rack, grease-pit and work-pit facilities.”¹⁰ DCSPMW acquired the property in 1936.¹¹

The DCSPMW was formed in 1926 to provide bus service primarily to tourists. The first company board meeting was held on February 26, 1926, the Articles of Incorporation for the company having been established a day earlier.¹² In the years following its establishment, a significant number of bus routes were added. The DCSPMW originally extended only as far south as Pueblo, but in 1929, DCSPMW purchased the Southern Colorado Motorway, creating more routes to the south, to Walsenburg, Canyon City and La Junta.

The DCSPMW flourished during its first decade, mirroring a nationwide pattern. Early bus companies, or “motorways,” initially served as branch line feeders to the railroads that owned them, but they expanded as the public’s interest grew in motoring as a leisure pastime. Numerous motorway companies, including the DCSPMW, began to duplicate the intercity routes of their parent railroads. The National Trailways Bus System was established in 1936 as an association of independent bus companies, including the DCSPMW, to create a strategically coordinated North American intercity passenger transportation system.¹³

In 1938, two years after joining Trailways, the Federal Garage Building was expanded when the DCSPMW purchased abutting lots 11 and 12, northeast of the garage, from Florence Dorman.¹⁴ (See Figure 1, assessor’s map.) Still, by April of 1940, Mr. F.A. Piel, President of the Board, advised the directors and stakeholders that the current “garage premises now owned and occupied by the Corporation on the six lots located at 21st and California Streets, were insufficient to properly meet the expanded requirements of the Corporation.”¹⁵ Mr. Piel recommended that negotiations begin to purchase four lots southeast of the original garage location with the intent of providing outside parking and creating additional garage capacity.¹⁶ The DCSPMW purchased lots 17 through 20 later that same year from Earl M. Howland for ten dollars “and other valuables.”¹⁷ (See Figure 1, assessor’s map.) By March of the following year, the DCSPMW obtained a permit to demolish a two-story brick dwelling and applied for a permit to build the garage at 2101 Welton Street.¹⁸ However, it was not until six years later, in 1947, that the second garage was constructed at 2101 Welton Street (Welton Street Garage).

Throughout the 1940s and ‘50s, a series of acquisitions amalgamated bus service in the region and by 1960, Continental Trailways became the owner of the DCSPMW.¹⁹ The California Street Garage and the Welton Street Garage were sold to Four States Realty Co., Inc. in November 1961.²⁰ On October 20, 1967, Four States Realty Co. conveyed the property to A. Bergman & Co., Inc. for ten dollars. A. Bergman & Co. owned the property for six days before conveying it to its current owner, the United States of America, in exchange for property in Arapahoe County, Colorado.²¹ The federal government

¹⁰ DCSPMW Meeting Minutes, July 29, 1927, from *Denver-Colorado Springs-Pueblo Motor Way, Inc., Minutes of Meetings*, Denver, Colorado Springs and Pueblo Motorway Company Collection (MSS #1095), History Colorado, Denver, Colorado, 1926-1942.

¹¹ City of Denver Assessor Records, Book 4998, p. 141 (1936).

¹² DCSPMW Meeting Minutes, February 26, 1926.

¹³ Schwantes, Carlos A., *Going Places: Transportation Redefines the Twentieth-century West*, Bloomington, IN: Indiana University Press, 2003, 187-188.

¹⁴ City of Denver Assessor Records, Book 5199, p. 277, 281 (1938).

¹⁵ DCSPMW Meeting Minutes, April 1940.

¹⁶ *Ibid.*

¹⁷ City of Denver Assessor Records, Book 5436, p. 185 (1940).

¹⁸ City of Denver Building Permits No. 1339, 2296 (1941).

¹⁹ “Continental Buys State Bus Line,” *Rocky Mountain News*, May 27, 1960.

²⁰ See City of Denver Assessor Records, Book 9802, p. 620 (1967).

²¹ *Ibid.*

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currently utilizes the California Street Garage as an indoor parking structure and the Welton Street Garage for various federal agency activities.

Although both buildings have been modified over time, both retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association, with both playing an important role in the development of passenger transportation in Colorado in the early-to-mid-twentieth century.

