NPS Form 10-900

OMB No. 1024-0018

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1393

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Maytag Aircraft Building

other names/site number CASA (Court Appointed Special Advocates) of the Pikes Peak Region; 5EP.4542

2. Location

street & number 701 South Cascade Avenue [N/A] not for publication

city or town Colorado Springs [N/A] vicinity

state Colorado code CO county El Paso code 041 zip code 80903

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] 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 [X] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [X] locally. ([ ] See continuation sheet for additional comments.)

Mark Wolfe — State Historic Preservation Officer — 11/27/07

Signature of certifying official/Title — Date

Office of Archaeology and Historic Preservation, Colorado Historical Society

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
([ ] See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

[✓] entered in the National Register
[ ] See continuation sheet.
[ ] determined eligible for the National Register
[ ] See continuation sheet.
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain
[ ] See continuation sheet.

for Edson H. Beall — Signature of the Keeper — Date of Action 1.16.08

5. Classification

Ownership of Property
(Check as many boxes as apply)

[X] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property
(Check only one box)

[X] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property
(Do not count previously listed resources.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function
(Enter categories from instructions)

COMMERCE/business

Current Functions
(Enter categories from instructions)

SOCIAL/civic

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT

Materials
(Enter categories from instructions)

foundation CONCRETE
walls BRICK
CONCRETE
roof METAL
ASPHALT

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

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.

[X] **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.)

Property is:

[ ] **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 of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

ARCHITECTURE

Periods of Significance

1957

Significant Dates

1957

Significant Person(s)
(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

Lusk, Dietz
Wallace, John J.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

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

#_____

Primary location of additional data:

[X] State Historic Preservation Office

[ ] Other State Agency

[ ] Federal Agency

[ ] Local Government

[ ] University

[ ] Other

Name of repository:
Colorado Historical Society

10. Geographical Data

Acreage of Property less than one

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing	
1.	13	515199	4297078	(NAD 27)
2.				
3.				
4.				

The UTMS were derived from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management.

[ ] See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Roslyn Stouffer (adapted from material by R. L. and T. H. Simmons, Front Range Research Associates, Inc. with additional information provided by OAHP staff)

organization CASA of the Pikes Peak Region date August 2007

street & number 701 South Cascade Avenue telephone

city or town Colorado Springs state Colorado zip code 80903

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs
Representative **black and white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name CASA of the Pikes Peak Region, Inc.

street & number 701 South Cascade Avenue telephone 719-447-9898

city or town Colorado Springs state Colorado zip code 80903

DESCRIPTION

The Maytag Aircraft Building is located south of downtown on the southeast corner of Cascade Avenue and East Rio Grande Street in Colorado Springs. Between the building and the curbs on the north and west sides is a network of concrete sidewalks creating rectangular sections of grassy lawns punctuated with deciduous trees. To the east is an asphalt parking lot. There is gravel along the foundation of the 79 by 79-foot, one-story, masonry building. The building is composed of two parts—a larger, U-shaped, northern section and a smaller, rectangular southern section. A concrete aggregate courtyard joins the two parts of the building.*

The northern section has a basement, a shallow folded-plate roof, and walls that are cantilevered at the foundation. There is a projecting concrete lip at the bottom of the wall and the concrete foundation is painted black. The main portions of the walls are clad with glazed turquoise bricks (probably supplied by Robinson Brick of Denver) and framed with aluminum strips. The portions of the walls adjacent to the roofline are clad with corrugated metal, forming narrow bands on the east and west and larger triangular shapes on the north and south. There are square metal supports from the apex of each folded roof plate to the ground. The four corners of the building consist of a full-height plate glass in an aluminum frame. Windows on the east and west walls include a continuous clerestory and two full-height rectangular windows. Windows on the north wall include a continuous clerestory in varying trapezoidal and polygonal shapes, a large center rectangular plate glass window, and narrow full-height windows flanking the metal supports for the roof. All these windows are set in aluminum framing. The central, southern part of the building is inset with an open roof above. The walls on the inset portion are glazed with plate glass and have a continuous clerestory. There is a center metal frame glazed door with tall transom which serves as the main entrance to the building. With the exception of the opaque windows on the southeast corner, all the glass (including the doors) was recently replaced with 1" Solex insulated, tinted, and tempered glass.

The courtyard includes the open inset section of the northern building and the area between the two components. The inset portion of the courtyard is raised and is accessed by center steps with railings. A portion of the roof extends into the courtyard out over the main entrance. A tree grows in the planting area in the west section through the open roof. The floor consists of concrete aggregate sections. The portion of the courtyard between the sections of the building consists of a concrete aggregate sidewalk flanked by earth strips on the north side. There are wrought iron gates at each end (east and west) that enclose the courtyard. The east gate has a metal silhouette depicting a child with a bird and vegetation, while the west gate has one showing a child and a flower. Both silhouettes are the same color as the turquoise bricks on the outside of the building. There is a wheelchair lift in the southwest lower portion of the courtyard. An underground utility tunnel beneath the courtyard links the two portions of the building.

The southern section is not as tall as the northern portion and has a flat roof. Its north, east, and west walls are clad with glazed turquoise brick; the south wall is painted concrete block. The north wall faces the courtyard and has three slab doors with transoms and three areas of plate glass windows, all framed in aluminum. The windows are divided into sections by aluminum ribs and two have transoms. The east wall has no doors or windows. The west wall has a similar plate glass window as those on the north wall. All the original glass in the windows was also replaced with 1" Solex insulated, tinted, and tempered glass.

