



Designation Information

Landmark Preservation

2/12/2016

Structure for Preservation Designation Application Information

Preparing and Filing Your Application:

Please complete each section of the application. The application must be typed. Use paper no larger than 11”X17” for supplemental information. Once complete, please submit to Landmark Preservation Commission, 201 West Colfax Avenue Department 205, Denver, Colorado 80202. If you have questions about the application or designation process, please contact Landmark Preservation staff at landmark@denver-gov.org or 720.865.2709.

This form is for structure designation only. Please review the Designation Types Policy or contact Landmark Preservation staff if you are unclear whether you should be applying for a district, or structure designation. A structure is defined as one or more of the following:

- A primary historic building and any closely associated accessory structures such as garages, sheds, barns, etc. The primary structure and accessory structures can be located on the same or separate legal parcel
- A series of attached structures or subcomponents joined by shared party walls or structural components, and which are unified in original design intent and construction
- Pavilions, grain elevators, canals and bridges, as well as objects such as fountains, monuments and statuary

Designation is a five step process that takes approximately 120 days from the time an application is submitted to the Landmark Preservation Commission

1. Set a preliminary application review with Landmark Preservation staff. This meeting will be a review of the draft designation application to advise what additional research may be needed. Additional information will be provided regarding the designation process and guidance to improve and strengthen the application.
2. Submit the completed final application along with required fees to Landmark Preservation.
3. Landmark Preservation staff will review the application to determine whether the application is complete and Denver landmark designation criteria are met.
4. Once Landmark Preservation staff determines that an application is complete and the designation criteria met, a public hearing before the Landmark Preservation Commission is set. All owners of record are notified by mail of the date, time, and place of the hearing. The Commission will hear public testimony at the hearing and determine if the property meets landmark designation criteria. If the Commission determines that a property meets landmark designation criteria, the application is then forwarded to City Council.



Community Planning & Development

Application

Landmark Preservation

5. Upon recommendation of the Commission the designation application is forwarded to City Council. A committee of City Council will review the designation application and determine whether the case is ready to move forward to the full City Council meeting. The Denver City Council designates a landmark by considering the designation bill at two meetings or readings of City Council. The second and final reading before City Council is a public hearing. City Council provides final historic designation approval for a structure or historic district at the second reading. The designation goes into effect once the mayor signs the bill and second reading.

www.denvergov.org/preservation



Denver Landmark Preservation Commission Application for Landmark Designation

1. Name of Property

Historic Name: National Amphitheater

Current Name: Stadium Arena, National Western Stock Show Complex

2. Location

Address: 4655 Humboldt Street, Denver, CO 80216

Legal Description:

A parcel of land being a part of the Northeast Quarter of the Northwest Quarter of Section 23, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado, being more particularly described as follows:
Commencing at the Southwest corner of the Northeast quarter of said Northwest Quarter;

Thence S89°56'32"E along and with the southerly line of the Northeast Quarter of said Northwest Quarter a distance of 171.15 feet;
Thence N00°00'00"E 30.00 feet to the northerly right of way line of E. 46th Ave., also being the True Point of Beginning.
Thence N00°00'00"E leaving said right of way line, a distance of 307.98 feet;
Thence N90°00'00"E a distance of 600.61 feet;
Thence S00°00'00"E a distance of 308.59 feet to the northerly right of way line of E. 46th Ave.;
Thence N89°56'32"W along and with said right of way line a distance of 600.61 feet to the True Point of Beginning.

Containing 185,159 square feet or 4.251 acres more or less.

Basis of Bearing: The bearings are based on the southerly line of the Northeast Quarter of the Northwest Quarter of Section 23, T3S, R68W, bearing S89°56'32"E.

See Appendix D for survey and additional legal description. The stadium arena (Exhibit A of Appendix D) is the only structure within the boundary (Exhibit B of Appendix D) contributing to the landmark designation. Any structures outside of Exhibit A of Appendix D, but within the landmark boundary are non-contributing to the designation.

3. Owner Information

a. Name: City and County of Denver (building)

Address: 201 West Colfax Avenue, Denver, CO 80202



Phone:

Email:

b. **Name:** Western Stock Show Association (land)

Address: 4655 Humboldt Street, Denver, CO 80216

Phone:

Email:

4. **Applicant/Contact Person (If other than owner)**

Name: Kelly Leid, Executive Director, Mayor’s Office of the National Western Center



DENVER
THE MILE HIGH CITY

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Application

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Address: 201 West Colfax, Denver, CO 80202

Phone: 720-865-2907

Email: Kelly.leid@denvergov.org

5. **General Data:**

Date of construction and major additions/alterations: Constructed 1908-09; Additions constructed 1973, 1991.

Source of Information: See Bibliography/architectural description

Number, type, and date of construction of outbuildings: N/A (no outbuildings present)

Source of Information: N/A

Approximate lot size and acreage: The designation boundary is 185,159 square feet or 4.251 acres.

Source of Information: Denver Assessor data



201 W. Colfax Ave., Dept. 205
Denver, CO 80202
720.865.2709 or landmark@denvergov.org



Architect: Unknown

Source of Information:

Builder: J. J. Cook

Source of Information: Denver Post, July 14, 1908, p. 5

Original Use: Amphitheater/Livestock Pavilion

Source of Information: Historic records and archival documents (see section 8 of this application)

Present Use: Amphitheater/Event Center

Source of Information: National Western Center/National Western Stock Show

Previous field documentation (date and surveyor)

- 5DV.3815, Historical Building Inventory Record. Documented as 1325 East 46th Avenue for the I-70 Viaduct Replacement Project. Surveyed by S. Pearce, CDH, June 13, 1990.
- 5DV.3815, Cultural Resource Re-Visitation (OAHP1405) Documented for the I-70 East EIS: Intensive Cultural Resource Survey, Denver and Adams Counties, CO. Surveyed by Sean M. A. Doyle, SAIC, October 1, 2007.
- 5DV.3815, Cultural Resource Re-Visitation (OAHP1405) Documented for the RTD North Metro Corridor EIS. Surveyed by Brian Shaw, URS Corporation, August 27, 2008.
- 5DV.3815, Cultural Resource Re-Visitation (OAHP1405). Documented as 4655 Humboldt St. for the I-70 East Environmental Impact Statement Cultural Resources Survey. Surveyed by Dianna Litvak, Pinyon Environmental, Inc., December 12, 2012.

National Register Status and date (listed, eligible, study list).

- 2014—National Western Center Historic Preservation Study (Slater Paull): Recommended Arena as individually eligible for the National Register of Historic Places (NRHP).
- 2007; 2014—I-70 Draft and Final EIS (CDOT): Determined to be contributing to a potential National Western Center Historic District but not individually eligible due to additions; this assessment was confirmed by State Historic Preservation Office. In informal conversations, the SHPO has concurred that the Stadium Arena would be individually eligible with additions removed per the city-adopted National Western Center Master Plan (2015).

6. Statement of Significance

Explain how the structure meets at least one criterion in at least two of the categories.

To qualify as a Landmark, a property must meet at least one criterion in at least two of the three categories: history, architecture, geography. The specific criterion must be identified and a statement provided as to how the property meets each selected criterion. The explanation should summarize why the property meets the criterion and, therefore, has the exceptional, unusual, or outstanding characteristics that make it qualify as a Denver Landmark. As part of the designation criteria, a structure must have historic and physical integrity.

Landmark Designation Categories and Criteria



Category 1: History

To have historical importance, the structure shall be more than 30 years old or have extraordinary importance to the architectural or historical development of Denver, and shall:

Criteria:

- a. *Have direct association with the historical development of the city, state, or nation; or*
- b. *Be the site of a significant historic event; or*
- c. *Have direct and substantial association with a person or group of persons who had influence on society.*

Criterion 1A: The Stadium Arena (historically known as the National Amphitheater) is directly associated with the historical development of Denver and Colorado and is associated with one of the largest and oldest stock shows still in operation in the United States, the National Western Stock Show (NWSS), which has been held in January in Denver since 1906. The stadium has been associated with the NWSS and the Denver Union Stock Yards (DUSY) since 1908, the year of its construction. It was the sole entertainment venue for the show until 1951. In 1952, the Denver Coliseum opened and most of the events transferred to the larger building on the south side of I-70. Therefore, the Stadium Arena is historically significant as the sole entertainment venue of the NWSS between 1908 and 1951, which should be considered the period of significance for the structure. The NWSS brings more than \$30 million of visitor spending into Denver each year, in addition to \$2.2 million in taxes and on-site revenues, according to a report cited by the *Denver Post* in October 2011. The Stadium Arena also is directly associated with the history of transportation in north Denver (railroads, streetcars, roads, and highways); the development of agriculture (stock raising, farming, and meat packing); and the economic history (tourism, entertainment, and sports competitions) of the city since 1908.

Criterion 1B: The Stadium Arena has hosted entertainment and competitive shows for the NWSS since 1909 and has been the site of thousands of events that are significant to the history of Denver. Since its construction in 1909, thousands of people have visited the stadium each year, and these visitors associate the building with the history of the NWSS, a major annual event in the city's history since the turn of the 20th century. The NWSS is one of the most culturally important events in the history of Denver and Colorado. The Stadium Arena has served as a primary focal point of the stock show during the first half of the 20th century.

Criterion 1C: The Stadium Arena, as an integral part of the NWSS, has been directly and substantially associated with countless people who have had an influence on society. Former Colorado Governor Elias Ammons, who was the first to head the Western Stock Show Association in 1906, is one example of the notable Coloradans who would be the Stock Show's managers, directors, and board members. Others during the period of significance include Charles Boettcher and Henry Gebhard, who both started early and locally owned meat packing plants at the stockyards. Leaders in Colorado's business, agriculture, and political circles, these individuals—and those who came after them—planned, lobbied, volunteered, and provided financial support to guarantee the success of the Denver Union Stock Yards (now the National Western Complex), and to ensure that the Stock Show has remained an annual event since 1906. The Stadium arena, as an iconic building within the National Western Complex and a primary venue especially during the period of significance, is directly associated with the development of the Denver Union Stock yards and the NWSS. The Denver Union Stock Yards became the center of the meat packing industry in the region, and was the site of a national business expansion effort in the form of large meat packing plants erected by Armour, Swift, Cudahy, and other founders of the industry, which had originated in Chicago. The Stadium Arena also is associated with the residents in nearby Elyria, Swansea, and Globeville, who have worked, volunteered, and attended the NWSS for decades and were employed in the meat packing plants located in the stockyards. The Stadium Arena is an important landmark that symbolizes the relationship between the residents of these neighborhoods and the annual presentation of the NWSS. Finally, the stadium is associated with record-breaking numbers of attendees of the Stock Show since 1906, who have made it an annual "must-see" event.

**Category 2: Architecture**

To have architectural importance, the structure or district shall have design quality and integrity, and shall:

Criteria:

- a. Embody distinguishing characteristics of an architectural style or type; or,
- b. Be a significant example of the work of a recognized architect or master builder; or,
- c. Contain elements of architectural design, engineering, materials, craftsmanship, or artistic merit which represent a significant or influential innovation; or,
- d. Portray the environment of a group of people or physical development of an area in an era of history characterized by a distinctive architectural style.

Criterion 2A: The 1908-09 Stadium Arena is one of Denver's very few intact examples of monumental Neoclassical style architecture outside of Downtown Denver. Its roots in the aesthetic ideals of city improvement that were hallmarks of the City Beautiful Movement are evident in its pure symmetry of both plan and façade and its rational proportions, which were hallmarks of the Neoclassical style, a less ornate cousin of the Beaux Arts style. This style came to prominence following the popularity of the White City Exposition at the Chicago World's Fair of 1893. Neoclassical style is further evident in the Stadium Arena's cleanly delineated corbelled cornices, modest geometric embellishments on the brick walls of the hipped-roof towers, and regular, symmetrical form and fenestration. Simplified and elegant, these elements can be interpreted as an expression of the masculine aesthetic that characterized the American West and the ranching culture that was the product of the livestock industry. The Stadium Arena also is an important and early example in Colorado of a steel-skeleton agricultural arena building. At the time of its construction in 1908, the Stadium Arena was the first enclosed amphitheater to be built in Denver and, as the only oval-shaped arena in the city and the state built for the primary purpose of staging livestock and horse shows, as well as judging them, it was a rarity for its time.

Criterion 2D: As a building constructed to display livestock and events related to livestock raising, the Stadium Arena can be interpreted as a descendant of the round or oval agricultural show barns constructed for the purpose of housing and showing livestock. This form can be considered emblematic of livestock ranching, the enterprise that gave birth to the Western Stock Show Association and the Denver Union Stock Yards, the organizations behind the erection of the Stadium Arena building. Elements that the Stadium Arena shares with this agricultural form include the monitor roof, symmetrical entrances/exits, and regular fenestration. As with round livestock show barns, the Stadium Arena originally had stables surrounding the central show area; although, in the case of the Stadium Arena, these were beneath the bleachers and not directly facing the arena.

**Category 3: Geography**

To have geographical importance, the structure shall:

Criteria:

- a. Have a prominent location or be an established, familiar, and orienting visual feature of the contemporary city; or,**
- b. Promote understanding and appreciation of the urban environment by means of distinctive physical characteristics or rarity; or,**
- c. Make a special contribution to Denver's distinctive character.**

Criterion 3A: The Stadium Arena (National Amphitheater) is geographically important as an established, familiar, and orienting visual feature in north Denver and the National Western Complex. It is prominently located near the junction of I-70 and I-25, east of the South Platte River. Despite its tortured viewshed, it is a well-known landmark in north Denver, its monitor roof rising above I-70 and clearly visible to the motorists on the freeway. Conceived of and designed as the western answer to the Chicago Union Stock Yards' Dexter Pavilion, when the Stadium Arena was constructed in 1908, it was a showpiece for this part of the city and would become iconic immediately. Until 1950, the Stadium Arena was easily accessible via streetcar and was an important visual landmark at the streetcar stop at Lafayette Street and 46th Avenue, a major arterial (and the future path of I-70) that was an integral part of Denver's 1907 City Beautiful Parks and Parkways plan. When the goals of the National Western Center Master Plan have been implemented, the structure will be rehabilitated and freestanding in its original design and appearance, and will be able to beckon people once again as an orienting landmark of the National Western Complex.

Criterion 3C: The Stadium Arena contributes uniquely to Denver's distinctive Western character. It was the primary entertainment and competition venue for the NWSS between 1908 and 1951. It is strongly emblematic of Denver's early history as a center of the livestock and meat packing industry at the historic Denver Union Stock Yards on the northern edge of Denver. The NWSS has historically been and continues to be a major economic event for Denver and Colorado, drawing farmers and ranchers from around the nation to participate in the many contests and events held at the Stock Show. The stadium has also facilitated the unique educational opportunity the NWSS provides for urban residents to learn about and better understand the issues that livestock ranchers and agricultural communities face. Denver has embraced the Stock Show, and in turn, the NWSS has contributed to Denver's character by producing a premier livestock and agricultural show for 110 years. During this time, the Western Stock Show Association kept the stadium intact even as the show expanded and changed dramatically. While stock shows in other major U.S. cities have folded, the National Western Stock Show in Denver has continued to thrive, and has contributed profoundly to Denver's distinctive character. As one of the oldest buildings at the NWC and its most prominent symbol, the Stadium Arena embodies the Western heritage that Coloradans and many others celebrate.