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Figure 1. Location of California Street Garage, Block 156, Lots 11-16, solid outline. Location of Welton Street Garage, Block 156, Lots 17-20, dashed outline. Note public alley between the two properties. Source: Assessor's Map 02342, City and County of Denver (CO), 05/02/2017.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

"Continental Buys State Bus Line," *Rocky Mountain News*, May 27, 1960.

Blumenson, John G. *Identifying American Architecture, A Pictorial Guide to Styles*. American Association for State and Local History: Nashville, 1983.

Front Range Research Associates, Inc., "Denver Neighborhood History Project, 1993-1994, Five Points Neighborhood," prepared for Denver Landmark Preservation Commission and Office of Planning and Community Development, January 1995.

General Services Administration. "Building Preservation Plan, Federal Garage Building, 2106 California Street, Denver, Colorado, Building Number CO0050ZZ." Prepared for GSA by Avenue L Architects, October 2014.

General Services Administration. "Building Preservation Plan, Federal Garage Building, GSA Building #CO0051ZZ, 2101 Welton Street, Denver, Colorado." Prepared for GSA by Anderson Hallas Architects, July 2013.

General Services Administration. "Owned Building Profile, CO0050ZZ, 2106 California Street, Denver, CO 80205-2821, Federal Garage Building, Colorado Field Office." September 1, 2016.

Massengill, Pat. "Downtown Littleton Historical Landmarks." Available at <http://www.littletongov.org/history/histlandmarks/denverrgdepot.asp>. Accessed April 23, 2012.

Mauck, Laura M. *Five Points Neighborhood of Denver*. Chicago, IL: Arcadia Publishing, 2001.

"Trailways History." Available at <http://www.trailways.com/history>. Accessed April 23, 2012.

Denver-Colorado Springs-Pueblo Motor Way, Inc. *Minutes of Meetings*. Denver, Colorado Springs and Pueblo Motorway Company Collection (MSS #1095), 1926-1942. Available at History Colorado, Denver, Colorado.

Schwantes, Carlos A. *Going Places: Transportation Redefines the Twentieth-century West*. Bloomington, IN: Indiana University Press, 2003

Municipal Documents

City of Denver Assessor Records

Book 3378 (1925)

Book 3449 (1926)

Book 3768 (1926)

Book 4998, page 141 (1936)

Book 5199, pages 277, 281 (1938)

Book 5436, page 185 (1940)

Book 9802, page 620 (1967)

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City of Denver Building Permits
No. 7867-12 (1925)
No. 1339 (1941)
No. 2296 (1941)

Denver Directories, 1927-1936. Western History and Genealogy Collection. Denver Public Library.

Maps

Assessor's Map 02342. City and County of Denver, Assessor's Office. May 7, 2017.

Sanborn Fire Insurance Maps for Denver, Colorado. New York: Sanborn Map Company, 1929.

Sanborn Fire Insurance Maps for Denver, Colorado. New York: Sanborn Map Company, 1943.

Englewood, CO Quadrangle, 7.5 minute series. Denver, CO: United States Geological Survey, 1965.

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: General Services Administration

Historic Resources Survey Number (if assigned): 5DV.11345

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10. Geographical Data

Acreage of Property 0.73

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

California Street Garage

1. Latitude: 39.749949

Longitude: -104.985923

Welton Street Garage

2. Latitude: 39.749550

Longitude: -104.985300

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The California Street Garage is bounded at the northwest by California Street; at the southwest by 21st Street; at the northeast by a surface parking lot; and at the southeast by a public alley. It occupies City of Denver block 156, lots 11-16.

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The Welton Street Garage is bounded at the northwest by a public alley; at the southwest by 21st Street; at the northeast by a surface parking lot; and at the southeast by Welton Street. It occupies City of Denver block 156, lots 17-20.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries described above are consistent with the historical boundaries of the properties.