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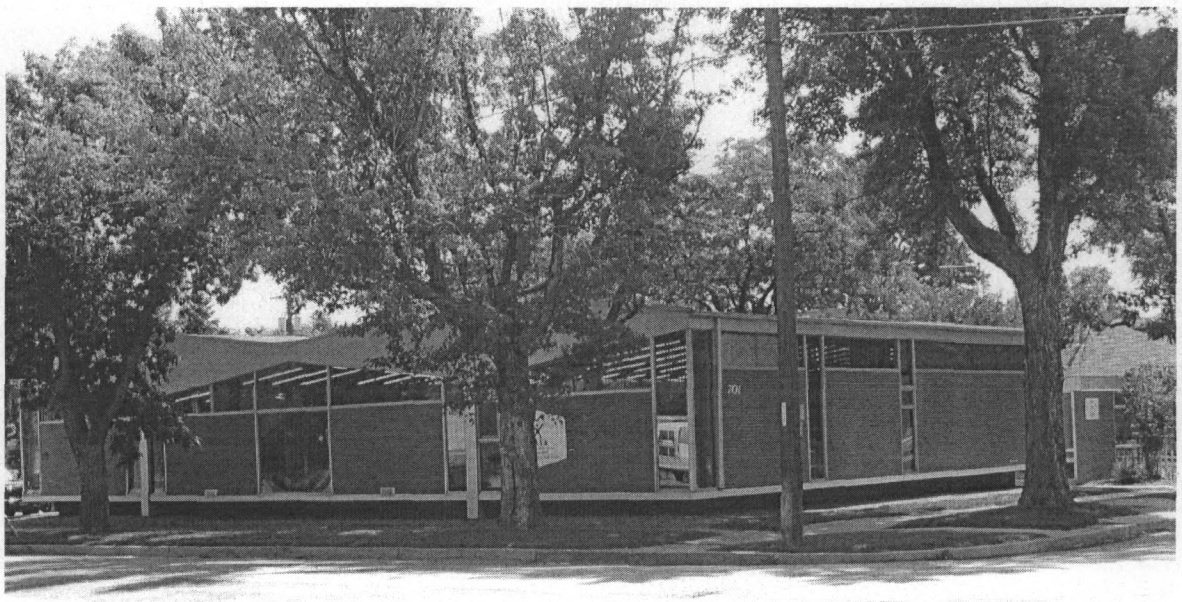
* Most of the following description was taken from the inventory form prepared by Thomas H. and R. Laurie Simmons of Front Range Research Associates, Inc. (2003).

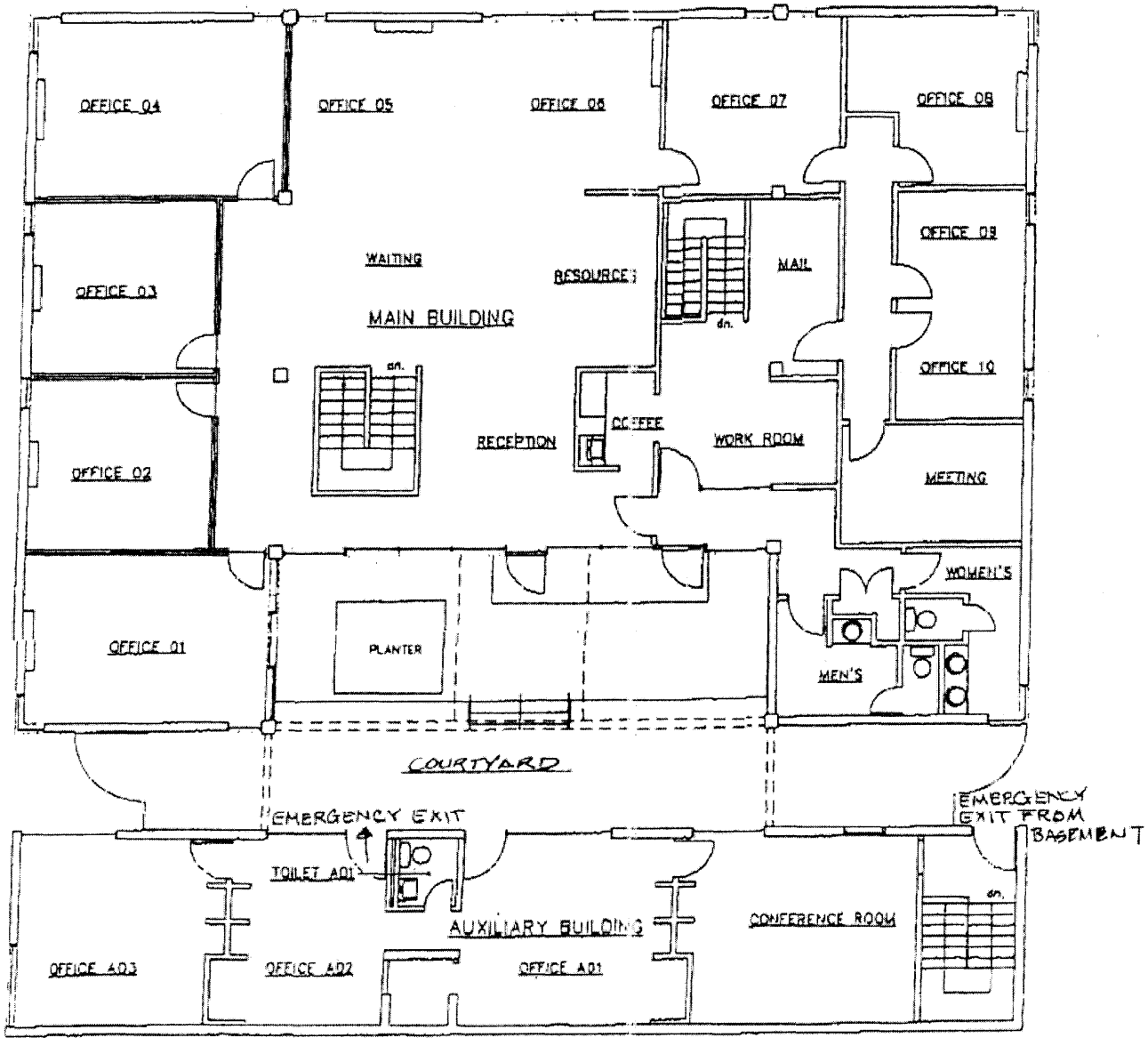
The main floor of the northern section contains 3,737 square feet with a basement level that contains 3,141 square feet. The southern, smaller section contains 1,199 square feet of main floor space plus 232 square feet of basement area. The total building area is 8,309 square feet with 4,936 square feet of above-grade floor space.