7. Architectural Description

Please provide a statement for each of the following:

- a. **Concisely describe the structure and its surrounds. Include building size, shape, # stories, materials, style, and site terrain.**

The 1908-09 Stadium Arena sits on the north side of Interstate 70 in the National Western Complex, directly across the interstate from the Coliseum building, constructed in 1951. It faces 46th Avenue, which runs parallel to and beneath the interstate, and is surrounded by a level asphalt-paved parking/loading area on the south side and partially on the southern portion of the east and west sides. Humboldt Street runs along the east end of the parcel, separating it from an unpaved parking area containing the NWSS offices. To the west, railroad tracks bound the parcel, running approximately parallel to the South Platte River, which flows northeast some 1,000 ft to the west of the parcel. Along the north side, 47th Avenue separates the parcel from the 1995 Events Center, Horse Paddock, and Horse Barn.

The Stadium Arena (aka National Amphitheater) is a two-story, oval-plan Neoclassical style amphitheater building, and is of steel frame construction with brick masonry exterior. It measures approximately 300 feet (east-west) by 200 feet (north-south). At present, it is the original structure contained in a complex of additions, described below. On the north and partially on the east and west sides, Stadium Hall (1991) encases the original building (Figures 1 and 2; Site Map, Proposed Landmark Designation boundary map and Non-Contributing Additions map, Attachment A), leaving the original exterior visible only on the south façade and the southern part of the east and west façades. Where Stadium Hall encloses the original building, however, very little of the original building fabric has been demolished, and the original Stadium Arena building is essentially intact.

- b. **Architectural description including mention of major features, uncommon or unique design features, ancillary structures, and important landscape or site features. Also describe interior spaces with extraordinary design features (if any).**

The Stadium Arena (Figures 3 and 4), known historically as the National Amphitheater building, is a steel-frame, brick-clad building that is oval/ polygonal in plan and generally symmetrical. The exterior of the original building is divided into bays by full-height brick pilasters, which are corbelled at the base and at the eave. As was common in buildings dating to the early 20th century, brick was laid in a common bond pattern, although Flemish bond brickwork also is present.

Roof: The roof has two levels, and is oval in shape with a low slope and with deep eaves (Figure 5). The upper level is a monitor-type hipped roof, which rises from the center of the lower level and was a prominently visible feature at the time the arena was completed, when the building could be seen from a greater distance due to fewer obstructions. Below the monitor, the lower level of the roof is of about the same pitch, with open eaves. Originally, the monitor was ringed with multi-light windows that included operable hoppers at the top, allowing for ventilation in the days before air conditioning. Currently, these windows are covered in corrugated fiberglass, which has been painted on the exterior, and air-conditioning units are mounted at regular intervals around the monitor. Eight skylights, which are original to the building, are in place on the monitor's roof slope. Although the historic covering material is not known, these are currently covered in green fiberglass panels. Historic photos indicate that the original roof covering was some kind of rolled material, although this is not definitive. Currently, it is covered in asphalt shingles.

Exterior walls and fenestration: The exterior walls of the Stadium Arena consist of a pattern of regular bays and entrances, with the six original entrances connected to one another by four bays between them (Figure 6). The bays are delineated by full-height (two-story) brick pilasters, and curve on the ends of the building. The original entrances are flanked by attached square projecting towers bridged by peaked parapets. The towers feature simplified ornamental embellishments, with distinctive peaked and corbelled brick cornices that feature a curved arc with a dropped "keystone" (Figure 7). Diamond-shaped decorative brickwork on the front faces of the towers contain punched holes, which are remnants of the building's original exterior electrical lighting fixtures (Figure 8). The square brick towers feature inset rectangular and diamond-shaped patterns and are capped with corbelled brick details and decorative eave detailing. Originally, the building had six such entrances: two at each end on the north and south elevations, and one apiece on the east and west elevations. All of these are still present, although four of the original entrances are now enclosed in the Stadium Hall addition. Historic photographs indicate that, for at least part of the building's life, the main entrance used by the public has been the eastern entrance on the south elevation. Other entrances, particularly the entrances on the north side, were used for exhibitor and performer access; however, this may not have been a rule consistently adhered to for all events.



Today, the west, north, and east original entrances of these are enclosed in the 1991 Stadium Hall addition, with only the entrances on the south elevation open to the exterior. Two sets of commercial doors have been added on the building's east side, between the east and southeast entrances, and commercial doors also have been added to two bays on the south elevation, replacing the windows that were originally at those locations. The western sets of doors on the south elevation are raised, and are accessed by poured concrete steps to compensate for a westward-trending downslope (see Figure 7). One of these entrances is enclosed in an exterior foyer that is attached to the 1951 walkway that leads to the Coliseum, on the other side of I-70 (Figure 9). The eastern doors on the south side are at grade. Where the original entrances are now enclosed in Stadium Hall, on the north side and on the west and east ends, they now open into that addition, and doors have been removed and widened to the width of the span between towers.

As noted in the roof description, above, clerestory windows on the monitor roof have been covered. Windows on the exterior walls are placed in pairs or in threes. Upper-level windows are three to a bay on the entry bays, and two to a bay on the non-entry bays. On the lower level, windows are two to a bay. Windows originally had rusticated stone sills and steel bar lintels, both of which are still in place, even where the windows have been infilled (Figure 10). The original windows were single or paired nine-light pivot windows (Figure 11), and these have been replaced with fixed-steel windows with operable hoppers, or in one bay, infilled with brick (marking the location of the electrical fuse-box system on the interior). On the lower level, the window openings have been reduced to accommodate the smaller windows, but were originally about twice the vertical height of the current windows. The taller lower windows brought light into the arena behind the stadium seating, with upper smaller windows providing lighting above the stadium seats. This window configuration also provides the sense of a strong architectural base at the first level. One bay on the south side has brick-infilled windows on the second level, to accommodate the electrical plant on the interior. Where the second-level windows are now enclosed in Stadium Hall, they are infilled with brick, although entrances have been constructed on the second level on the west and east ends (see alterations).

Interior: The interior of the Stadium Arena building offers a clear and instructive view of the steel frame that comprises the structural skeleton of the building (Figures 12 and 13). Twenty-two riveted vertical steel columns, which are constructed in an "I-beam" shape, surround the large, oval show ring and rise to support the steel roof trusses and the roof (Figure 14). The trusses are peaked, with full-span, gently arched bottom chords that span the show ring below and attach at the vertical steel columns. (It is notable that this peak-over-arch configuration is echoed on the entryway cornices on the building's exterior.) The steel skeleton extends into the brick of the exterior walls.

The show ring measures approximately 200 feet (east-west) by 100 feet (north-south), is floored in concrete, and is ringed in removable iron gate panels. The original floor of the show ring was concrete. Two follow spot platforms accessed by raised ladders have been attached to the steel columns, one on each side of the show ring (Figure 15). Behind the vertical beams is a circulation space approximately 10 feet wide that surrounds the show ring and provides a buffer between it and the stadium seating. Raised at about four feet above floor level, the risers are constructed of poured concrete, with 12 rows of seats anchored to concrete platforms and constructed of ornamental steel frames joined by wood-slat seats and backs, which have been painted green and carry an "H" insignia at the row ends (Figures 16 and 17). These seats are original to the building, and have been reported to have come from Chicago. They may have been installed in South Side Park III, which was the predecessor to Comiskey Park, built in 1910, but were shipped to Denver to be re-used for the National Amphitheater. The seats are screwed to wooden runners set into the concrete riser platforms. In those locations where seats have been removed, such as at the top of the seating area, the wooden runners are still in place. Steam heat pipes and valves are present beneath the seats in every other row (a feature that was highly touted in the press when the building was new) (Figures 18 and 19). The lower two rows have more modern aluminum stadium bench seating.

Behind the last row of seats, on the south side, is a chain-link cage containing the electrical plant (fuse boxes, etc.) for the arena lighting. The windows at this location have been infilled. The concrete floor at the back of the seating extends inside the square towers, which are hollow and can be accessed; in fact, one tower space on the north side of the Arena was used for additional bench seating, with improvised wooden "bleachers" that are still in place (Figure 20). One steel beam near the upper north wall carries the visible stamp "Illinois," indicating that the Illinois Steel Co. manufactured the steel frame used in construction (Figure 21).



Lighting in the arena is provided by large hanging can lights, as well as some larger spot lights that hang over the arena in groupings. These fixtures are not original and have been updated frequently. On the north and south sides of the arena, four wide, shallow passageways lead from the arena out to the outer area of the building. These have been widened and the sides are faced in concrete block. The concrete carries the stamp “Colo Roofing and Paving Co.” Outside the arena, in the areas that lead to the exterior, the steel skeleton and riser supports are visible overhead, and the ceiling is clad in corrugated metal. Animal pens are no longer in place beneath the seats, as they were when the building was constructed. During the Stock Show, the spaces under the seats are now occupied by vendors.

In 1953, a portion of the west end of the interior was walled in for use as an auction space (Figure 23). One source (Simms, p. 151) notes that a 1,000-seat space was walled off at the west end of the Stadium seats and arena. The walls are no longer in place. In 1962, the auction ring was brought down to ground level and the portion of the ceiling that was associated with it was dropped and constructed of acoustic tile, which is still in place. The concrete floor carries the impression of square posts, which may have been floor supports. Dog footprints are notably present in the concrete (Figure 24).

c. Describe character-defining features; identify the key visual aspects that make up the character of this building.

Exterior: Character-defining features related to the Stadium Arena’s style and form are:

- The oval plan of the building
- The regular fenestration (three-window bays between two-window entry bays), and original window openings, including the stone sills and steel lintels
- Six original entrances with square, projecting, hipped-roof towers, peaked parapet, and simple, decorative brick embellishments
- The original brick exterior walls with corbelled pilasters and bay pattern extending between entries
- The building’s central, full-oval monitor hipped pyramidal roof with clerestory windows
- The oval main low shed roof with skylights
- The brick and stone exterior material (originally unpainted)

Interior: Although not protected by this landmark designation, notable character-defining features seen on the building’s interior are:

- The visible arched steel structural truss system that laces the space above the interior arena area
- The vertical steel columns that surround the arena
- The green wood-and-iron stadium seating, including the wood slats embedded in the concrete riser floor, and the concrete riser floor itself

d. Describe location and setting, including physical context and relationship to neighborhood and other historic structures.

At present, the Stadium Arena is essentially a hidden artifact of an earlier time in the life of the National Western Stock Show, and reads as one component of a much larger building or series of interconnected buildings within the NWSS Complex. It is blocked from view from most directions, although the roof of the building rises high enough to be a visual landmark on I-70. While the National Western Complex includes other historic buildings and structures, some of them also historically significant, these are generally not located in the immediate vicinity of the Stadium Arena, with the exception of the raised walkway to the Coliseum, which is still attached the building’s southwest end.

e. Describe major alterations to the exterior of the structure and dates of major alterations if known. Describe any plans to alter the exterior.

The attached chronology describes alterations to the immediate surrounds of the Stadium Arena, and can be seen in the Sanborn map and aerial photographs provided in the graphics attachment (Figures 25 through 28).



The massing and form of the Stadium Arena has not been significantly altered, and most major alterations appear to be reversible, or original features appear to be restorable. The clerestory windows on the monitor roof have been covered or utilized for air conditioning, and the original window sashes and glazing patterns do not appear intact. Two large billboard-type signs have been mounted on the roof at each end of the monitor. Original multi-light windows have been replaced with fixed aluminum sash windows, and on the first level the elongated windows have been reduced in size and infilled, either with brick or concrete block, to accommodate the new windows, although the original window outline is discernible. Four of the exterior bays on the first ground level have had glazed commercial doors added in place of the original windows. Those on the western bays of the south elevation are accessed by raised concrete steps, put in place to accommodate the slope in grade. The brick, which was originally dark red, and the stone trim have been painted. Additionally, the original electric light fixtures on the entry towers were removed at an unknown date. On the east and west ends of the building, which are enclosed in Stadium Hall, exterior entrances have been added to the upper level of the original building.

Additions to the Stadium Arena are shown on the Site Map in Attachment A. In chronological order, existing additions to the building are:

- 1951 Stadium Walkway, Livestock Bridge and Flyover (non-contributing addition). This is an enclosed walkway extending over East 46th Avenue under I-70 that connects the Stadium and the Stadium Hall with the Denver Coliseum. It is constructed of precast concrete. While it has been determined to be potentially eligible to the NRHP, this walkway does not contribute toward the Stadium Arena's individual eligibility and there are no plans in place to continue its use or maintenance.
- 1973 Hall of Education (non-contributing addition). This was constructed as an addition to the Stadium Arena building, and is a Modern style two-story structure of concrete and masonry construction with a rectangular plan. When originally constructed, this building connected to the Stadium Arena by a single passage, which is no longer in place (see Figure 28—1974 aerial). It is now partially enclosed by Stadium Hall and Exposition Hall.
- 1991 Stadium Hall (non-contributing addition). This addition is the most critical to integrity considerations for the Stadium Arena. It is a precast concrete building that bridges the space between the Stadium Arena and the Hall of Education. It has been constructed to embrace the Stadium Arena, but it attaches lightly and has not itself impacted the historic fabric of the Stadium Arena, which has had few alterations at the points of connection, although the Stadium Arena's doors appear to have been widened, and original doors replaced with large rolling pocket doors (Figures 29 through 32).
- 1991 Exposition Hall (non-contributing addition). A precast concrete building that matches the Stadium Hall in exterior design, fronts Humboldt St., and is a full-width addition to the east side of the Hall of Education.

In addition, a 1941 Livestock Barn constructed by the WPA was attached by a covered passageway to the west entrance of the Stadium Arena. This building was removed in 1990 to accommodate the construction of Stadium Hall.

Plans for future alteration are:

1. Ongoing maintenance and ultimately demolition of the attached non-contributing additions:
 - a. Raised walkway on the south side of the building (1952)¹
 - b. Education Hall (1973)
 - c. Stadium Hall (1991)
 - d. Exhibition Hall (1991)
2. Historic rehabilitation of the Stadium Arena to refurbish its historic, character-defining features and to make other necessary improvements required for adaptive reuse of the building. These improvements may include construction of a mezzanine level within the existing building envelope and also may include deconstruction of the stadium seating, with the intent to keep intact a section of the seating for preservation purposes. All improvements will seek to showcase the Arena's character-defining features and follow the *Secretary of Interior's Standards for Historic Preservation*.
3. Construction of public plazas, walkways, and landscaping and potentially some agricultural plots around the Stadium Arena

¹ The raised walkway will be thoroughly documented and incorporated into the public interpretation experience at the NWC



f. Include a statement describing how the building currently conveys its historic integrity. For example does it retain its original design, materials, location, workmanship, setting, historic associations and feeling?

Although partially enclosed by the 1991 Stadium Hall, the Stadium Arena's historic integrity is still visible, and it has been noted by previous assessments to retain much of its physical historic integrity (SlaterPaul 2014). The 1991 addition left the original brick oval-shaped walls and openings of the stadium largely intact (see Figures 29 through 32), allowing them to be readily revealed as proposed by the National Western Center Master Plan. When the proposed plan is implemented and the additions are removed, the Stadium Arena will be able to convey its history as an early 20th century building emblematic of Denver's heritage as a Western city with strong underpinnings in the ranching and livestock industries.