11. Form Prepared By

name/title: Sherry Frear / preservation planner
organization: General Services Administration, Public Buildings Service, Office of the Chief Architect, Center for Historic Buildings
street & number: 1800 F Street NW
city or town: Washington state: DC zip code: 20405
e-mail: sherry.frear@gsa.gov
telephone: 202-297-0812
date: July 31, 2017

name/title: Alanna Stewart / architectural historian
organization: Cultural Heritage Research Services, Inc.
street & number: 451 N. Cannon Avenue, Suite 100B
city or town: Lansdale state: PA zip code: 19466
e-mail: astewart@chrisinc.com
telephone: 215-699-8006
date: June 1, 2012

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

ATTACHED

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

ATTACHED

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- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

NA

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Federal Garage Buildings
City or Vicinity: Denver
County: Denver
State: Colorado
Location of original digital files: 1800 F Street, NW, Suite 5400, Washington, D.C. 20405

*Photographer: Lisa Sattler
Date Photographed: November 1, 2011
Number of Photographs: 11

**Photographer: Anderson Hallas Architects
Date Photographed: January 2013
Number of Photographs: 18

Photos accurately represent the building as it appears June 2017.

Photo #1, CO_Denver_County_DCSPMW_Garages_0001: West corner of California Street Garage, view facing east, showing northwest elevation at California Street and southwest elevation at 21st Street.*

Photo #2, CO_Denver_County_DCSPMW_Garages_0002: California Street Garage northwest elevation, view facing southeast.*

Photo #3, CO_Denver_County_DCSPMW_Garages_0003: California Street Garage southwest elevation, view facing east.*

Photo #4, CO_Denver_County_DCSPMW_Garages_0004: California Street Garage southeast (alley) elevation, view facing north.*

Photo #5, CO_Denver_County_DCSPMW_Garages_0005: California Street Garage northeast elevation, view facing southwest.**

Photo #6, CO_Denver_County_DCSPMW_Garages_0006: California Street Garage northwest elevation detail showing filled-in window opening, facing east.**

Photo #7, CO_Denver_County_DCSPMW_Garages_0007: California Street Garage detail showing flat and pent roofs, tower hipped roof, and tower exterior staircase, view facing northwest.**

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Photo #8, CO_Denver_County_DCSPMW_Garages_0008: California Street Garage interior showing portion of original northeast interior wall.*

Photo #9, CO_Denver_County_DCSPMW_Garages_0009: California Street Garage interior showing remaining portion of original northeast interior wall.*

Photo #10, CO_Denver_County_DCSPMW_Garages_0010: California Street Garage interior showing vehicular space and remaining portion of original northwest wall, view facing north.**

Photo #11, CO_Denver_County_DCSPMW_Garages_0011: California Street Garage interior showing entrance area, view facing southwest.**

Photo #12, CO_Denver_County_DCSPMW_Garages_0012: California Street Garage interior staircase to second floor at tower.**

Photo #13, CO_Denver_County_DCSPMW_Garages_0013: California Street Garage interior of second story, view facing north.**

Photo #14, CO_Denver_County_DCSPMW_Garages_0014: California Street Garage interior of second story, view facing southeast.**

Photo #15, CO_Denver_County_DCSPMW_Garages_0015: California Street Garage interior of second story, view facing southwest.**

Photo #16, CO_Denver_County_DCSPMW_Garages_0016: Welton Street Garage southeast and southwest elevations, view facing northwest.*

Photo #17, CO_Denver_County_DCSPMW_Garages_0017: Welton Street Garage southeast elevation, view facing northwest.*

Photo #18, CO_Denver_County_DCSPMW_Garages_0018: Welton Street Garage southwest elevation, view facing northeast.*

Photo #19, CO_Denver_County_DCSPMW_Garages_0019: Welton Street Garage northwest (alley) elevation, view facing south.*

Photo #20, CO_Denver_County_DCSPMW_Garages_0020: Welton Street Garage northeast elevation, view facing south.*

Photo #21, CO_Denver_County_DCSPMW_Garages_0021: Alley between Welton Street Garage (right) and California Street Garage (left), view facing northeast.**

Photo #22, CO_Denver_County_DCSPMW_Garages_0022: Welton Street Garage southwest elevation, showing relationship to California Street Garage, view facing northwest.**

Photo #23, CO_Denver_County_DCSPMW_Garages_0023: Welton Street Garage corner of southeast northeast elevations, showing brickwork details, view facing northwest.**

Photo #24, CO_Denver_County_DCSPMW_Garages_0024: Welton Street Garage typical window.**

Photo #25, CO_Denver_County_DCSPMW_Garages_0025: Welton Street Garage roof detail, showing barrel roof, flat roof, and mechanical equipment, view facing southeast.**