The interior is well illuminated by the large clerestory windows and strips of exposed fluorescent lights. In addition, the offices that run along the perimeter of the large open central lobby area have three quarter walls topped by expanses of glass that allows light from all the windows to infiltrate the entire main floor space.

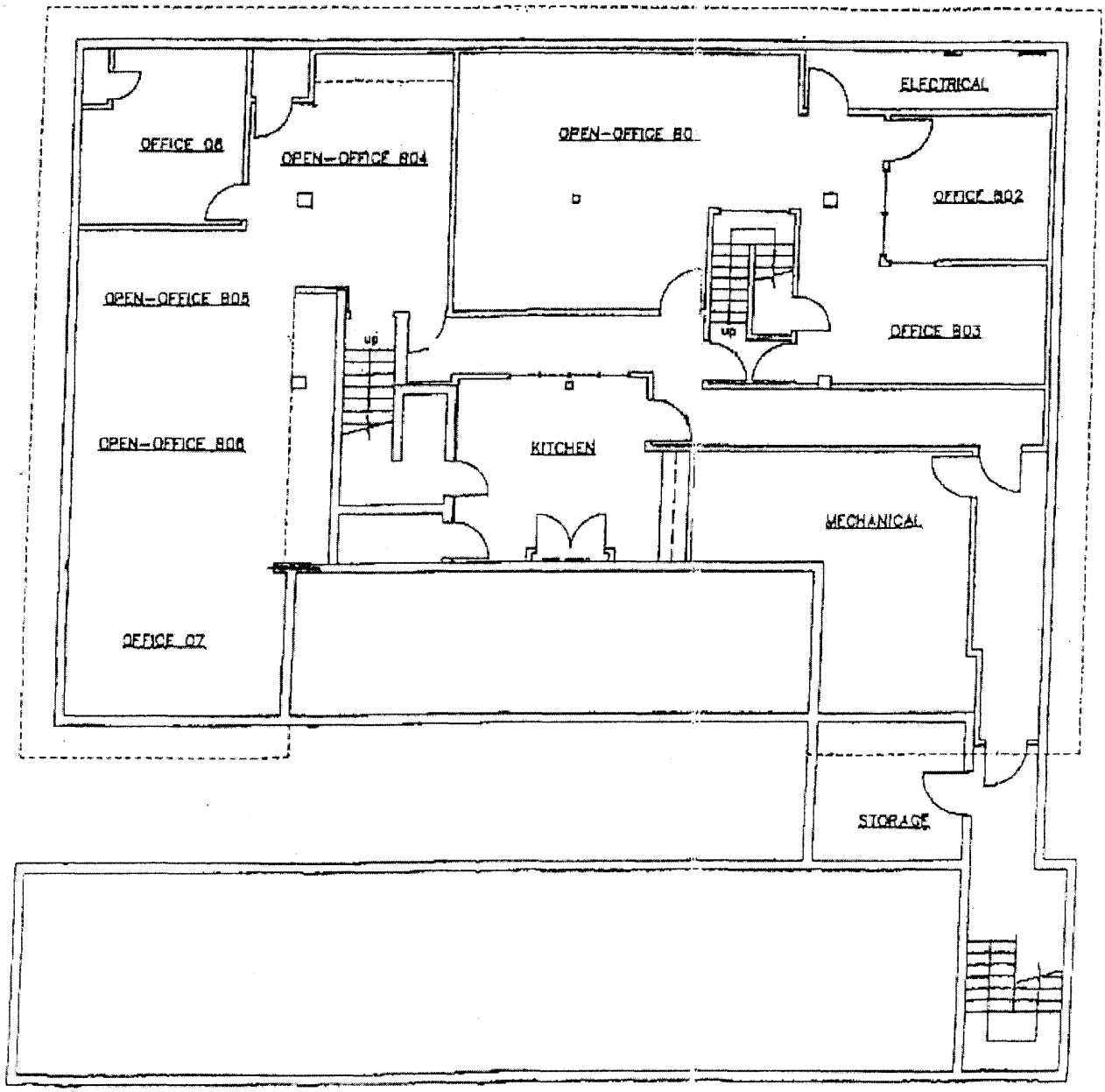
The building is in excellent condition and maintains very good historic integrity, undergoing very little alteration since its construction in 1957. After ending its leasing arrangement by purchasing the building in 2002, CASA did make a few changes. The following year, there were two additions to the courtyard. The wheelchair lift was installed and the metal silhouettes were applied to the two wrought iron gates that enclose the courtyard. In 2004, the majority of the original single pane tinted glass was replaced with 1" Solex insulated, tinted, and tempered glass for safety and energy efficiency. That same year, for safety reasons, a gutter system was installed along the roof projection over the main entry. As for interior changes, one of the bathrooms on the main level was remodeled to meet ADA requirements and make it wheelchair accessible.