Additions to the building, while significantly impacting its integrity of setting, nevertheless attach to it lightly, and these and other modifications generally have not impacted most other aspects of its integrity. Its exterior design and materials are still evident, even where they are inside the addition, especially in the arena area of the interior, where the form and even some of the original elements, such as the stadium seating, have not changed. While partially surrounded by the additions, the integrity of design, materials, and workmanship have not been severely impacted as the connection between the buildings is minimal, and the integrity of these aspects has been retained. Perhaps most importantly, the Stadium Arena still has strong integrity of association, still serving the National Western Stock Show as a public venue and livestock show space, as it has for more than a century. Integrity of setting also has been impacted by the construction of Interstate 70, which obliterated the view of the building from the south and obscures all but the roof from the view of passing motorists.



8. History of the Structure and Its Associations

Please provide a statement for each of the following:

- a. Describe the history of the structure and its associations with important individuals, groups, events, or historical trends.
- b. Describe specific historical associations including why this structure has direct association with the individual, group, event, or historical trend.

SUMMARY

The history of the National Amphitheater, now known as the Stadium Arena, is closely associated with the ranching and livestock industry in Denver and Colorado, as well as the immigrant neighborhoods of Globeville, Elyria, and Swansea, which surround the structure. It is also historically associated with the entertainment, competition, and commerce that is part of every stock show, as well as the development of railroad, streetcar, and interstate highway transportation in Denver.

The Chicago Union Stock Yards bought the DUSY in 1906 and announced its intention to make major improvements to the stockyards. Also in 1906, the WSSA organized its first annual livestock exhibition, which became known as the National Western Stock Show (NWSS). The DUSY built the National Amphitheater in 1908, as well as a number of horse and cattle barns surrounding the stadium, between 1906 and 1910 (see Figures 25 and 26). In 1942, a detached concrete barn on the west side of the stadium was built cooperatively with the Works Progress Administration, and became known as the WPA barn (Figure 33). This was connected to the stadium via covered walkways on the first and second floors. In 1952, the Denver Coliseum opened, and the Stadium Arena became the venue for animal auctions and smaller events and exhibitions. In 1972, NWSS made major changes to the site to make room for the 1973 Hall of Education, Beef Palace, Horse Center and National Western Club, totaling 240,000 square feet, on the north side of the arena. The early 1970s also were a time of transition as the DUSY started to lose its influence and control over the stockyards due to the closure of the major meat packers. In 1983, the DUSY dissolved completely. In 1990, other major changes occurred to the land around the stadium when the massive Expo Hall and Stadium Hall replaced the WPA barn on the west side of the building, and connected the 1909 stadium and the 1973 Hall of Education, in time for the 1991 show.

Globeville, Elyria, and Swansea and Industrial Development at the Stockyards

A brief introduction to the city's industrial development is included here because the history of the National Western Stock Show Complex and the nearby neighborhoods of Globeville, Elyria and Swansea is beholden to the mining industry and railroads. Without the lure of hard rock mining, landlocked Denver would have passed into oblivion. The major railroad lines arrived in Denver in the 1870s and 1880s, intent on reaching the mining camps to the west. Two of the biggest—the Chicago, Burlington & Quincy and the Union Pacific—built their yards and stored equipment in an unoccupied area about five miles from the center of downtown, the start of what became an industrialized expanse in the growing city of Denver. The Denver & Rio Grande Railroad also had tracks at the stockyards.

The major metals that drove Colorado's mining boom were gold, silver, and lead. Some of the ore was processed into metals in small factories near the mines, but enterprising businessmen realized the need for large-scale processing centers in Denver. The first smelter opened in 1878 near the railroad yards. Smelting requires extreme levels of heat to extract, or smelt, the metals from the rock, and tall brick smokestacks expunged the fumes and grit of the smelters. Major smelters included the Omaha and Grant Smelter south of 46th Avenue, the Holden Smelter at West Washington Street and 52nd Avenue, and the Argo Smelter (later the Boston and Colorado) at 50th Avenue and Fox Street. By 1890, smelting was Denver's largest industry. But the industry was subject to the whims of the national economy, and the smelters faltered in 1893 with the repeal of the Sherman Silver Purchase Act. Denver had too much precious metal, and mining and smelting took a major hit (Leonard and Noel, 1990: 39, 58; Abbott, Leonard, and Noel, 2005: 130, 199). Other industries, such as meat packing, also wanted to be near the railroads, and helped soften the economic blow for workers laid off at the smelters. The smell of manure and carcasses added to the pungent aromas—which smelled like money to those working in the smelters and stockyards, but were noxious fumes to everyone else.

As more people arrived to support the new industries, Denver's population surged. Streetcar suburbs such as Curtis Park became popular with middle- and upper-class families who had the means to escape the dirt and smells of downtown. The smelters, meat packing plants, and other factories, largely removed from the rest of the city, required armies of laborers, many of whom immigrated from Russia and countries in Eastern and Western Europe.



Some settled in company-built houses, but many built their own wooden structures within walking distance of the smelters and factories. These houses included small kitchen gardens, livestock pens, summer kitchens, and shanties and sheds in the backyards. Family members and friends helped one another find work, and families from the same country typically settled near one another, establishing ethnic groupings within neighborhoods, centered around churches, to share and preserve their religious and cultural traditions (Hunt, 1999: 52; Doeppers, 1967: 509).

In 1881, A.C. Fisk and the Denver Land & Improvement Company platted the Town of Elyria as a neighborhood for smelter and stockyard workers (Figure 34). Fisk also platted other suburbs in Denver and was particularly interested in building houses for wage workers. The town plat boundaries were east of Lafayette Street, south of 49th and 48th Avenues, west of Elizabeth and Josephine, and north of 43rd Ave on the east side of the town and 46th Avenue on the west. These sections later became known as West Elyria (next to the stadium), Elyria, and South Elyria. In 1889, the Globe Smelter and Refining Company bought the Holden Smelter and named the nearby settlement Globeville. The neighborhood occupied a shallow pocket of land between 52nd Avenue on the north, the South Platte River on the east, the railroad yards and 42nd Avenue on the south, and Broadway Street on the west. Separate from Elyria, Swansea was established in 1870, near a short-lived smelter that started near the junction of the Kansas Pacific and Union Pacific Railroads. Swansea was east of Elyria and York Street and north of 46th Avenue. The smelter closed, but the Town of Swansea persisted (Piton Foundation, 2015). Elyria incorporated in 1890, and town ordinances established a fire department, named streets, established plumbing, and provided franchises for water, electricity, and transportation. By 1904, Denver had annexed Elyria, Swansea, and Globeville. Because West Elyria was the next-door neighbor of the stockyards, the neighborhood was directly affected by the expansion of the stock show (Figure 35). At an unknown date, the DUSY purchased the hill on the other side of the tracks, next to west Elyria, and in May of 1906, they graded it and built a long two-story brick barn on the site (MacMillan, 2004: 63). This hill later became the site of the stadium (Figure 36).

The Livestock Industry and the Development of the Denver Union Stock Yards

The availability of lands to graze cattle and sheep made Colorado an ideal place for stock growing, and railroad expansion further transformed Denver into a major hub for the livestock industry. In 1881, a group of Denver businessmen decided to organize the Denver Union Stock Yard Company (DUSY). There were several scattered stockyards in Denver, such as the Elephant Corral on Wazee Street and a field that later became the site of Union Station. The smells of manure offended nearby residents, so the businessmen consolidated at a new site northeast of downtown, near the smelters and railyards, and on the other side of the South Platte River. The site was a triangular section of land west of Elyria, bordered on the west by the river, on the south by 46th Avenue, on the north by the Denver/Adams county line, and on the east by the Chicago, Burlington and Quincy Railroad tracks.

In 1885, a group of investors from Kansas City took over the DUSY. They built a four-story red brick building at the stockyards in 1898, and livestock pens that expanded to more than 100 acres by 1900 (Noel, 2005:29-30). However, the majority of the stock in Denver was being sent to other markets for slaughter and Denver leaders wanted to change that. In the 1890s, several local meat packing companies opened at the stockyards. One of the largest, established in 1892 by Henry M. Gebhard, was the Colorado Packing and Provision Company, followed by Charles Boettcher and David C. Dodge, who opened the Western Packing Company in 1904 (Noel, 30).

The meat packers and other stockyard businesses, including factories that rendered leather, soap, candles, and other items from carcasses, employed skilled and semi-skilled workers, many of whom lived in nearby Elyria, Swansea, and Globeville. The NWSS also offered seasonal employment to the residents of these neighborhoods, creating an important and strong economic connection. Other nearby employers included pickle and cracker factories, breweries, and flour mills. But according to a local history of Elyria, meat packing provided the greatest number of jobs for nearby residents (MacMillan, 2004:62).

Association with Transportation

The stadium, as part of the stockyards, is directly associated with the history of transportation in Denver. The DUSY initially chose the site because of its proximity to major railroad connections. As the site grew, it became part of one of the busiest and most congested locations in the metro area. Historian J'Nell Pate, who researched the history of stockyards in the United States, observed "the triumvirate of rail lines, stock pens, and slaughtering facilities dominated livestock marketing in America" (Pate, 2005: xi). This was particularly true before 1950, when stockyards required rail transportation, slaughter houses, and a reliable stream of animals to prosper. Stockyard companies typically had financial interests in railroads, and clustered these industries together for efficient transportation. As increased numbers of personal automobiles and trucks created congestion and bottlenecks on nearby streets, the site experienced direct physical changes to alleviate the congestion.



Commuter, passenger, and freight rail transportation began to decline in the U.S. after World War II, as more Americans bought cars and American companies gravitated toward highways for freight transportation, particularly after the federal government made tremendous investments in interstates. At the same time, the big meat packers at the DUSY were suffering because they could not compete with modern slaughter houses built next to rural feedlots that had streamlined the process of meat packing. Trucks provided a much more flexible method of transportation to and from these rural locales, and limited-access interstates made truck transportation even more efficient. By the early 1970s the railroads had discontinued livestock service at the stockyards and all animals and other products came in and out via trucks (Noel, 2005: 138).

Denver's streetcar era started in 1871 and was over by 1950 when the streetcars stopped running. The streetcar came to Elyria in 1892, as part of a line built by the Metropolitan Railroad Company to Riverside Cemetery on Brighton Boulevard. Visitors hopped on a tramway at Denver Union Station or at stations on Stout Street or Downing Street, and continued on East 40th Avenue to Josephine Street, then turned north, crossing the UP mainline. The trolleys stayed on Josephine Street to 47th Avenue, Elyria's main street, where they turned west, crossing the UP again, and continued west to Lafayette Street (Figure 37), the main stop for the stadium. The Elyria line continued north along Race Street to Brighton Boulevard to the entrance of Riverside Cemetery, on what was called Cemetery Loop at East 51st Avenue. In 1908, Globeville, on the other side of the river, also received streetcar service that connected the neighborhood to the center of downtown (Denver's Street Railways, 1999: 272, 280).

While the tramway continued to carry the majority of visitors, beginning in the 1910s, wealthy stock show attendees who had purchased personal automobiles started to change the traffic patterns at the stock show. By 1912, the city paved Champa Avenue to Downing Street (Simms, 1981: 51) and many other local streets, to make it easier to navigate by car. As cars became more affordable, more people bought them, and streetcar ridership declined. The streetcars, which ran in the middle of the street, also became an impediment to auto traffic. More specifically, the increase in numbers of personal automobiles created severe bottlenecks and the stockyard roads were among the most congested in the city. Brighton Boulevard was part of U.S. Highway 85, a busy truck route between Denver, Commerce City, and Brighton. 46th Avenue was a major arterial on the east side of Broadway, with 48th Avenue carrying most of the traffic on the west side of Broadway. Severe congestion at the stockyards and meat packing plants was exacerbated by the at-grade railroad crossings that halted car traffic. The city planned to build a limited access freeway to alleviate the congestion, and between 1948 and 1958, constructed the Valley Highway, which is now Interstate 25 (I-25), to roughly follow the South Platte River between 52nd Avenue on the north and Evans Avenue on the south. The new highway cut through the middle of Globeville less than a mile from the stadium and stockyards. An important component of the Valley Highway plan was a future connecting freeway along East 46th and West 48th avenues (the path of Interstate 70) that would separate local traffic from vehicles using the streets as cross-town thoroughfares.

Beginning in 1962, the Department of Highways started building I-70 on a viaduct between Colorado Boulevard and Inca Street. The viaduct was necessary to pass over the railroad lines and limit residential impacts in Globeville, Elyria, and Swansea, along 46th Avenue, all of which were bisected by the new highway. I-70 also crossed over the covered concrete pedestrian/livestock walkway built between the stadium and the Denver Coliseum in 1951, effectively splitting the site in half. NWSS general manager Willard Simms remembered, "We were doomed to take the good (access) with the bad (a dividing monster) in the grounds and alongside the Stadium" (Simms, 1980: 165). The new viaduct loomed over the two venues that had been carefully designed to complement one another and created logistical issues for moving animals, vehicles, and people during the stock shows. In 2000, the viaduct on the west side of Brighton Boulevard to the junction of I-25 was rebuilt, further changing the historic setting and increasing the massive width of the structure between the two buildings. As Simms noted, the NWSS had no choice but to adjust to the changes brought by the interstate. Even though it resulted in physical changes to the buildings and local streets, the highway also became an important part of the city's connectivity to the NWSS Complex.

After 1950, the need for parking was a constant issue during the NWSS, even after the construction of the Denver Coliseum in 1951, which had a massive parking lot. The huge lots that had once been meat packing plants (which started to be demolished in the 1960s and 1970s) provided more vacant land for parking.

The Stadium Arena's Architecture and The City Beautiful Movement

The Stadium Arena is one of the earliest examples of steel skeleton construction in the City of Denver. Design work is known to have begun in 1906, the same year the first steel frame buildings were constructed in the city: the 1906 Symes building at 16th and California and the 1906 YMCA building at 17th and Lincoln, both in the Downtown Denver Historic Landmark District, preceded it by a short couple of years. Furthermore, the Stadium Arena was the first steel frame building constructed in the city in which the steel frame architectural system (i.e., the roof trusses and supports) were left clearly visible to the building's users, advertising its modernity and ingenuity for the general public to see and appreciate.



Although the vertical supports that surround the show ring are the primary support for the roof trusses, and as such the building cannot be classified as a clear or open span building, it certainly inspired later ranchers and other Stock Show visitors to utilize steel frame construction in agricultural show barns and ranch buildings across the region.

Although (and possibly because) the architect for the National Amphitheater is not known, the structure is not commonly numbered among the notable Denver buildings associated with the City Beautiful Movement. Yet City Beautiful ideals and connections are clear, both in the location of the Amphitheater and in its architecture. After being elected as Denver's mayor in 1904, Robert Speer undertook an ambitious program to remake the city. The City Beautiful Movement advocated creating central civic districts, usually by razing older, deteriorating buildings, and constructing monumental Neoclassical buildings in their place. One of Speer's greatest accomplishments by way of enhancing the cultural life of the city was the City Auditorium (Municipal Auditorium), which opened in 1908 to host the Democratic Convention (Noel and Norgren, 1993:10). In a July, 1908, article about the National Amphitheater, the *Denver Post* noted the connection between the two: "When the building is completed, Denver will have two auditoriums and will be at the front rank of amusement towns" (DP July 14, 1908, p.4). Another important part of Speer's plan included connecting the central city to radiating suburban neighborhoods via wide parkways and boulevards. Speer hired nationally known landscape architect George Kessler in 1907 to design a parkway system for Denver, which included connecting the city's parks via a system of parkways (Figure 38). On the northern edge of the city, Kessler included a parkway along 46th and 48th avenues, connecting Argo Park (at Pennsylvania Street in Globeville, built in 1906) with City Park to the south, and Berkeley Park to the west. This same parkway later became the path of Interstate 70 (Litvak, 2007: 20-24). With Kessler's plan in place, the stately edifice that was the new National Amphitheater could be easily accessed via the 46th Avenue Parkway, just east of the South Platte River.

