



**DENVER LANDMARK PRESERVATION COMMISSION
INDIVIDUAL STRUCTURE LANDMARK DESIGNATION
APPLICATION**

07.30.2024

This form is for use in nominating individual structures and districts in the City and County of Denver. To qualify as a Landmark, a property must be at least 30 years old, retain its historic integrity and meet at least three significance criteria. If any item does not apply to the property being documented, enter "N/A" for "not applicable." When filling out this application, please refer to the Customer Guide for Individual Landmark Applications, available at www.denvergov.org/landmark. Questions about the application or designation process can be directed to Denver Landmark Preservation staff at landmark@denvergov.org or (303) 865-2709.

Property Address: 2100 California Street, 2101 Welton Street

The following are required for the application to be considered complete:

- ☒ Property Information
- ☒ Applicant Information and Signatures
- ☒ Criteria for Significance
- ☒ Statement of Significance
- ☒ Period of Significance
- ☒ Property Description
- ☒ Statement of Integrity
- ☒ Historic Context
- ☒ Bibliography
- ☒ Boundary Map
- ☒ Photographs
- ☒ Application Fee

1. Property Information

Name of Property

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

Proposed Name: Federal Garage Buildings: California Street Garage, Welton Street Garage

Location

Address: 2100 California Street (sometimes addressed 2106 California Street), 2101 Welton Street

Legal Description

Lots 11-20, inclusive, Clements Addition, City and County of Denver, State of Colorado.

Resources:

For an individual property designation, please list the number contributing or non-contributing primary and accessory structures.

Primary Structures

# Contributing	<u>2</u>
# Non-contributing	<u>0</u>

Accessory Structures

# Contributing	<u>0</u>
# Non-contributing	<u>0</u>

Contributing and Non-contributing Resources

The legal boundaries encompass the property, which has two primary garage buildings that were both used by the Denver-Colorado Springs-Pueblo Motor Way Company, Inc., for bus storage and maintenance during the period of significance.

General Property Data

Date of construction: 1926, 1938, 1947

Architect (if known): _____

Builder (if known): _____

Original Use: Bus storage and maintenance for Denver-Colorado Springs-Pueblo Motor Way Company, Inc. (DCSPMW)

Current Use: Federal government parking

2. Owner/Applicant Information

An application for designation may be submitted by:

- ☒ Owner(s) of the property or properties, or
- ☐ Member(s) of City Council, or
- ☐ Manager of Community Planning and Development, or
- ☐ Three residents of Denver, if they are not owners of the property or properties

Owner Information

Name: U.S. General Services Administration

Address: 1800 F Street, Washington, DC 20405

Phone: _____

Email: _____

Primary Applicant (if not owner)

Name: _____

Address: _____

Phone: _____

Email: _____

Prepared by

Name: Sarah A. Garner

Address: 1800 F Street NW, Washington DC 20405

Phone: 202-306-6107

Email: sarah.garner@gsa.gov



Owner Applicant:

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): U.S. General Services Administration

Signed by: Kristi Tunstall Williams, GSA Federal Preservation Officer

Date: _____
(please print)

Owner(s) Signature: _____

For individual designations, if the owner does not support the designation, the applicants must conduct outreach to the owner. Describe below the efforts to contact the owner to discuss designation and other possible preservation alternatives. Please provide dates and details of any communications or meetings with the property owner, or the property owner's representatives below.

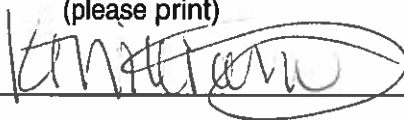


Owner Applicant:

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): Kristi Tunstall Williams Date: 02.02.2020
(please print)

Owner(s) Signature: 

For individual designations, if the owner does not support the designation, the applicants must conduct outreach to the owner. Describe below the efforts to contact the owner to discuss designation and other possible preservation alternatives. Please provide dates and details of any communications or meetings with the property owner, or the property owner's representatives below.