MAIN FLOOR PLAN



BASEMENT FLOOR PLAN



SIGNIFICANCE

Constructed in 1957, the Maytag Aircraft Building is eligible to the National Register under Criterion C as a significant example of Modern architecture in Colorado Springs, exemplified by its folded plate roof, cantilevered walls of glazed turquoise brick, and the use of an exterior courtyard as an integral part of the building. The exterior form of the building echoed its original use—offices for a specialized aircraft business. The exposed aluminum trusses in the roof system were designed to imitate aircraft wings. The building's cantilevered mass over a black foundation created a sense of weightlessness, as if the building were floating. Only a handful of office buildings were built in downtown Colorado Springs during the post World War II era. The Maytag Aircraft Building stands out not only because of its unusual design but also because of its materials, notably aluminum and tinted glass, which were considered cutting-edge at the time. Although the glazed brick was not a new material, its turquoise color was certainly indicative of the 1950s. Designed by local architects Dietz Lusk and John J. Wallace, the building has been described as a "tidy form-meets-function design" and a "little masterpiece of local modernity."

> One of the major reasons that so many Modernists preferred asymmetrical buildings made of materials so light that they seemed to defy gravity, was that these traits deliberately contradicted the most basic principles of classical architecture, which was based on a palpably heavy system of masonry walls, columns, arches and beams.
>
> Robert Bruegmann

The 1957 construction of the Maytag Aircraft Building coincided with one of the country's largest and most important postwar architectural projects. This project, located immediately north of Colorado Springs, was a stunning Modernist design within a spectacular natural setting. The United States reorganized its military under the National Security Act of 1947 and established the Air Force as an independent service equal to the Army and Navy. Born in the first decade of the Cold War, the federal government authorized the creation of the U.S. Air Force Academy (USAFA) in 1954 to serve as the primary undergraduate educational institution for the new service. The academy opened in the summer of 1955 at a temporary location at Lowry Air Force Base in east Denver. Following the completion of the Cadet Area, the cadets moved on campus in September 1958 allowing the first graduating class to spend their final year in Colorado Springs. The Air Force Academy Cadet Area, which includes the iconic chapel, ranks among the most significant collection of modernist buildings commissioned by a federal agency during the post-World War II era. The campus, designed by Skidmore, Owings and Merrill (SOM), broke from the traditions of the other two academies by employing a new style of architecture and very different materials.

SOM's design for the buildings of the Cadet Area stirred a national debate in Congress, professional journals and the media. SOM worked in an era when the modern movement dominated the architectural community. This movement was based on the "rational" use of modern materials, the principles of functionalist planning [Louis Sullivan's "form follows function"] and the rejection of historical precedent and ornamentation (Hosington 2003:35). Early leaders of the modern movement included Walter Gropius, Ludwig Mies van der Rohe and Marcel Breuer. After their emigration from Germany in the 1930s, the United States became a stronghold of modern architecture. Mies van der Rohe's often quoted phrase "less is more" found expression in buildings that were stripped to an elegant spare frame relying on the relationship of structural elements and the quality of materials for aesthetic impact (Hosington 2005:36).

Many architectural historians categorized SOM as "Mies' leading corporate disciples" and the USAFA buildings as "Americanized Mies."

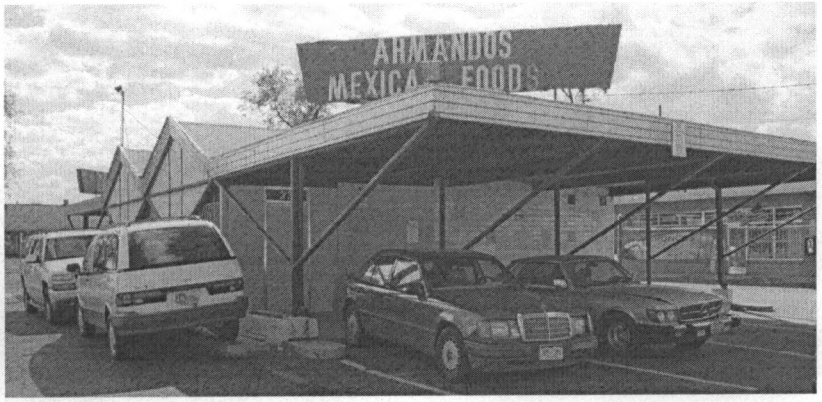
SOM unveiled the design of the Academy in May 1955 at an Air Force-sponsored exhibition held at the Colorado Springs Fine Arts Center. Congressmen, the press and select guests viewed the master plan and architectural models. The exhibition opened the door to a broad public discussion that did not subside for five years. The controversy over the construction of the academy was well-covered in the Colorado Springs newspapers. No one can be certain how these discussions may have influenced local architects Dietz Lusk and John J. Wallace, as well as Lewis B. Maytag, Jr. (The founder of the Maytag Aircraft Corporation, who lived in Colorado Springs with his family, had a private pilot's license.)