National Western Stock Show

The first "fat" stock shows began in Fort Worth, Texas, in 1896, bringing breeders, feeders, and buyers together to share information, thereby improving the business and resulting in "higher quality slaughter animals" (Skaggs, 2000: 69). The International Livestock Exposition in Chicago also started at the Chicago Union Stock Yards at the same time, as did shows in Houston and Kansas City. Chicago's was the first, the largest, and the most successful of the country's stockyard and livestock shows, and the methods and practices used there were replicated at the Denver Union Stock Yards. Chicago business leaders invested in Denver's market with the intention of making it the most profitable in the Rocky Mountain West.

In January 1898, 700 to 1,000 delegates of the National Stock Growers Convention convened in Denver and successfully formed the National Live Stock Association. With members from Texas, Nebraska, and Utah, each state wanted to host the convention, so it was considered a coup when the convention chose Denver as the permanent headquarters and announced a lavish and free barbecue, with beer, for both conventioners and the general public. The barbecue that year resulted in a riot due to an overabundance of tickets being distributed. In 1899, Denver hosted a more sedate convention, but in 1900 it went off to Fort Worth and it did not seem likely to return to Denver, if at all (Noel, 2005:40).

In 1906, the Union Stock Yards in Chicago purchased controlling interests in the DUSY. The Chicago group consisted of the meat packers Armour & Company, Nelson, Morris & Company, and the Swift Packing Company, which together became the National Packing Company. The new investors, led by president Edward Tilden, announced major changes to the DUSY, including adding a stockmen's hotel, enlarging the bank at the Exchange Building, and increasing the number of wooden pens to stretch between the Colorado & Southern tracks on the north and the Burlington tracks on the south and paving these in brick to lessen the problem with mud in the yards. In addition, they planned "a permanent show pavilion in which the Western livestock shows will be held annually" (*Denver Post*, February 2, 1906, p. 1). Tilden announced that the National Packing Company's master mechanic in Chicago would begin drawing up the plans, and this appears to have been the case: an architectural trade magazine noted later that year that "architects are preparing the plans for the large \$100,000 pavilion of the Denver Stock Show Association, which will be erected at the Union Stock Yards" (*American Architect and Builder*, September 1, 1906).

Denver leaders knew the importance of having a stock show: to bring visitors to the city ready to spend their hard-earned wages, but also to support and educate farmers and livestock growers and provide an opportunity for leisure and entertainment at the same time. This new stock show had the enthusiastic support of the DUSY, industry groups, and farmers and ranchers. The preferred dates, at the end of January, coincided with the annual conventions that already met in Denver at that time, including the Colorado Cattle and Horse Growers, National Dry Farmers, and National Agronomists and Grain Growers during a time when there was no planting, harvesting, or calving at home (Simms, 1980: 16).



In 1906, a new group formed, the Western Stock Show Association (WSSA), helmed by Elias M. Ammons (state senator and governor of Colorado from 1913-1915), Henry Gebhard, and other leaders, to encourage the production of “finer grades of stock and horses,” and promote Denver as an ideal distribution center (Denver Post, October 30, 1906). The DUSY investors in Chicago dispatched Colonel William E. Skinner to Denver to help boost the local stock show, as he had previously managed the International Live Stock Show in Chicago (Denver Post, December 23, 1906 sec 2, p. 3). Meetings took place in Chicago, according to local Denver newspapers, to plan for the inaugural 1906 show in Denver.

As the first show was being advertised, organizers also announced that the DUSY would build a permanent pavilion to hold the annual livestock shows on an empty lot south of the Chicago, Burlington & Quincy Railroad tracks (*Rocky Mountain News*, Feb 3, 1906). For the 1906 stock show, a canvas tent was erected next to the Union Stock Yards Hotel, in between the tracks and the maze of wooden pens in the yards. Determined to make it an annual event, the DUSY and WSSA raised a “monster” canvas tent for the 1907 and 1908 shows, located on the same site as the future livestock pavilion. However, the organizers knew that the construction of a permanent stadium was critical to keeping the stockyards running and profitable. As Col. Skinner, the vice president of the NWSS, remarked to a newspaper reporter:

“We regard the construction of this great building in Denver as fixing Denver permanently as the seat of livestock education and livestock and meat distribution for the Northwest and Southwest. Many people have been laboring under the idea that this building was being erected by the members of the Western Stock Show Association, who have been paying \$100 for memberships. This is not true. The building is being erected by the Denver Union Stockyards Company. . . . This corporation is composed of level-headed business men, who would hardly invest \$200,000 in a building of this kind if they did not see a future for the investment. They are seeking to make Denver the livestock center of the West, and they know from experience that nothing they could do would more firmly fix Denver’s claims to this position than to establish here a great annual stock show. . . . Apart from the annual gathering of thousands who will come to this stock show, it means the daily pathway for the thousands of men engaged in the industry who will make Denver their headquarters, their trading point and who will spend their money in this city. It means that the vast section of country from which Denver will draw its supply of livestock to market and manufacture will also send here its general wholesale and jobbing business.” (*The Sunday News-Times*, September 27, 1908, page 6).

Construction on the livestock pavilion began in the spring and summer of 1908. In return, the DUSY asked Denver businessmen to pledge \$100 each for annual memberships, for a total of \$50,000, to ensure the stock show would continue for at least the next 10 years. The pledges never reached \$50,000, but the stock shows became an annual event, except for 1915, when an outbreak of foot and mouth disease closed the show.

In 1909, the WSSA renamed the show the National Western Stock Show (NWSS) for the inaugural year in the new National Amphitheater. The structure made possible, for the first time, evening shows within an enclosed arena, with the added benefits of steam heat and a “fireproof” steel structure that wouldn’t collapse during a windstorm. The Breeder’s Gazette crowed:

“It is as fireproof as brick, steel, and concrete can make a building. It embodies almost all the modern ideas of amphitheater construction, and in its accommodations and appearance leaves nothing to be desired . . . entrances and exits are ample, the promenade between the seats and the arena is wide, and the seats, which are folding chairs, stand in tiers on reinforced concrete, which rise at so sharp an inclination that even the modern expanse of headgear affords no obstacle to those seated behind it. With the chairs and boxes 5,400 seats are provided, the accommodations exceeding by about 200 the seating of the International Amphitheater at Chicago. Lighting and ventilation are perfect. The electric lights are of the newest pattern and in brilliancy of night lighting the arena is decidedly superior to any in America devoted to exhibitions of stock. The walls and ceilings are painted white, while the structural iron carries a bright yellow, very pleasing to the eye. Under the seats stalls have been built for 115 cattle and 85 horses. The toilet facilities are modern. Briefly, this newest addition to the equipment of American stock shows is thoroughly satisfactory and pleasing and the managers of the Denver Stock Yards have earned the gratitude of exhibitors and the public by the liberality, judgement, and taste with which they have built.” (January 27, 1909).

The stadium chairs also came from Chicago, and Dan Green, editor of *The Record Stockman* (personal communication, February, 10, 2016) stated that they were originally installed at a baseball park in Chicago. These might have come from South Side Park III, which was the predecessor to Comiskey Park, built in 1910, but were shipped to Denver to be re-used for the National Amphitheater.



The 1909 program included parades of cattle and draft horses, Percheron, Clydesdale, and Belgian horses, horse show classes, and six-horse hitched and single-horse harness contests. In later years, entertainment included the Western Baby Contest, Jack Dempsey and Jess Willard wrestling, boxing, Shetland ponies, harnessing contests, ox and cart demonstrations, musical drills, exhibition by Denver Mounted Police, jousting tournaments, and tug of wars (Simms, 1980: 51).

Dignitaries were provided with free tickets, including members of the legislature, chamber of commerce, Traffic club, Mayor Speer and city officials, the Denver City Council, and Governor Shafroth and his staff. One newspaper reported that on the opening evening the stands held all of the state's legislators but could have held "the legislatures of all the Western states." Also present were ". . . many farmers in their Sunday clothes, stiff and uncomfortable, . . . horsey men in corduroy breeches which choked the knees and men who carried long whips and looked as if they knew how to use them." (*Denver Post*, January 18, 1909, page 1).

With standing-room only shows in 1909, organizers knew they needed more seating, as well as more buildings to shelter the livestock crowded in the stalls underneath the stadium. As a result, in 1910, the DUSY constructed two more brick structures on Lafayette Street and 47th Avenue to the north of the stadium. One was a three-story barn and the other a two-story building for the administration offices and a restaurant (Figures 39 and 40). This part of the show grounds stayed the same until the 1931 construction of the Lamont Pavilion east of Lafayette Street, and the 1942 completion of the WPA barn on the west side of the stadium.

In later years, one of the most popular nights at the stadium for the city of Denver was "Society Night," when the denizens of Denver Society, known as the Sacred Thirty-Six and their debutante daughters, dressed in their finest clothing, jewels, and furs to attend the stock show. It also became customary for the women to wear fancy Easter Sunday hats to the evening show, as well as white gloves (Frances Melrose, *Rocky Mountain News*, January 6, 1945, p. 19).

The National Western added the first rodeo to the roster of entertainment in 1931. That year, for the first time in 10 years, the show turned a profit. The addition of this event became a popular draw for people who did not already attend the stock show. But it also changed the atmosphere of the show. The horse shows were usually attended by gentlemen and gentlewomen ranchers, while the cattle shows and auctions brought meat packers, businessmen, and ranchers. Now the live-action rodeo offered a more visceral experience, and attracted a different type of sports spectator. (Noel, 73-74).

DUSY continued to underwrite the National Western and retained ownership of the land and buildings used by the stock show through the 1950s. However, by then the livestock business had changed radically and the DUSY was no longer a prime player. Meat packing had moved to rural plants due to the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. As proof that the balance of control was shifting away from the DUSY, in 1958 the WSSA bought the original brick barns from the DUSY for \$135,000. The giant meat packers started to leave Denver as business migrated to rural meat packers such as Monfort in Greeley, which began in the 1930s, and by the 1970s was the largest feedlot in the United States. Monfort slaughtered cattle from its feedlots, thereby bypassing the need to transport cattle to the big meat packers at the DUSY.

As a result, rural meat packers like Monfort forced the big companies, such as Swift, Armour, Wilson, and Cudahy, to close their plants. Between 1960 and 1970, the major meat packers at DUSY shrank from 6,000 to 1,200 employees. In 1966, the DUSY built an air-conditioned arena (the National Western Livestock Center) next to the exchange building to help boost the business that took place during the stock show, but this was a last-ditch effort to retain some influence over the stockyards. Eventually, most of the giant meat packing plants were demolished to make way for parking lots for the NWSS. The DUSY went out of business in 1983, leaving the WSSA on its own to continue to operate the show (Noel 2005: 112-113).

The NWSS has continued to grow, breaking its own records for visitors each year, and continues to attract people from across the United States to participate in and attend the shows. The event showcases commerce, agriculture, history, culture, education, entertainment, and competition in a way that is accessible for anyone, at any age, regardless of their understanding of agriculture. Now stretching to 20 days, the schedule of events includes an array of horse, cattle, sheep, hog, dog, and exotic animal shows and exhibits, junior livestock competitions and auctions, as well as the rodeos and auctions that uphold the site's Western heritage. The show also includes celebration of Mexican horsemanship and rodeo traditions and the Martin Luther King Jr. African American Heritage rodeo that highlights the history of African American cowboys.

Historically and continuing to the present, the stock show had three major zones of activity: (1) the auctions and business transactions that take place "in the yards," or the maze of wooden pens north of the Livestock Exchange Building and the National Western Livestock Center with loading chutes next to the railroad lines; (2) the activity that occurs "on the hill," or the booths, shows, events, and competitions that take place in the Stadium Arena and in smaller arenas in the events center; and (3) the rodeos and booths that occupy the Coliseum on the south side of I-70.



Most importantly, these three zones of the show create a conduit and steady stream of activity between the stockyards, the livestock building, the stadium, and the coliseum. Most other stock shows still in operation no longer have this connection to their stockyards, and this is what makes the Denver show unique.

In closing, the people who are involved in the NWSS understand the Stadium Arena to be one of the finest surviving examples of a stadium designed specifically for livestock and horse shows. Participants who show their cattle or other livestock in the building feel honored to be able to present in such an important historic structure. According to Paul Andrews, President and CEO of the WSSA, “If you win in that arena, you are forever etched in history with the winners in this historic structure from the last 110 years.” (Email communication, February 5, 2016). Finally, according to Pat Grant, who was President and CEO from 1990-2010 and is now Vice Chairman, “The [Stadium Arena is known for] ... world renowned stock shows, and particularly cattle shows ... there is no more fitting place or space for the showing of cattle than the historic Stadium Arena in Denver. The genesis of the growth, prestige, and reputation of the NWSS [started with] the Stadium Arena.” (Personal communication, February 16, 2016)

c. Describe other structures that have similar associations and the relationship/comparison of this structure to these other structures.

The Stadium Arena’s architectural significance is derived from its association with a variety of movements and innovations of its time. It was born at the moment that the City Beautiful Movement was on the verge of its greatest impact in the City of Denver. In Chicago, its predecessor, Burnham and Root’s Dexter Pavilion, had set a high but reachable bar for this and other livestock show stadiums, such as those in Iowa and Texas. Also in Chicago, architects like Burnham, Jenner, and Adler and Sullivan had found the steel frame allowed for taller buildings than had been possible before, and this technology had found its way to Denver in the form of Hunt and Hunt’s Symes building and Marean and Norton’s YMCA building. Although not an example of clear (aka open) span steel construction, the Stadium Arena can be understood as a precedent that would go on to inform this architectural type, which would be used in such buildings as airplane hangars and covered sports stadiums, as well as more common buildings like agricultural show barns.

- **Denver Municipal Auditorium (1908), Robert O. Willison.** Now known as the Ellie Caulkins Theater, the Denver Municipal Auditorium was constructed the same year as the Stadium Arena, and also on a street delineated as a City Beautiful Parkway in George Kessler’s plan. Designed by Robert O. Willison, it is a Neoclassical style building, but was far more elaborate than the Stadium Arena when it was built. It was also more expensive, costing almost three times as much as the Stadium Arena did to build (Noel and Norgren, 1993: 10). (Figure 41)
- **The Dexter Pavilion (1885), Burnham and Root.** Chicago Union Stock Yards. This building might be considered the older sibling of the Stadium Arena. It was designed by the same architect who went on to be one of the founders of the City Beautiful Movement, Daniel Burnham. Burnham’s belief in the rational and classical conception of proportion and arrangement in architecture and city planning caught the attention of those, like Denver’s mayor, Robert Speer, who wanted to bring order and beauty to the haphazardly growing cities of the West. (Figures 42 and 43). In addition, from a review of photographs of the interior of Dexter Pavilion (available online from the Chicago Historical Society), it appears that the seats in the Stadium Arena are the same design as the seats in the Dexter Pavilion, which was destroyed by fire in 1934.
- Other notable stadiums built during the same time period as the Stadium Arena include:
 - **The Livestock Pavilion at the Iowa State Fair in Des Moines, Iowa.** The Iowa Livestock Pavilion (Figure 44) was the first masonry building constructed at the Iowa Fairgrounds and was known for a complex fan system. The building was renovated in 2003. The structure featured a double monitor roof with windows on the second tier that resemble the windows in the Stadium Arena. The first floor had a repetitive pattern of semi-circular arches, with tall arched white doors serving as the original entrances.
 - **North Side Coliseum in Fort Worth, Texas.** The Fort Worth Stockyards built an arena for indoor shows in 1907, calling it the North Side Coliseum, and then the Cowtown Coliseum. The Mission-style building featured a large multi-paned arch window on the primary façade, ornate cornice details, terra cotta roofs, and stucco arches (Figures 45 and 46). The interior featured an oval arena but the truss pattern of the roof is not circular like that of the Stadium Arena.
- **The Symes Building (1906), Hunt and Hunt.** Denver, at 16th and Champa. This was the first steel frame building in the city. It stood eight stories high, and was built by prominent Denver attorney and Congressman George Symes (Figure 47).