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Photo #26, CO_Denver_County_DCSPMW_Garages_0026: Welton Street Garage roof detail, showing enclosed skylight, view facing southwest.**

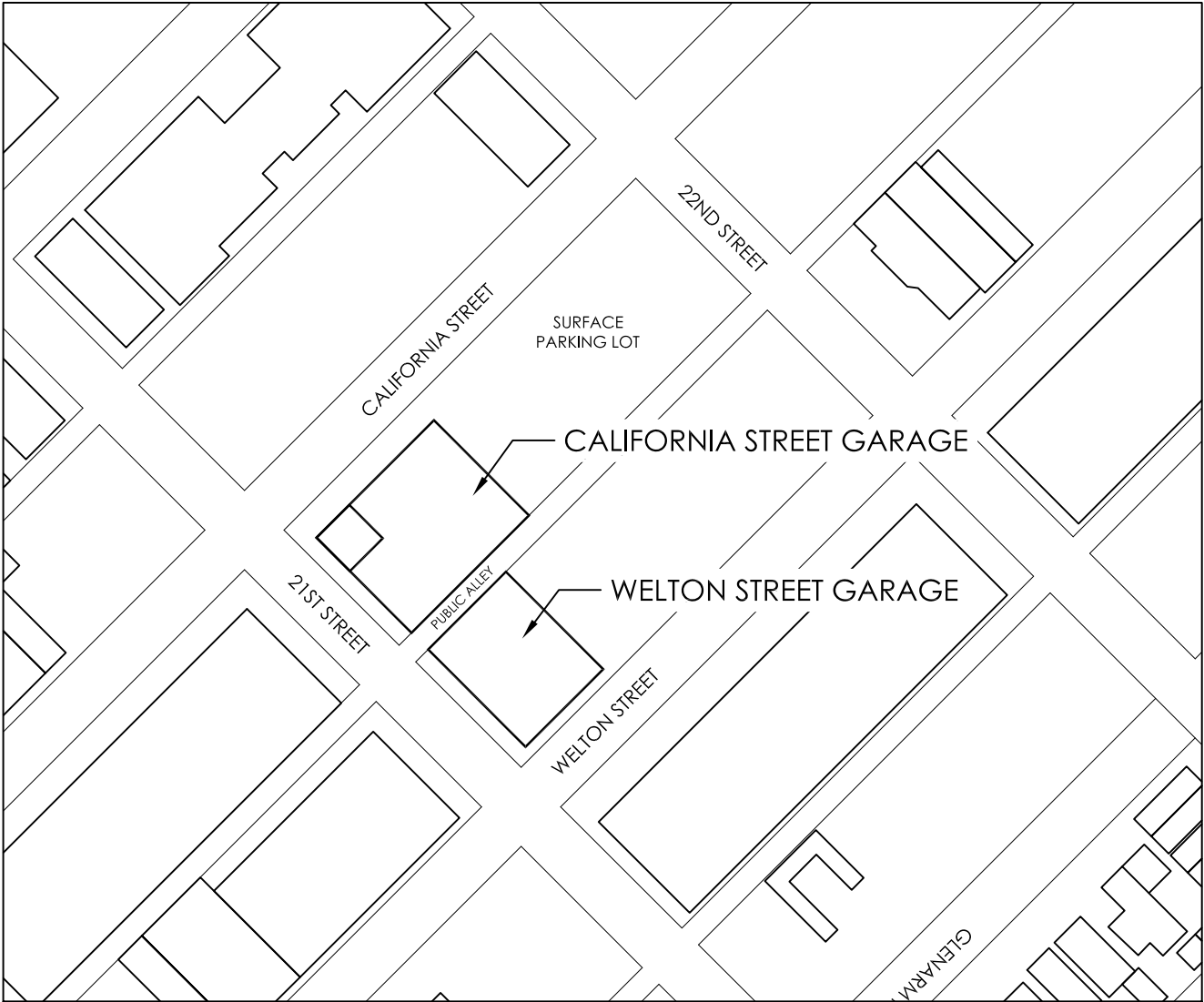
Photo #27, CO_Denver_County_DCSPMW_Garages_0027: Welton Street Garage interior roof detail, showing covered clerestory windows.**