The Maytag Aircraft Building owes much of its design to the Modern Movement's embrace of new technology and materials. It also owes a debt to World War II, especially in the building's use of aluminum. Wartime research for the aircraft industry expanded our knowledge about aluminum alloys and their properties. Advances during the war brought about new techniques and processes for fabricating aluminum. This resulted in unprecedented quantities available for construction when the war ended with aluminum production surpassing wartime levels by 1952 (Jester 1995:49).

The huge scale of the USAFA commission provided a unique opportunity to transfer technology from manufacturing to architecture. SOM utilized technological advances developed in the preceding years, many specifically by the military during World War II, such as extruded and anodized aluminum, tinted glass, air-conditioning and pre-cast concrete. Using the high profile Academy project to press for more technological advances, the architectural firm established a materials research office. SOM encouraged aluminum manufacturers to double the width of standard extrusions to make column covers and horizontal frame covers. The firm also pushed anodizing, a newly emerging finish process for aluminum which helped overcome the metal's susceptibility to pitting and discoloration. The firm also convinced glass manufacturers who were developing new glass tints and reflective coatings to produce a specific type of glass that works in Colorado's climate. SOM's innovative use of materials sparked national trends in construction and design.

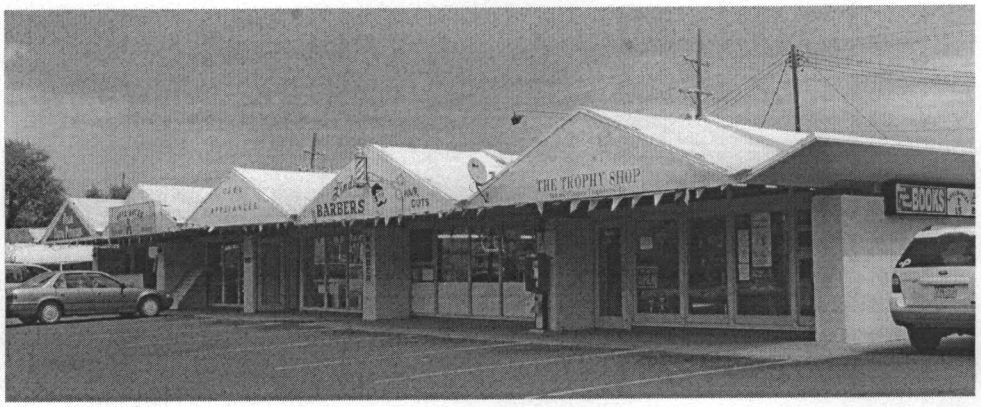
The euphoria about the future that followed World War II and the ready access to remarkable new construction material and building techniques altered the architectural landscape of the country. The Maytag Aircraft Building's metal framed angular roof design, a distinctive feature, represents such an example. Folded plate roofs are made of thin metal, concrete or plywood panels joined together in alternating peaks and valleys. It is considered a common element of Googie, a style of architecture that thrived in the 1950s and early 1960s. Googie began as commercial architecture designed to make the most of strip shopping centers and other roadside locations. The style was a good fit with the country's automobile-oriented culture and its space age dreams. Googie is also known as Doo-Wop, and the folded plate configuration is often referred to as a zigzag roof. Although it was rarely seen in residential applications, the roof was a popular feature for small commercial buildings and motels. While the folded plate roof can be found on several commercial enterprises in the city, the Maytag Aircraft Building appears to be the only office building with such a roof. It is an ironic twist that the initial model for the chapel at the Air Force Academy had a folded plate roof, but withering criticism forced the Air Force and SOM to quickly withdraw the plans (Hosington 2003:39).

Examples of folded plate roof construction in Colorado Springs. (All photos courtesy of Tim Scanlon.)



Ivy's Drive-In
23 E. Las Vegas Street
(1959)
[5EP4556]