Community Planning & Development
Application

Landmark Preservation

9. Owner Consent to Designation

I/We, the undersigned, acting as owner(s) of the property described in this application for landmark designation, do hereby give my consent to the designation of this structure as a Structure for Preservation. I understand that this designation transfers with the title of the property should the property be sold, or if legal or beneficial title is otherwise transferred.

Owner(s): Kelly R. Leid; Paul Andrews
(please print)

Date: 2/16/16

Owner(s): [Signature] Paul D Andrews
(signature)

Date: 2/16/16

If the owner does not consent to designation, please describe the reasons for recommending designation:

It is strongly suggested that if the owner does not consent to designation the applicant should meet and discuss application with owner prior to filing an application. Provide a statement describing efforts that have been made to contact the owner to talk about designation and possible alternatives if owner does not consent to designation:

Applicant(s): Kelly R. Leid
(please print)

Date: 2/16/16

Applicant(s): [Signature]
(signature)

Date: 2/16/16

Applicant Address: _____

Applicant(s): _____

Date: _____

Applicant(s): _____

Date: _____

Applicant Address: _____

Applicant(s): _____

Applicant(s): _____
(signature)

Date: _____

Applicant Address: _____





Three applicants are required if the designation does not have owner consent. All three applicants will need to be either a Denver resident, property owner or representative of a Denver based organization or business.

10. Bibliography

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1906 "Plans for Great Yards and Packing Houses to Handle Product of Entire West," February 3, 1906, p. 1.

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11. Photographs: See Figures

Attach at least four 5" x 7" or larger color photographs showing the views of the property from the public right of way(s) and any important features or details. If available, attach copies of historic photographs of the structure.

12. Site Map

An overall site plan should be included graphically depicting the building, the location of other significant site features and the boundaries of the designation.

13. Staff Visit

Site visit by LPC staff

14. Application Fee

There is a non-refundable application fee of \$250 for an individual structure with owner consent or \$875 for an individual structure without owner consent. (Make check payable to Denver Manager of Revenue).

The designation process is outlined in Denver Revised Municipal Code; Chapter 30 which is based upon the criteria used by the National Register of Historic Places. National Register evaluation principles regarding criteria, categories, and integrity have been adapted for local applications. More information may be found at www.denvergov.org/preservation



Community Planning & Development

Application

Landmark Preservation

ATTACHMENTS:

A: SITE MAPS AND HISTORIC BOUNDARY

B: CHRONOLOGY

C: PHOTOGRAPHS/FIGURES

D: SURVEY

STADIUM ARENA LANDMARK APPLICATION

ATTACHMENT A:

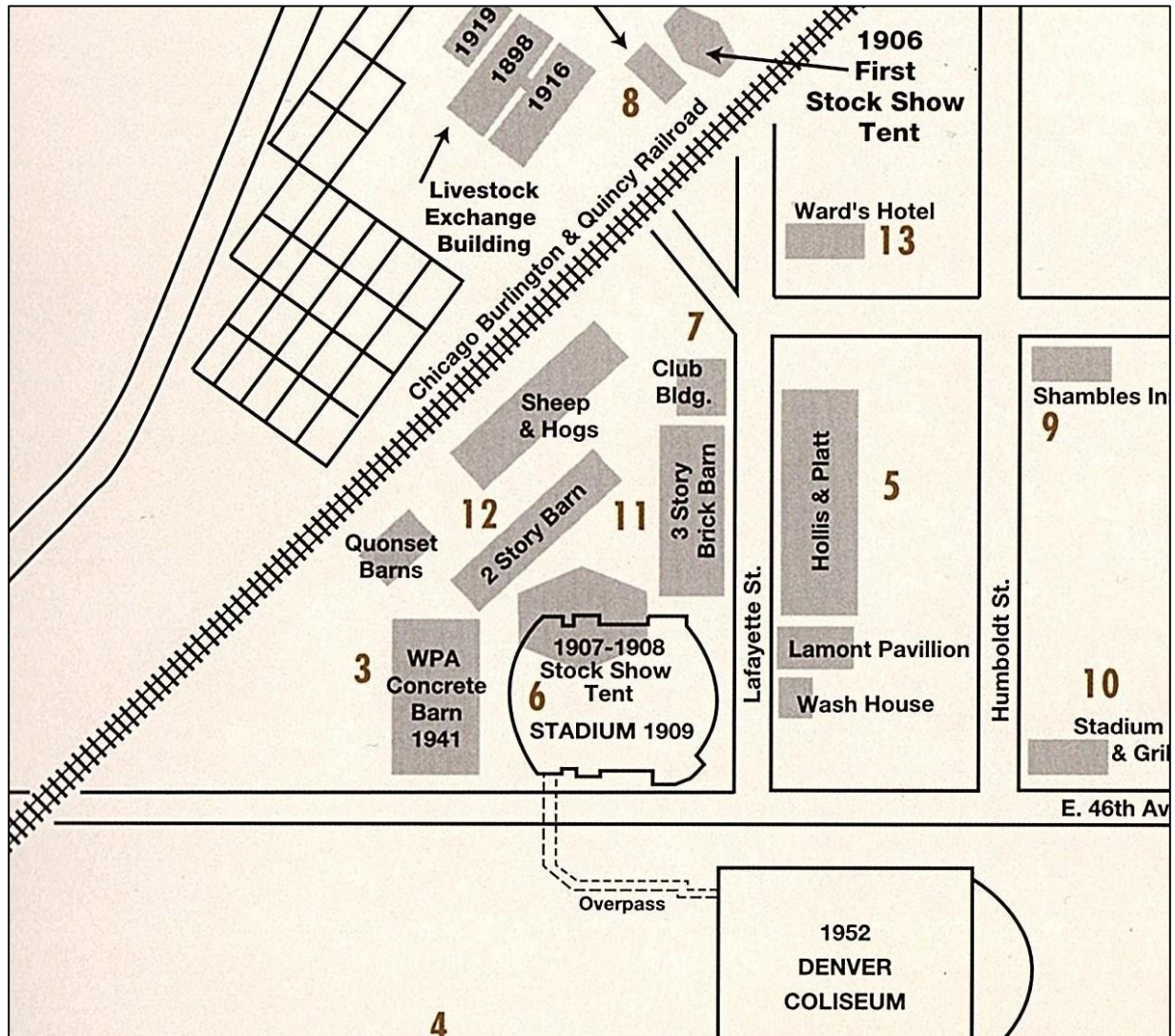
SITE MAPS AND HISTORIC BOUNDARY

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Site Map



Historic Site Configuration Map



Source: (from Thomas J. Noel, *Riding High: Colorado Ranchers and 100 Years of the National Western Stock Show*. Fulcrum Publishing: Golden, CO, 2005, p. xix)

Evolution of Stadium Arena site

The Stadium Arena (1908-09) is the sole historically significant building remaining on the parcel upon which it stands. All additions, including the bridge to the Coliseum constructed in 1951, are outside the Stadium Arena's period of significance (1908-1951), and do not contribute to the significance of the Stadium Arena. The non-contributing additions that are partially within the landmark boundary include the following:

- Raised walkway on the south side of the building that connected to the Denver Coliseum (1952)
- Education Hall (1973)
- Stadium Hall (1991)
- Exhibition Hall (1991)

The landmark boundary (depicted in Attachment A: Site Maps and Historic Boundary) includes the Stadium Arena and the area surrounding the building as follows: 75 feet from the northern wall of the building, 150 feet from the east wall of the building, 150 feet from the west wall of the building, and the parcel boundary line on the south side of the building.

This boundary would provide an adequate amount of space to consider the effect of other buildings that are built around the structure and protect it from buildings being adjoined to it.

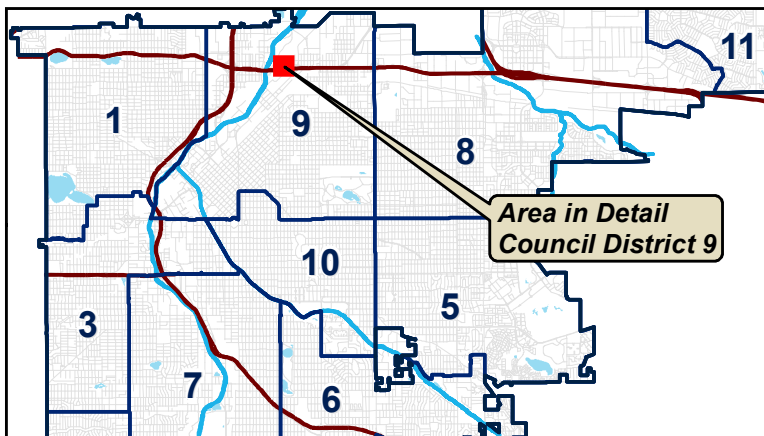
During the period of significance, Lafayette Street and East 46th Avenue provided access to the east and south sides of the building, while the west and north were the working or "back of house" sides. The arena had an open yard on the north side of the building that was used as a staging area for animals going between the barns and the stadium. The historic setting also was defined by the amount of space provided around the building and the low heights of other buildings on Lafayette Street, which made the Stadium the most prominent structure on 46th Avenue in north Denver. The following image highlights the locations of buildings on the north and the location of Lafayette on the east side of the building during the period of significance.

Site Evolution Map





The boundary provides an envelope around the building that will allow for the upcoming proposal for the land around the Stadium Arena to be considered in any future proposals for buildings near the stadium. The boundary is large enough to include views of the clerestory, respects the historical context of the building, and defines a boundary that takes into account future plans at the site.

Proposed Landmark Designation



National Western Stadium Area Proposed Landmark Designation

See Attached Legal Description

-  Designation Boundary
-  Contributing Structure - Stadium Arena

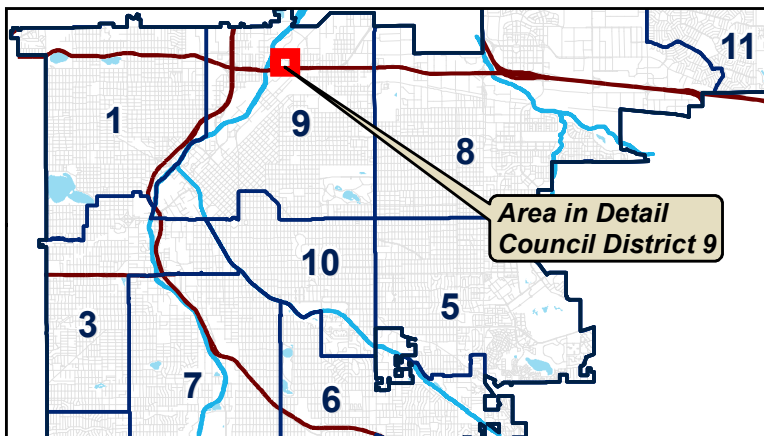


0 75 150 300 Feet

Aerial Photo: 2014

Map Date: February 2016

Non-Contributing Additions



National Western Stadium Arena Non-Contributing Additions

- Designation Boundary
- Contributing Structure - Stadium Arena

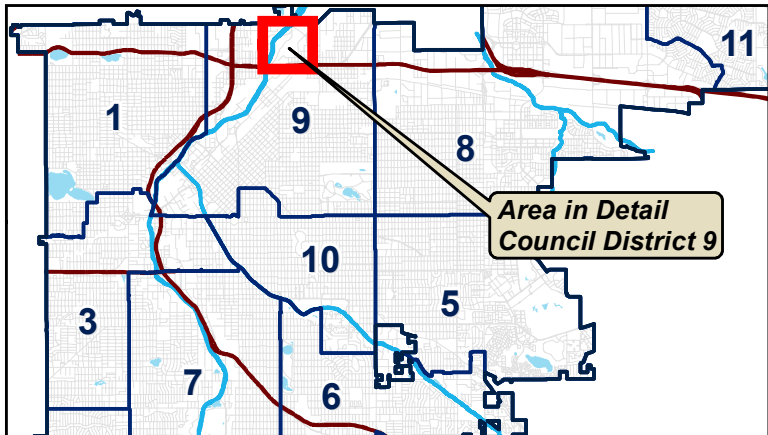


0 150 300 600 Feet



Aerial Photo: 2014

Map Date: February 2016

NWSS Overview Map



National Western Stadium Area Proposed Landmark Designation

-  Designation Boundary
-  Contributing Structure - Stadium Arena



0 500 1,000 1,500
Feet

Aerial Photo: 2014

Map Date: February 2016

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STADIUM ARENA LANDMARK APPLICATION

ATTACHMENT B:

CHRONOLOGY

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Chronology of changes to Stadium Arena (National Amphitheater) and surrounding site. Documented alterations highlighted in yellow.

1906

- January: First stock show held in a tent next to the Livestock Exchange building; formation of Western Stock Show Association.
- Spring: Plans announced for a site to be prepared southeast of exchange building for horse barn and a large pavilion to be built on a parcel owned by the Denver Union Stock Yard Company (DUSY).
- Summer: Grading of site started and two-story brick horse barn built.

1907

- January: The show used a "monster big tent," a canvas awning sewn by Shafer Tent & Awning Co. on site of future stadium.
- April: Plans announced for Denver Union Stock Yard Company to build barns and a pavilion to cost \$100,000-\$150,000. In return, the company asked for \$50,000 to guarantee the show would continue for 10 years.
- Open wooden frame stadium, covered with the top of the canvas tent used for the 1907 show, built as an amphitheater and pavilion for 1908 show.
- Two-story brick horse barn built and wood frame cattle barn built and used for the 1908 show.

1908

- End of May: Work started on the new stadium. Building permit issued September.
- Summer: Steel skeleton rose on the hill west of Lafayette Street and north of 46th Avenue.

1909

- Jan 18: First stock show held in stadium which was named the National Amphitheater and seated 6,000 but was already too small for stock show.

1910

Three-story brick horse barn built north of the amphitheater fronting Lafayette Street. Club building also built north of the horse barn on the corner of 47th Avenue and Lafayette Street.

1931 (25th anniversary)

First rodeo held at stadium.

Lamont Pavilion (cattle barn) constructed on the east side of Lafayette Street and across from the stadium, named for NWSS general manager Bob Lamont.

1935

First “catch a calf” contest added for children at the stadium.

1941

Lower floor of WPA concrete barn was available for the 1941 stock show on the west side of stadium.

1942

The second floor of the WPA cattle hall (concrete barn) was completed. It connected to the stadium via wood-covered runways and an enclosed ramp from the lower level. Stock show offices also had been built of solid concrete adjoining the concrete barn (Simms, p. 125).