Photo #28, CO_Denver_County_DCSPMW_Garages_0028: Welton Street Garage interior roof detail.**

Photo #29, CO_Denver_County_DCSPMW_Garages_0029: Welton Street Garage interior showing typical remodeled space.**

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

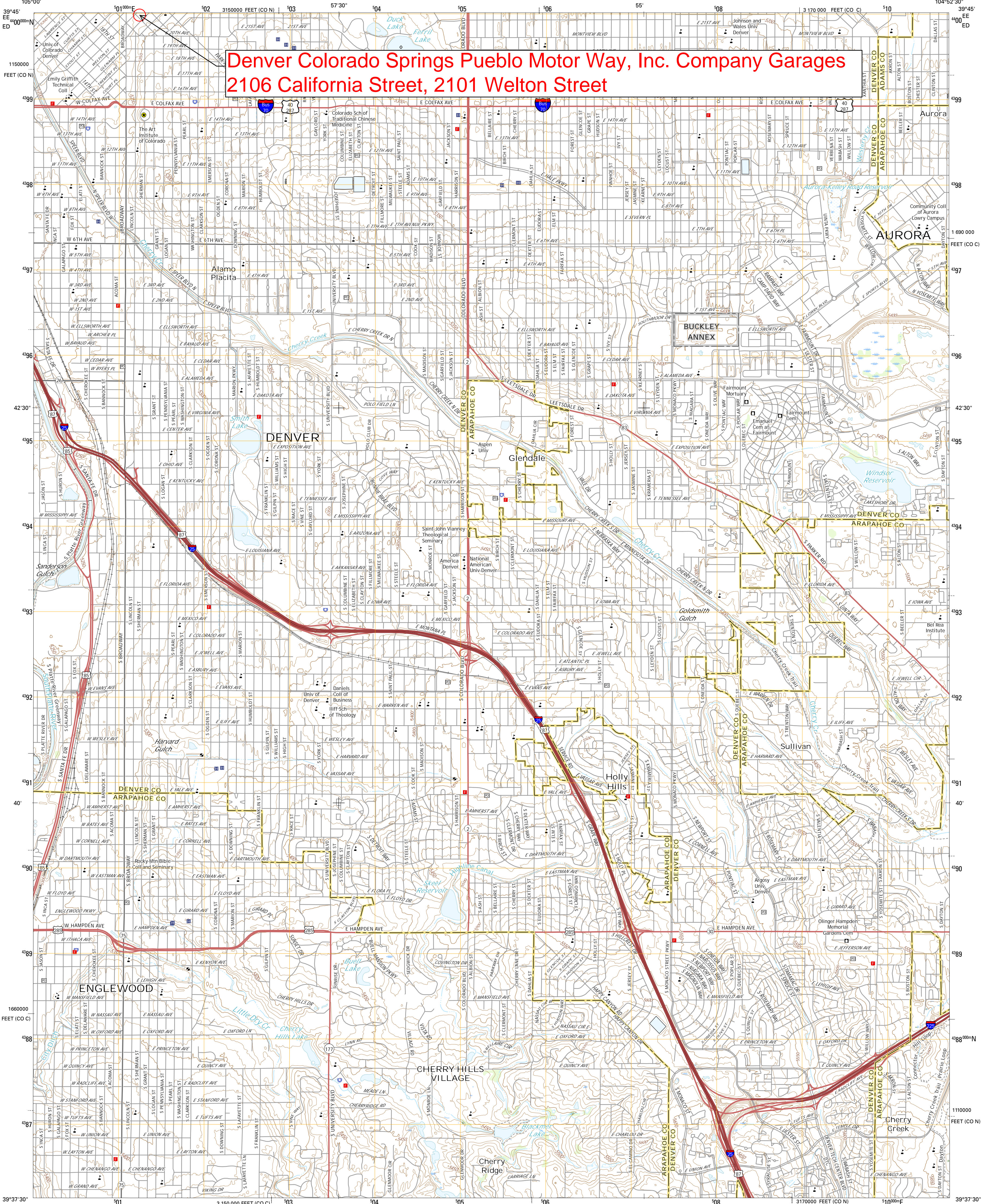
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