1519 N. Union



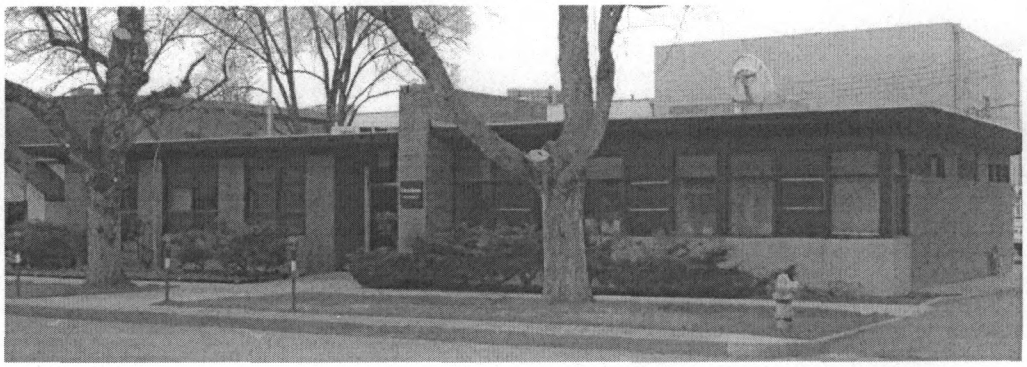
3970 N. Nevada

Historical Background ‡

Colorado Springs in the 1950s underwent extreme growing pains. In 1950-51, record setting construction occurred, which contrasted with declining building rates nationally. During this decade the population of the city grew more than 54 percent, from 45,472 residents in 1950 to 70,194 ten years later. Major growth factors included the continued arrival of new industries and military installations, as well as increasing numbers of tourists and other visitors. Decreases in military spending after World War II had some fearing that the city would face a crisis in the local economy similar to the loss of tourism during the war. Good news came in 1950 when the city received word that the Air Defense Command headquarters would be established the following year at Ent Air Force Base, which would bring 6,000 new residents. The Korean War (1950-53) necessitated the retention and expansion of military facilities at Camp Carson, and a site north of Colorado Springs was chosen for the newly created Air Force Academy in 1954.

Automobile use continued to influence the development of downtown Colorado Springs. In 1951, several banks received approval to conduct curbside service. Once shortages and restrictions on construction materials eased, historic buildings gave way to new construction. Face-lifting of historic downtown buildings also continued. This common practice involved the redesign of the facades of older, more ornate buildings to present an updated appearance. Such was the case with the application of a modern storefront to the Gray Rose [5EP4584] in 1947, and the 1949 Peak Theater [5EP4575] reconstruction, both by Earle A. Deits. There was also the Edwards Bunts redesign of the Stratton Building [5EP4593] into the Kaufman's Department Store in 1948, and the resurfacing of the Decker and Sons Mortuary [5EP4601] in 1954.

Only a handful of office buildings were built in the downtown area during the post World War II era. A popular approach was to convert non-office buildings for office use. This was the case with regard to the Edwards Building on 701 North Tejon Street in 1954 and the Half Way House [5EP721] in 1960. New buildings tended to be small and targeted only one or more companies. The 1949 Edward L. Bunts Office [5EP4560] (shown below) was designed by the architect for his own offices with half the building leased to physicians or dentists. The Maytag Aircraft Building was intended to house the administrative offices of the aircraft refueling company.

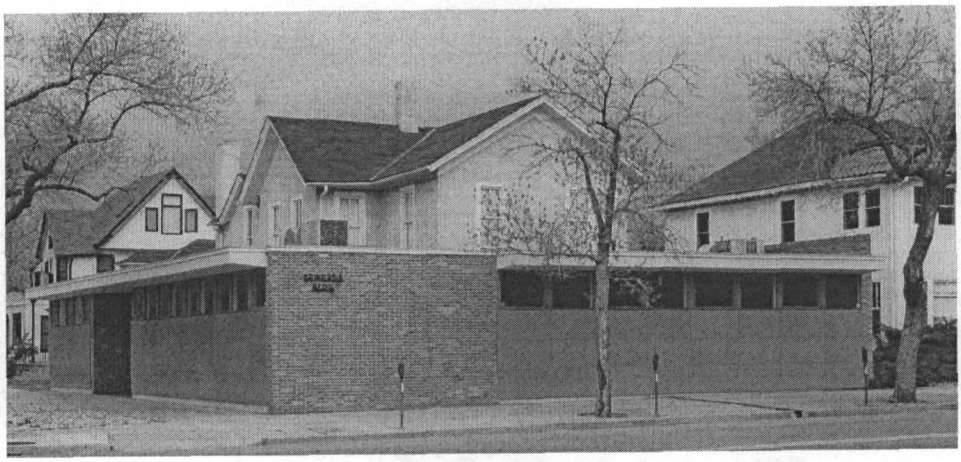


An example of post-war development, this 1949 building is located at 21 E. Monument. (Photo courtesy of Tim Scanlon) [5EP4560]

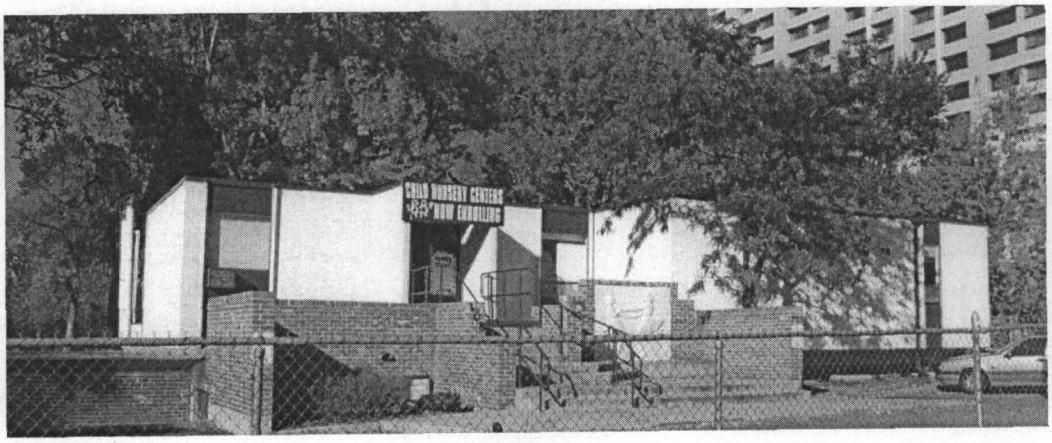
‡ Much of the following narrative is excerpted from the inventory form and survey report prepared by Thomas H. and R. Laurie Simmons of Front Range Research Associates.