1944

The Quarter Horse show and sale was introduced at the show in the Stadium Arena.

1950-1952

The Coliseum was built south of the stadium (dedicated in January 1952, made possible by a bond passed in 1947) and the large shows all move into the Coliseum, leaving the Stadium Arena for show horses. The stock traveled between the Stadium Arena and the Coliseum via the enclosed bridge that crossed over 46th Avenue. The Coliseum building was owned from the beginning by the City and County of Denver.

1953

A new horse show-rodeo barn was constructed west of the Coliseum.

The western portion of the old Stadium Arena was walled in for an auction ring with 1,000 seats and an auction block and ring in front (Simms, p. 151).

1954

NWSS purchased the Hollis and Platt building on the east side of Lafayette Street from DUSY for \$50,000.

1956

50th anniversary of NWSS.

1958

DUSY sells original two- and three-story horse barns to NWSS for \$135,000, as well as other land belonging to the DUSY near the Club Building and the wool warehouse (Simms, p. 161).

NWSS extended the lower floor of the concrete WPA barn to the west by 96 feet.

NWSS built an addition to the entrance of the old stadium to replace the metal shed and expand the ticket windows and office, and they added a heated ticket selling lobby (Simms, p. 163).

1960

NWSS added the second floor addition to the concrete WPA barn (Simms, p. 163).

ca 1962

The Stadium Arena auction area seats were brought down to ring level; an acoustic tile ceiling and divider curtains were added to the stadium.

1964

The Interstate 70 (I-70) viaduct was constructed along 46th Avenue, creating a barrier between the Stadium Arena and Denver Coliseum and significantly changing the historic setting of both buildings. The highway viaduct also had to be built high enough to clear the Burlington and Union Pacific railroad lines.

1965

NWSS acquired two houses and a parking lot on the west side of Humboldt Street: “The Association marched into the first phase of its expansion plans since acquiring all of the show ground property on what was the old weedy hill overlooking the yards.” (Simms 166). Note—Not sure when the ownership of stadium transferred between DUSY and NWSS, but it had to have been before this date because NWSS did numerous changes to the building starting in 1953—see entry for this year—maybe the transfer happened when the Coliseum was built because the city owned the Coliseum?

1966

DUSY built an air-conditioned arena next to the Livestock Exchange Building.

1972

All buildings on Lafayette Street between 46th Avenue and 47th Avenue, except for the stadium and the WPA barn, were demolished to make way for the Hall of Education.

This was the first major demolition for all of the buildings that had been built for the show.

1973

Hall of Education opened (two levels, 300 feet x 390 feet), including the Beef Palace, Horse Center, and National Western Club.

1981

75th Anniversary of NWSS

1983

DUSY dissolves, leaving NWSS on its own to run future stock shows.

1987

NWSS opens the International Center.

1990

The WPA cattle hall on the west side of the stadium was demolished.

1991

The Expo Hall and Stadium Hall opened in time for the January show. The Stadium Arena ownership is transferred from the Western Stock Show Association to the City and County of Denver.

1993

Mutton Bustin' added—another kids' event.

1995

National Western Events Center (equestrian arena with 150 foot x 300 foot floor north of 47th Avenue) opened, including Paddock and Horse Barn.

2000

I-70 Viaduct west of Brighton Boulevard and south of the stadium reconstructed.

2006

Centennial of National Western Stock Show.

STADIUM ARENA LANDMARK APPLICATION

ATTACHMENT C:

PHOTOGRAPHS/FIGURES

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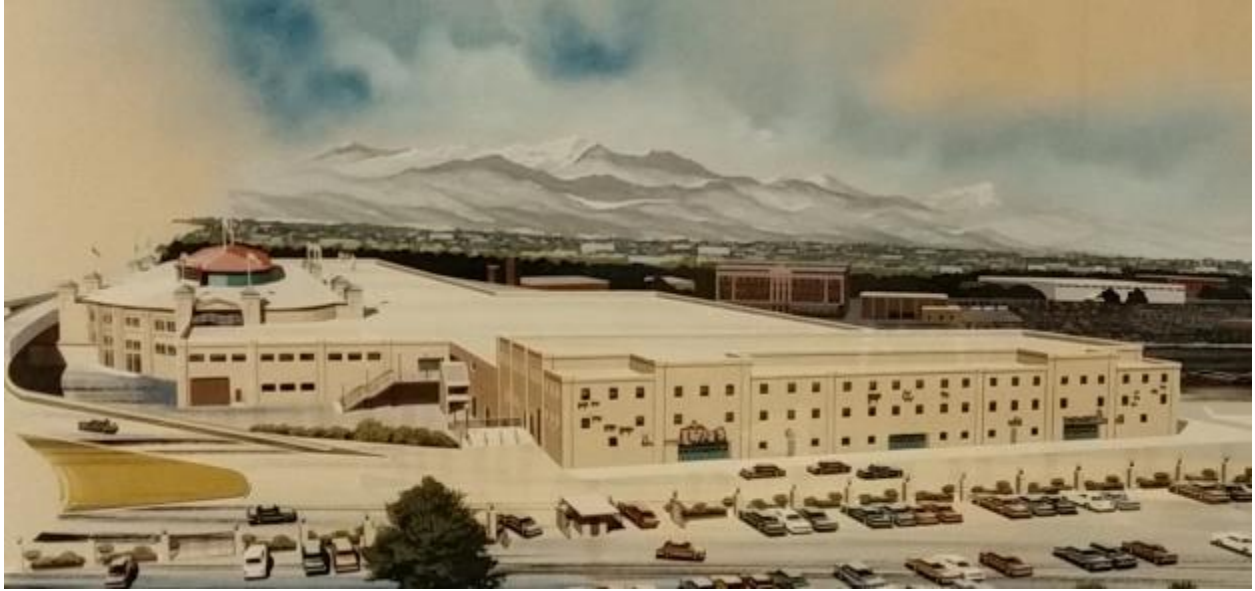


Figure 1. Architectural graphic of the proposed Exposition Hall and Stadium Hall, which were built in 1991. Photographed at the National Western Center archives, December 4, 2015.

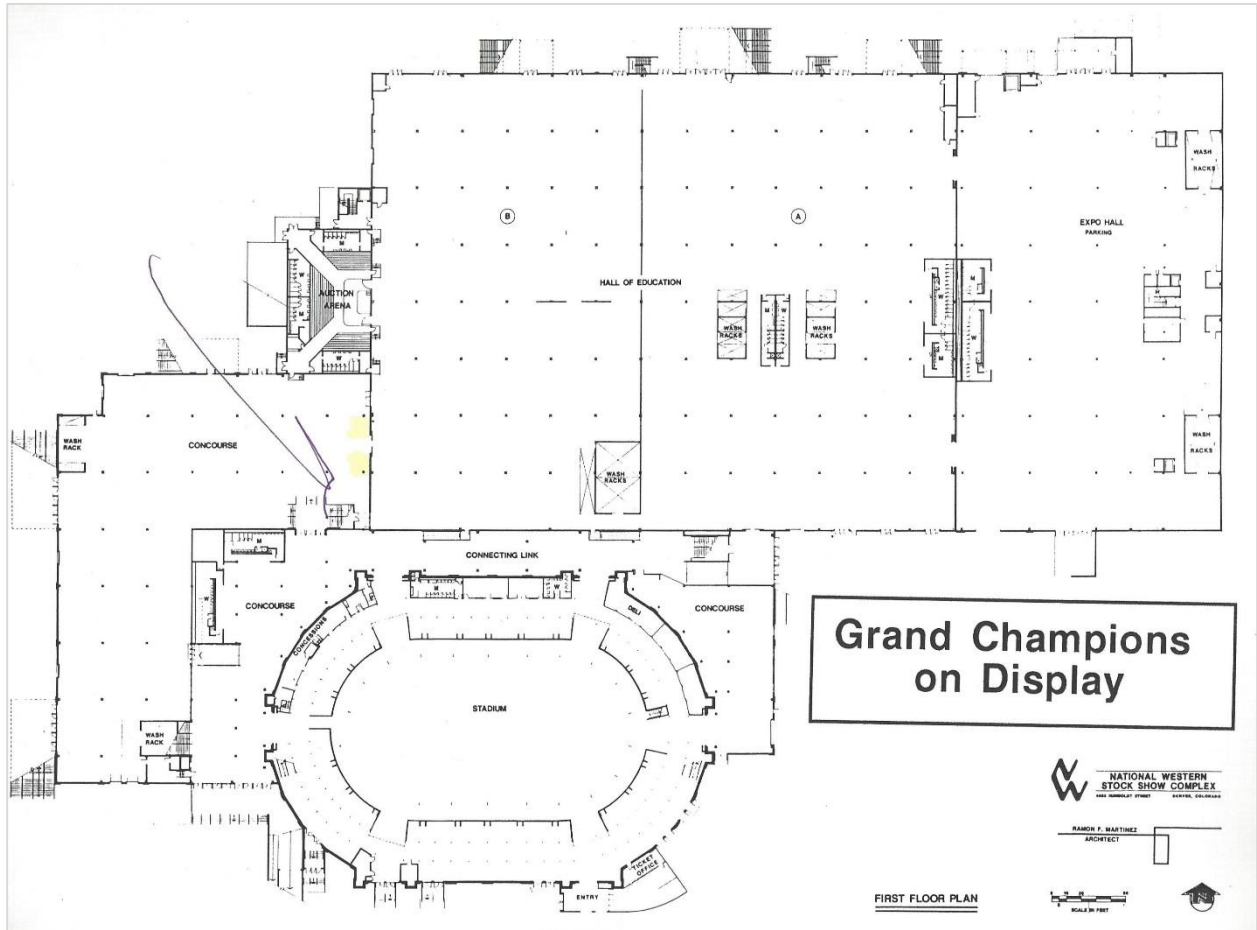


Figure 2. Plan drawings of the Stadium Arena, Stadium Hall, Education Hall, and Exposition Hall. Courtesy of the NWC archives, February 9, 2016.



Figure 3. The historic National Amphitheater, now known as the Stadium Arena, in a 1909 postcard celebrating its dedication in January 1909. Courtesy of the NWC archives, February 9, 2016.



Figure 4. The Stadium Arena today. East elevation, facing west-northwest. Photographed February 9, 2016, Kathleen Corbett.



Figure 5. The Stadium Arena, showing the roof configuration of upper monitor roof centered over an oval hipped roof. Facing west. Photographed February 9, 2016, Dianna Litvak.



Figure 6. South side of the Stadium Arena, showing the relationship between the entry bays and the bays in between. Facing east-northeast. Photographed February 9, 2016, Dianna Litvak.



Figure 7. Entrance bay on the south side of the Stadium Arena. Facing north. Photographed February 9, 2016, Kathleen Corbett.



Figure 8. Detail of a diamond-shaped embellishment on a north-side tower, showing the hole left where the exterior light was located. Photographed February 9, 2016, Dianna Litvak.

Figure 9. Added entry near the west end of the Stadium Arena, where the raised walkway constructed in 1951 touches the building. Photographed February 9, 2016, Kathleen Corbett.





Figure 10. Infilled windows on the north side of the Stadium Arena, seen on the second floor of the Stadium Hall addition. The rusticated stone sills are part of the upper-level window, and the steel bar lintel extends across the tops of the infilled window openings of the lower-level windows. Facing southeast. Photographed February 9, 2016, Kathleen Corbett.

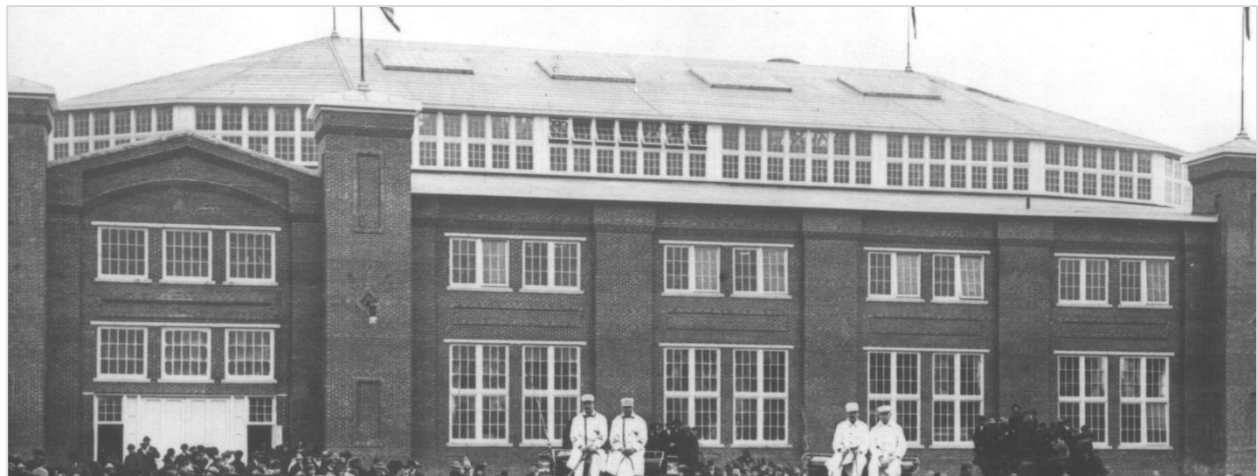


Figure 11. Detail of historic photograph of the 1909 dedication of the National Amphitheater, showing the original fenestration, including glazing patterns and window operation. Courtesy of the NWC archives, February 9, 2016.



Figure 12. Steel roof trusses and interior roof structure of the Stadium Arena. Photographed February 9, 2016, Dianna Litvak.



Figure 13. Historic photograph of the nearly completed National Amphitheater, showing the structural system of the roof and the configuration of the support beams. Courtesy NWC archives, February 9, 2016.



Figure 14. Interior of the Stadium Arena, showing the riveted steel columns. Photographed February 9, 2016, Kathleen Corbett.



Figure 15. Follow spot platform.
Photographed February 9, 2016, Kathleen Corbett.



Figure 16. Stadium seating. Photographed January 21, 2016, Dianna Litvak.



Figure 17. Stadium seating, showing the “H” in the ironwork design. Photographed January 24, 2016, Kathleen Corbett.

Figure 18. Steam heat pipe and valve beneath the stadium seating. Photographed January 24, 2016, Kathleen Corbett.



Figure 19. Stadium seating showing wooden slats embedded in the concrete risers. Photographed January 21, 2016, Dianna Litvak.



Figure 20. “Bleachers” set in a tower space on the north interior wall. Photographed January 21, 2016, Kathleen Corbett.

Figure 21. Illinois Steel stamp, visible on a beam near the ceiling on the north wall. Photographed January 21, 2016, Brian Shaw.

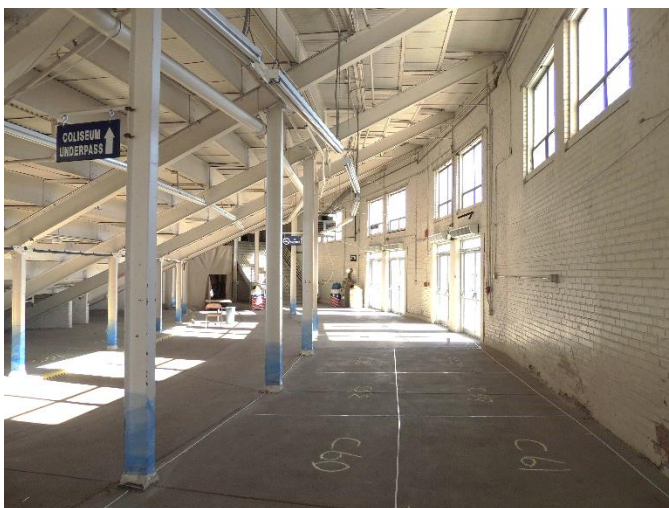


Figure 22. Beneath the seating in the outer area of the Stadium Arena interior, near the east end of the building. Photographed February 9, 2016, Dianna Litvak.