SCALE 1" = 150'
SOURCE: HISTORIC AERIALS 2017

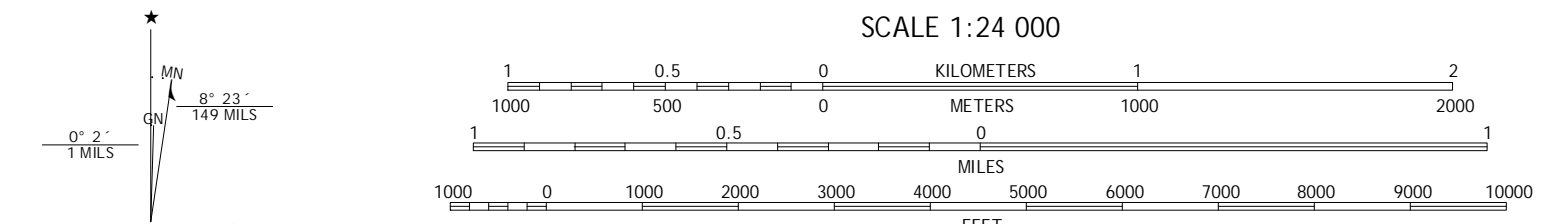
DENVER-COLORADO SPRINGS-PUEBLO MOTOR WAY, INC.
COMPANY GARAGES (FEDERAL GARAGE BUILDINGS)
DENVER COUNTY, COLORADO
SKETCH MAP

Prepared 5 JUNE 2017



Denver Colorado Springs Pueblo Motor Way, Inc. Company Garages 2106 California Street, 2101 Welton Street

Produced by the United States Geological Survey North American Datum of 1983 (NAD83) World Geodetic System of 1984 (WGS84) Projection and 1000-meter grid. Universal Transverse Mercator, Zone 13S 10 000-foot ticks. Colorado Coordinate System of 1983 (central and north zones)



ROAD CLASSIFICATION: Expressway, Secondary Hwy, Ramp, Interstate Route, Local Connector, Local Road, 4WD, US Route, State Route

Table with 2 columns: ADJOINING QUADRANGLES (1-8) and corresponding location names (Arvada, Commerce City, Montbello, Fort Logan, Fitzsimons, Littleton, Highlands Ranch, Parker).





→
100' →

STOP

100'



NO PARKING
ANY TIME



ONE WAY

California St
700

STOP

784-KCA



PUDO ONLY
PARKING
ONLY
ALL TIMES
←

1 HOUR
PARKING
8AM-5PM
TRUCK
PARKING
8AM-5PM

NO
OPEN
FLAMES

PUB
BEAST
TOUR

























WEEK FLASHING

TRAIN ONLY
DO NOT ENTER

NO PARKING

PB

SPRINKLER

























UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 8/21/2017 Date of Pending List: 9/19/2017 Date of 16th Day: 10/4/2017 Date of 45th Day: 10/5/2017 Date of Weekly List: 10/5/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 10/4/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



August 21, 2017

Mr. Paul Loether
Chief, NRHP & NHL Program
National Register of Historic Places
1849 C St. NW, MS 7228
Washington, DC 20240



Dear Mr. Loether:

The U.S. General Services Administration (GSA) is pleased to nominate the for inclusion in the National Register of Historic Places the Denver-Colorado Springs-Pueblo Motor Way Company, Inc. (DCSPMW) Garages (Federal Garage Buildings), two early-to-mid twentieth century garage buildings located in Denver, Colorado, at 2106 California Street (California Street Garage) and 2101 Welton Street (Welton Street Garage), respectively.

The following materials are enclosed for your review:

- A signed copy of the first page of the nomination
- "Disk 1" containing the true and correct copy of the nomination to the National Register of Historic Places for the Federal Garage Buildings, and
- "Disk 2" containing the .tif image files for the above referenced nomination.

We look forward to the nomination of this historic property to the National Register. If for any reason these materials need to be returned to GSA, please do so by a delivery service as items returned to our offices via regular mail are irradiated and the materials severely damaged.

Should you need further information regarding the nomination package, my contact for this matter is Ms. Sherry Frear at (202) 297-0812 or sherry.frear@gsa.gov.

Sincerely,

Beth L. Savage
Federal Preservation Officer
Director, Center for Historic Buildings

Enclosure

cc: Andrea Collins, GSA Regional Historic Preservation Officer, Region 8