Other examples of post war construction in Colorado Springs. All photos are courtesy of Tim Scanlon.

704 N. Tejon
(1954)



108 Antlers Place
(1956)
[5EP4522]



601 N. Nevada
(1961)

One of the most architecturally important Modern style office buildings constructed in the city during the 1950s was associated with the manufacturing sector. The Maytag Aircraft Corporation erected its administrative office at 701 South Cascade Avenue in 1957. A building permit issued in February of that year listed the cost of the building at $120,000. The architectural firm of Lusk and Wallace received the commission to design the building and Platte Rogers Construction Company was the builder.

The Lusk and Wallace design is actually two separate buildings. The larger U-shaped north building displays a shallow, corrugated metal, folded-plate roof, a cantilevered projection over the concrete foundation, and walls of turquoise glazed brick below continuous clerestory windows with expanses of plate glass at the corners. Blue tinted glass was used for the windows. The smaller south building is not as tall, has a flat roof, and lacks the overhanging walls. Its north, east and west walls are clad with the same turquoise glazed brick. A courtyard is surrounded on three sides by the larger building, and separates the larger from the smaller building. The courtyard was intended to be used for a meeting space, capitalizing on the mild weather but sheltered from winds. The Maytag Aircraft Building conveys a sleek, functional appearance that presents high artistic values in its unified presentation of an aircraft-related office building.

Architect John J. Wallace recalled in 2003 that an effort was made to make the building look contemporary, with the roof trusses intended to evoke airfoils. Part of the framing system was patterned after a house in New England, and the tinted window glass was intended to reflect heat. Robinson Brick of Denver was probably the supplier of the turquoise glazed brick used for the walls. While glazed brick was not a new material, the turquoise color was certainly indicative of the 1950s. The courtyard between the two parts of the building was planned for outdoor use (including meetings), open to the sun but protected from the wind. There is a partial basement for storage and a tunnel that carries building systems between the two parts.

Wallace also said that the building was designed to "provide lots of inside space without columns and to be sort of reflective of wings." He noted that the exposed aluminum trusses in the roof system were to resemble aircraft wings; the freestanding truss roof system provided for a column-free interior; the glazed bricks were maintenance free; and the inset at the base of the building gave it a little of a floating feeling. The courtyard area continued the inside/outside feeling of the building. Wallace recalled that the little long building was used for other Maytag family members' businesses, not Maytag Aircraft Corporation, and they used the connecting tunnel. Architect Michael Collins, who considers Wallace one of his primary mentors, said "It's a beautifully proportioned building like an aircraft has to be beautifully proportioned to fly."

The building is an important example of the work of Colorado Springs architects Dietz Lusk and John J. Wallace. Buildings in Colorado Springs designed by Lusk and Wallace include the Broadmoor Community Church (which won a national American Institute of Architects design award in the late 1960s), the First National Bank (since altered), the Air Force Academy Visitors' Center, Bates Elementary School, Cheyenne High School, and many others. Like the Maytag Aircraft Building, the 1956 Bates School also has walls of glazed turquoise brick. However, the bricks of the school are lighter in color and variegated in contrast to the uniformly brighter colored bricks of the Maytag Aircraft Building.

Lewis B. Maytag, Jr. founded the Maytag Aircraft Corporation in 1948. His father (Lewis B.) was the heir to the fortune of appliance magnate F.L. Maytag, who died in 1937. A native of Rochester, Minnesota, Lewis B., Jr. attended Colorado College. He and his family lived in Colorado Springs. Receiving his private pilot's license in 1946, he logged more than 5,000 hours by 1962. The Maytag Aircraft Corporation

specialized in providing aircraft refueling services to the military, as well as maintenance and servicing of executive aircraft and the manufacture of aircraft parts. Lewis B. Jr. became chairman of the board of Frontier Airlines in 1958 and its president in 1959.

The 1960 and 1965 city directories list Maytag Aircraft Corporation at this address. In both years, Milo R. Moore was shown as president and Charles T.M. Murphy as vice president. In 1965, William H. Woods was listed as vice president of operations. In 1982, Maytag Aircraft was acquired as a subsidiary of Mercury Air Group, Inc. of Los Angeles. Maytag was still here at the time with Milo R. Moore as president and Robert N. Burnham as vice president. The company left this building by 1968, but was still headquartered in Colorado Springs in the late 1990s.

In September 1996, the property was acquired by Steven U. Mullens who leased the property until CASA (Court Appointed Special Advocates) of the Pikes Peak Region, Inc. (formerly CASA of Colorado Springs, Inc.) purchased it in December 2002 with a capital campaign that was largely funded by the community. CASA of Colorado Springs was created in 1989 and at that time resided in the county courthouse. CASA recruits, trains and supervises volunteers who advocate for children who are victims of abuse, neglect and domestic conflict in the 4th Judicial District (El Paso and Teller counties). The court-appointed CASA volunteers act as "a voice for these children in court and in the community. The desired result is that these children are placed into safe loving homes where they can thrive."