Figure 23. Historic photograph of the 1959 Hereford judging in the Stadium Arena, showing the wall constructed to separate the auction arena from the main arena. Courtesy of the NWC archives, February 9, 2016.



Figure 24. Infilled square post hole and dog footprints at the location of the auction arena, walled off from the main arena from 1953 until the early 1960s. Photographed February 9, 2016, Kathleen Corbett.

Figure 25. Sanborn Map of the Stadium Arena complex. The two-story Auction Barn was constructed in 1906 and the three-story Horse Barn was constructed in 1910. The connector at the west entrance and the heating plant were added with the 1941 WPA-built show barn (not shown).

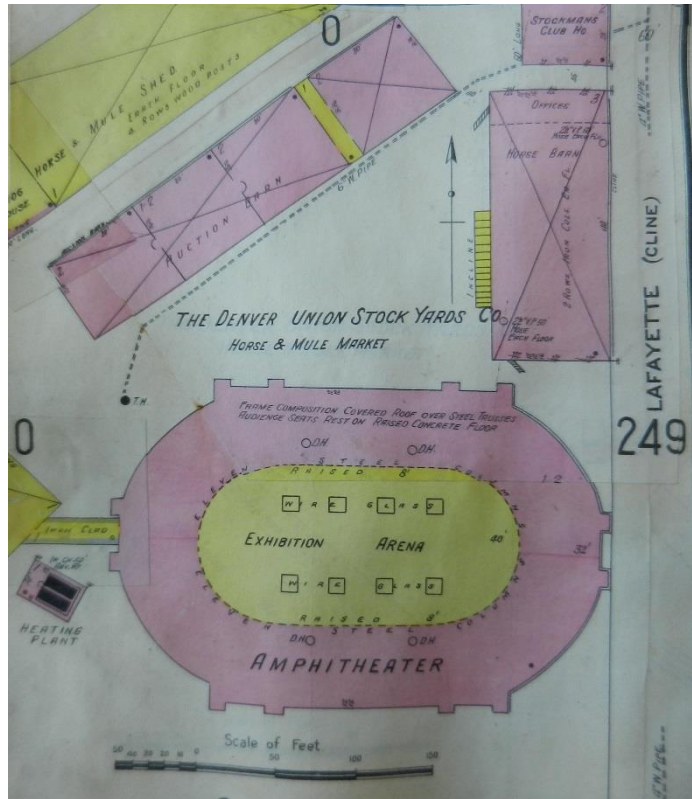




Figure 26. 1934 Aerial view of the Stadium Arena, looking toward the north. Note the streetcar on Lafayette Street, in the upper right of the photograph. Photograph courtesy of the National Western Center archives, December 22, 2015.



Figure 27. Aerial view of the Stadium Arena and the Coliseum as it neared completion. The stadium was clearly a companion to the Coliseum across 46th Avenue. Photograph courtesy of the National Western Center archives, December 22, 2015.

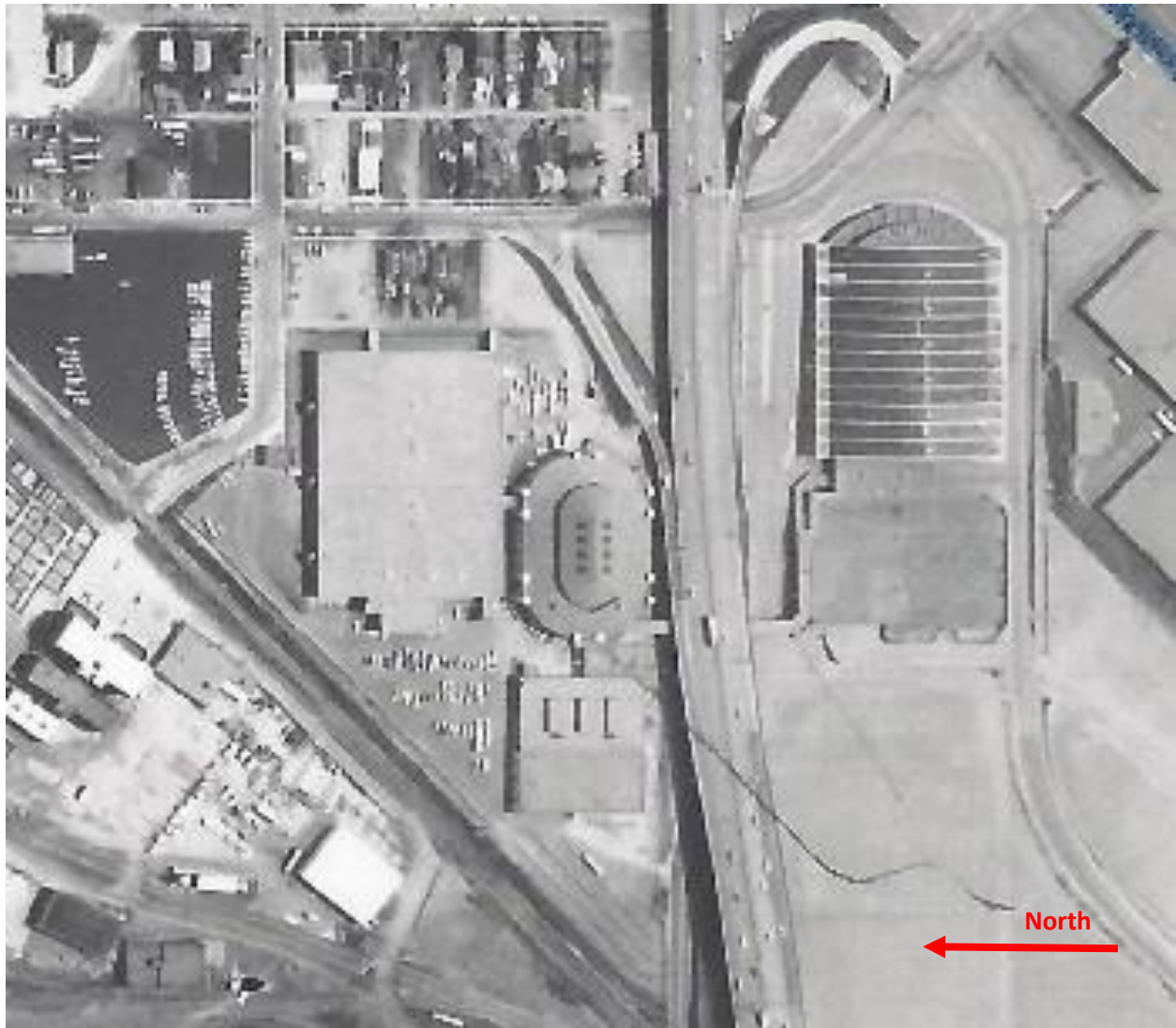


Figure 28. 1974 Satellite view of the National Western Complex, shortly after the construction of the Hall of Education, which blocked the view of the Stadium from the north and northeast. Note that I-70 has bisected the site, effectively eliminating the view of the Stadium Arena from the east and south. Photograph courtesy of the National Western Center archives, December 22, 2015.



Figure 29. Skylight connection at the east upper-level interior door, showing the connection of Stadium Hall to Stadium Arena. Photographed February 9, 2016, Kathleen Corbett.

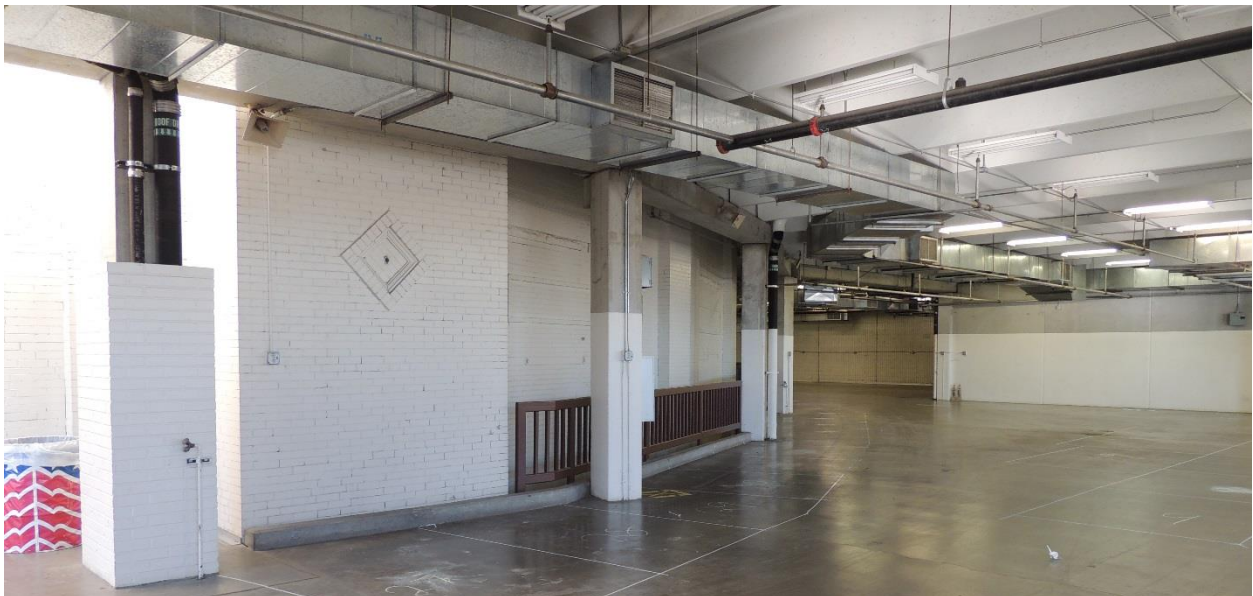


Figure 30. Stadium Hall, upper level, showing the connection to the Stadium Arena. Photographed February 9, 2016, Dianna Litvak.



Figure 31. Stadium Hall exterior wall, shown touching the Stadium Arena's east end, upper level. Photographed February 9, 2016, Dianna Litvak.



Figure 32. Widened entry and pocket door on the north side of the Stadium Arena, opening into Stadium Hall, showing the space between the original building and the addition. Photographed February 9, 2016, Dianna Litvak.



Figure 33. The 1942 WPA-built show barn, which sat on the west side of the Stadium Arena. It was demolished in 1990. Photograph taken approximate 1943. Courtesy NWC archives, February 9, 2016.

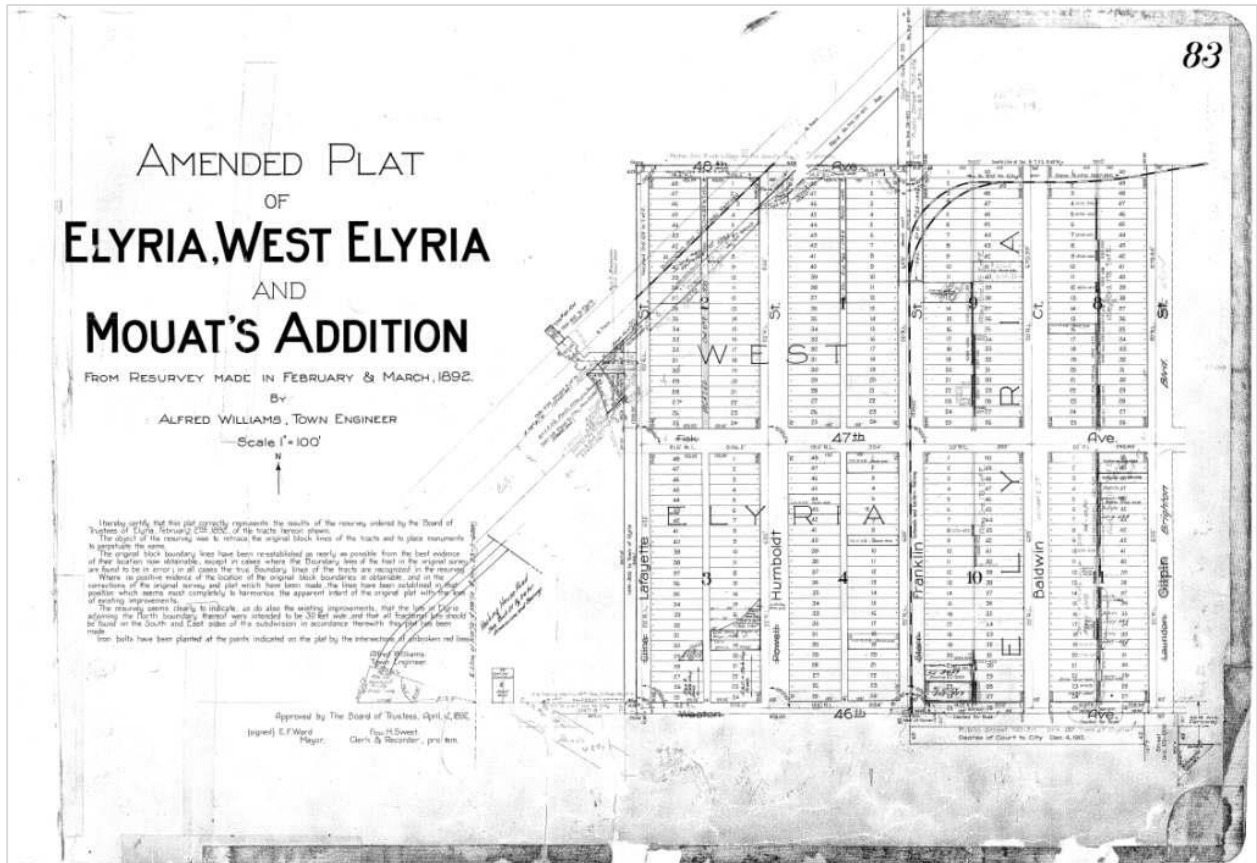
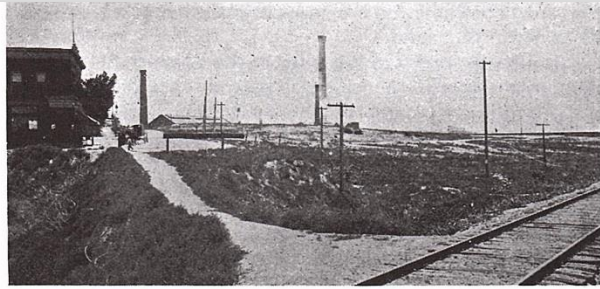


Figure 34. Amended Plat map of West Elyria, with vacant lot on west side of Lafayette that later became the location of the Stadium Arena.



Figure 35. View of Elyria as it borders the east end of the National Western Complex. Taken from Humboldt Street at 46th Avenue, facing northeast. Photographed February 9, 2016, Dianna Litvak.



Out of this weedy hill along Lafayette St. overlooking stock yards, grew the National Western Stock Show. Photograph taken in 1903.



Busy Lafayette Street entrance to National Western from 47th Avenue during 1913 show as street car train unloads big crowd to attend show.



"Monster" tent and 2-Story Horse Barn, right, were home for second annual National Western after hill was graded, partially leveled.



Hitches wait to enter horse show ring during 1912 National Western

Figure 36 (left). From *Ten Days Every January*, Willard E. Simms, 1981, p. 18.
Figure 37 (right). From *Ten Days Every January*, Willard E. Simms, 1981, p. 60.

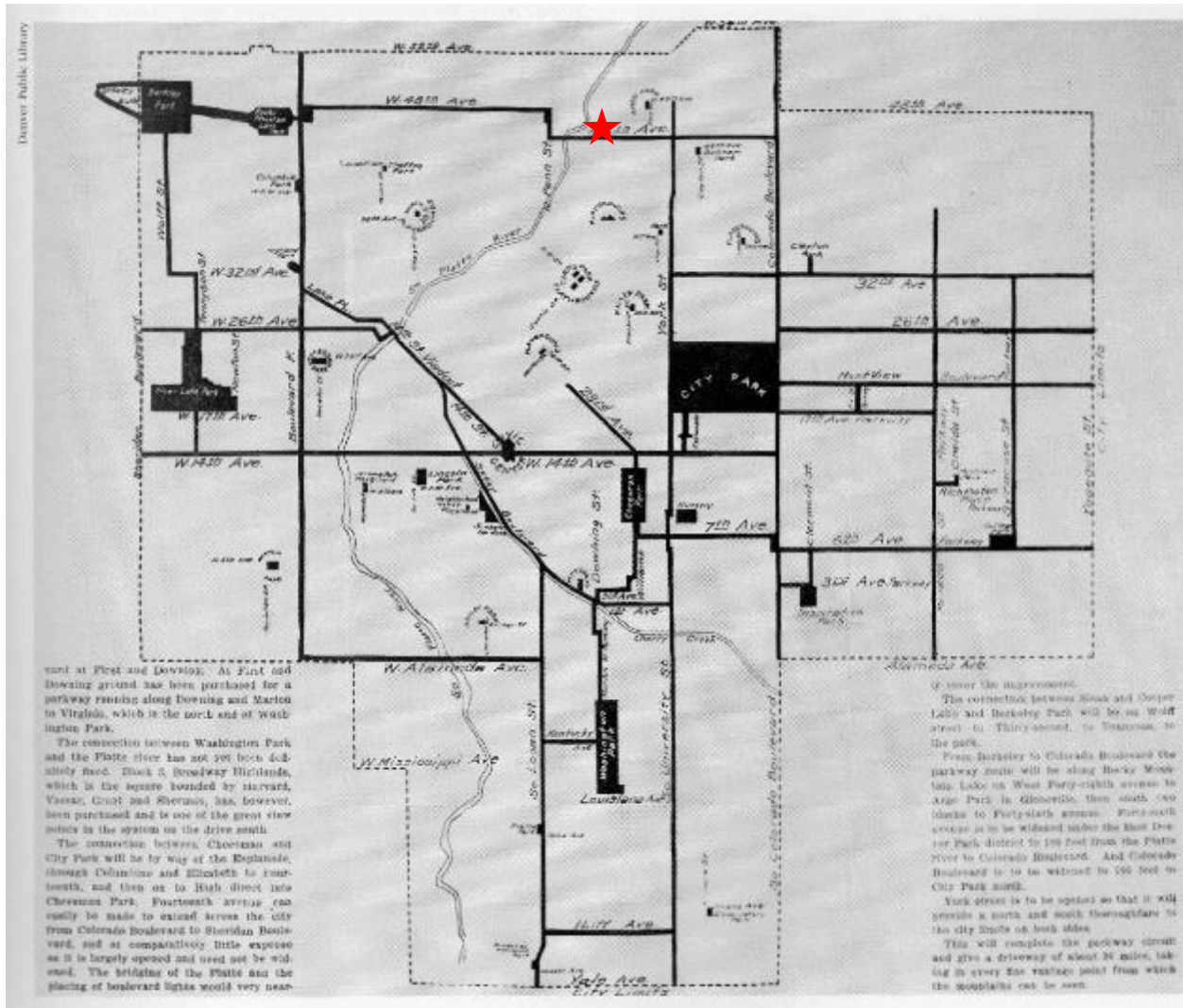
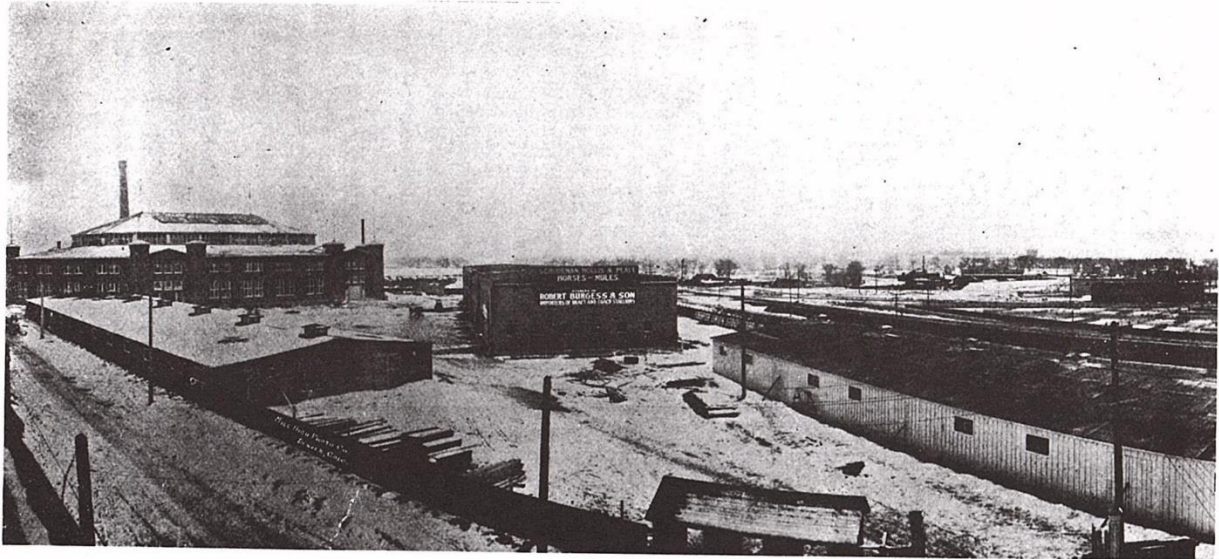
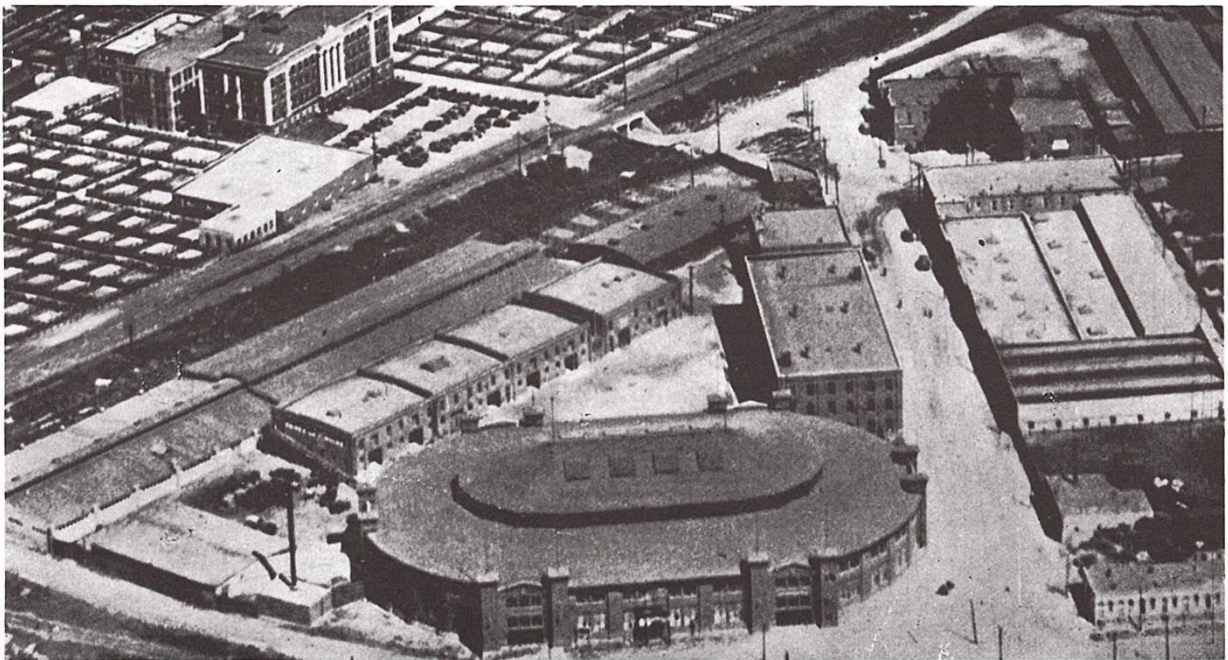


Figure 38. George Kessler's 1907 Plan for the Park and Parkway System of Denver. Note the parkway on 46th Avenue and 48th Avenue between Colorado Boulevard and Federal Boulevard that included Argo Park slightly east of the current location of the Stadium Arena (starred). Scanned from *The City Beautiful*, by Thomas J. Noel and Barbara Norgren, p. 17.



Show grounds as they appeared from northeast corner on Lafayette for the 1910 National Western. Stack of old Grant Smelter rises behind Amphitheater. Note wooden barns, right and left, 2-Story Horse Barn appears in the center.

Figure 39. From *Ten Days Every January*, Willard E. Simms, 1981, p. 52.



Show grounds, jammed-in facilities and lower Denver stockyards as they appeared from the air in mid-1920's.

Figure 40. From *Ten Days Every January*, Willard E. Simms, p. 100.



Figure 41. The Denver Municipal Auditorium, 1915, Robert O. Williston. Source: <http://cdm16079.contentdm.oclc.org/cdm/ref/collection/p15330coll22/id/32725>. Denver Public Library Digital Photograph Collection. Accessed December 28, 2015.



Figure 42. The Dexter Pavilion, 1885, Burnham and Root, Union Stock Yards, Chicago. V.O. Hammons Publishing Company. Source: <http://www.idaillinois.org/cdm/ref/collection/lakecou02z/id/3242>. Illinois Digital Archives. Accessed December 28, 2015.



Figure 43. The Dexter Pavilion arena. Date unknown. Source: Scotty Moore. "Chicago."
<http://scottymoore.net/Chicago.html> Accessed December 28, 2015.



Figure 44. Iowa State Fair Livestock pavilion, originally constructed in 1902; seen here in 1908. It was the first masonry building at the Des Moines Fairgrounds and noted for its ventilation system. The building is still standing and was renovated in 2003. Source: David Playle's State Fair Photo Gallery. <http://www.iowastatefairpostcards.com/listing.php?31+200>. Accessed January 25, 2016.



Figure 45. Exterior of 1908 North Side Coliseum at the Fort Worth, Texas, Stockyards. Source: Architecture in Fort Worth, "The Coliseum," <http://www.fortwortharchitecture.com/north/coliseum.htm>. Accessed February 10, 2016.



Figure 46. Interior of the North Side Coliseum at the Fort Worth, Texas, Stockyards. Source: Scotty Moore, The Venues, North Side Coliseum. <http://scottymoore.net/FtWorth.html>. Accessed February 10, 2016.



Figure 47. The Symes Building, Hunt and Hunt, 1906. At 16th Street and Champa Street, Denver, This was the first steel frame building constructed in the city. Source: <http://digital.denverlibrary.org/cdm/ref/collection/p15330coll22/id/18946>. Denver Public Library Digital Photograph Collection. Accessed January 20, 2016.

**STADIUM ARENA LANDMARK APPLICATION
ATTACHMENT D:
SURVEY**

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Exhibit A

A parcel of land being a part of the Northeast Quarter of the Northwest Quarter of Section 23, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado, being more particularly described as follows:

Commencing at the Southwest corner of the Northeast Quarter of said Northwest Quarter;
Thence S89°56'32"E along and with the southerly line of the Northeast Quarter of said Northwest Quarter a distance of 171.15 feet;
Thence N00°00'00"E a distance of 30.00 feet to the northerly right of way line of E. 46th Ave.;
Thence S89°56'32"E along and with the northerly right of way line of said E. 46th Ave. a distance of 208.50 feet;
Thence N00°00'00"E a distance of 20.85 feet to the **True Point of Beginning**.

Thence N00°00'00"E a distance 14.75 feet to a point of non-tangent curvature;
Thence along a curve to the right having a central angle of 52°25'44", a radius of 100.00 feet an arc length of 91.51 feet, the chord of which bears N38°27'47"W a distance of 88.35 feet;
Thence N90°00'00"W non-tangent to the aforementioned curve a distance of 3.65 feet;
Thence N00°00'00"E a distance of 45.00 feet;
Thence N90°00'00"E a distance of 3.65 feet to a point of non-tangent curvature;
Thence along a curve to the right having a central angle of 52°23'56", a radius of 100.00 feet, an arc length of 91.45 feet, the chord of which bears N38°29'14"E a distance of 88.30 feet;
Thence N00°00'00"E non-tangent to the aforementioned curve a distance of 14.30 feet;
Thence N90°00'00"E a distance of 183.50 feet;
Thence S00°00'00"E a distance of 14.30 to a point of non-tangent curvature;
Thence along a curve to the right having a central angle of 52°38'00", a radius of 100.00 feet, an arc length of 91.86 feet, the chord of which bears S38°15'56"E a distance of 88.67 feet;
Thence N90°00'00"E non-tangent to the aforementioned curve a distance of 3.60 feet;
Thence S 00°00'00"E a distance of 44.50 feet;
Thence N90°00'00"W a distance of 3.60 feet to a point of non-tangent curvature;
Thence along a curve to the right having a central angle of 52°24'46", a radius of 100.00 feet, an arc length of 91.48 feet, the chord of which bears S38°26'33"W, a distance of 88.32 feet;
Thence S00°00'00"E a non-tangent to the aforementioned curve a distance of 14.75 feet;
Thence N90°00'00"W a distance of 183.50 feet to the **True Point of Beginning**.

Containing 54,271 or 1.246 acres more or less.

Basis of Bearing: The bearings are based on the south line of the Northeast Quarter of the Northwest Quarter of Section 23, T3S, R68W, bearing S89°56'32"E.

Exhibit B

A parcel of land being a part of the Northeast Quarter of the Northwest Quarter of Section 23, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado, being more particularly described as follows:

Commencing at the Southwest corner of the Northeast quarter of said Northwest Quarter;
Thence S89°56'32"E along and with the southerly line of the Northeast Quarter of said Northwest Quarter a distance of 171.15 feet;
Thence N00°00'00"E 30.00 feet to the northerly right of way line of E. 46th Ave., also being the **True Point of Beginning**.

Thence N00°00'00"E leaving said right of way line, a distance of 307.98 feet;
Thence N90°00'00"E a distance of 600.61 feet;
Thence S00°00'00"E a distance of 308.59 feet to the northerly right of way line of E. 46th Ave.;;
Thence N89°56'32"W along and with said right of way line a distance of 600.61 feet to the **True Point of Beginning**.

Containing 185,159 square feet or 4.251 acres more or less.

Basis of Bearing: The bearings are based on the southerly line of the Northeast Quarter of the Northwest Quarter of Section 23, T3S, R68W, bearing S89°56'32"E.

CITY & COUNTY OF DENVER
NWC - STADIUM ARENA
HISTORIC LANDMARK