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Interviews

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Wallace, John J. Colorado Springs, Colorado. Telephone interview with Roslyn Stouffer, CASA of the Pikes Peak Region. 18 February 2005.

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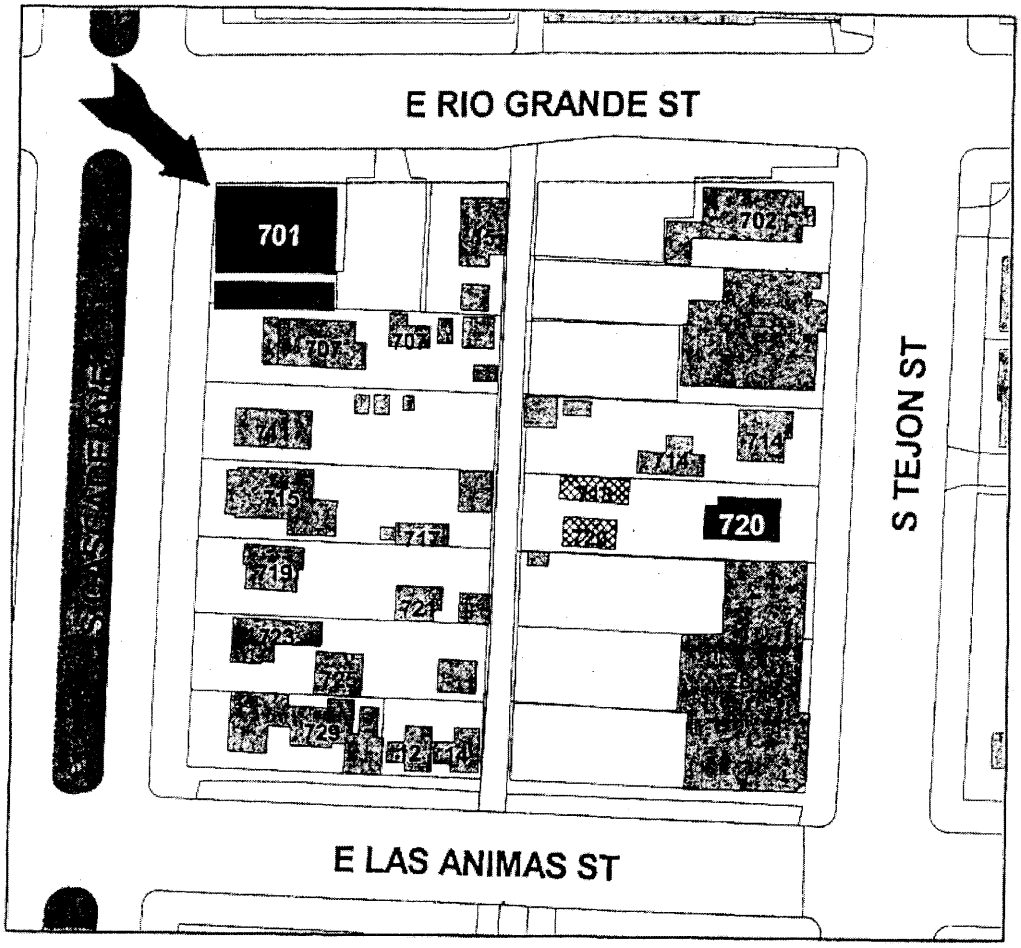
GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The West 140 feet of Lot 1, Block 303, Addition No. 2 to the City of Colorado Springs, El Paso County, Colorado.

BOUNDARY JUSTIFICATION

The nominated property includes the entire parcel of land historically associated with the building.



701 S. Cascade Ave.

Source: Architectural Inventory Form by Front Range Research Associates. Base from City of Colorado Springs, Geographic Information System data.

PHOTOGRAPH LOG

The following information pertains to all photographs

Name of Property: Maytag Aircraft Building
Location: El Paso County, Colorado
Photographer: Roslyn Stouffer
Date of Photographs: 14 February 2005
Negatives: 701 South Cascade Avenue

Photo No.	Photographic Information
1	North façade facing East Rio Grande Street showing inset foundation and interior strip lighting; camera facing South
2	North and west facades with lower southern component visible at right; camera facing Southeast
3	The east side and adjacent parking lot with smaller southern component at left; camera facing Southwest
4	West side of smaller southern component, iron gate to courtyard and northern component; camera facing East
5	Lower portion of courtyard with original opaque clerestory glass on right and tinted glass on left, wheelchair lift in background; camera facing West
6	The courtyard with the aluminum "wing" projection over the main entry and tree growing through opening; camera facing Northwest
7	Upper level of the courtyard with original opaque glass clerestories at left, replacement tinted glass windows at right, and the aluminum projection over the main entrance; camera facing Southeast
8	Interior – the lobby with its exposed florescent tube lighting and clerestory windows; camera facing North

USGS TOPOGRAPHIC MAP
Colorado Springs Quadrangle, Colorado
7.5 Minute Series

UTM: Zone 13 / 515199E / 4297097N (NAD27)
PLSS: 6th PM, T15S, R66W, Sec. 19 NE NW NE NW
Elevation: 5,975 feet