Other Applicant(s):

Applicant Name: _____ Date: _____

(please print)

Applicant Signature: _____

Applicant Address: _____

Applicant Name: _____ Date: _____

(please print)

Applicant Signature: _____

Applicant Address: _____

Applicant Name: _____ Date: _____

(please print)

Applicant Signature: _____

Applicant Address: _____

3. Significance

Criteria for Significance

To qualify as a Landmark, a property must be at least 30 years old, retain its historic integrity and meet at least three significance criteria. Check the applicable criteria from the following list.

- ☒ A. It has a direct association with a significant historic event or with the historical development of the city, state, or nation;
- ☐ B. It has direct and substantial association with a recognized person or group of persons who had influence on society;
- ☒ C. It embodies the distinctive visible characteristics of an architectural style or type;
- ☐ D. It is a significant example of the work of a recognized architect or master builder;
- ☐ E. It contains elements of design, engineering, materials, craftsmanship, or artistic merit which represent a significant innovation or technical achievement;
- ☐ F. It represents an established and familiar feature of the neighborhood, community or contemporary city, due to its prominent location or physical characteristics;
- ☒ G. It promotes understanding and appreciation of the urban environment by means of distinctive physical characteristics or rarity;
- ☐ H. It represents an era of culture or heritage that allows an understanding of how the site was used by past generations;
- ☐ I. It is a physical attribute of a neighborhood, community, or the city that is a source of pride or cultural understanding;
- ☐ J. It is associated with social movements, institutions, or patterns of growth or change that contributed significantly to the culture of the neighborhood, community, city, state, or nation.

Statement of Significance

Provide a summary paragraph for each applicable criterion.

A. It has a direct association with a significant historic event or with the historical development of the city, state, or nation

The Federal Garage Buildings are distinctive for their role in supporting public transportation in Colorado as the country shifted from a reliance on rail transportation to road vehicles as the primary means of transport. At the end of the nineteenth century, rail travel was the primary means of passenger travel from city to city. By the 1920s, railroads had begun to actively develop their own bus companies or actively marketed intercity bus services. These bus services often replaced lightly used railway lines when interest in rail travel declined in favor of automobile transportation or served as an extension of passenger services where railways did not exist. Examples of this include the Southern Pacific Railway operating the Pacific Greyhound, the Union Pacific operating the Union Pacific Stages (which would become

Overland Greyhound), and the Atchison, Topeka and Santa Fe Railway operating the Santa Fe Trail Transportation Company. Many of the railways would operate or invest in the bus lines through the 1960s.

The largest railroad in Colorado was the Denver and Rio Grande Western Railroad, which had been founded in 1870 by William Jackson Palmer to connect Denver and Colorado Springs. The Denver and Rio Grande Western Railroad responded to this change by creating multiple subsidiary bus companies to transport passengers and goods throughout Southern Colorado. The primary bus company was the Rio Grande Motor Way, a comprehensive bus transportation focusing on the broader, often mountainous routes. The Denver-Colorado Springs-Pueblo Motor Way was a specialized subsidiary focused on the large traffic between Colorado's three largest cities.

The garages at California and Welton streets, which provided bus storage and maintenance space for the regionally prominent Denver-Colorado Springs-Pueblo bus line, are significant for their role in supporting this key shift in passenger transportation patterns. The garage building located at Twenty-first and California streets (the California Street Garage) was constructed in 1926 and had space for six buses of the Denver-Colorado Springs-Pueblo Motor Way Company, Inc. (DCSPMW), which initially leased the property before acquiring it in 1936. After joining the National Trailways Bus System, an association of independent bus companies established to create a coordinated North American intercity transportation system, the DCSPMW determined the 1926 building, expanded in 1938, insufficient and a second garage was constructed at 2101 Welton Street (the Welton Street Garage) in 1947. (National Register, 2017).

Another shift in transportation patterns, however, soon led to a decreased need for the bus garages. After World War II, the combined forces of an increase in automobile factories, the authorization of the Interstate Highway System through the Federal-Aid Highway Act of 1956, and rapid suburbanization drove more Americans to purchase cars. (History Channel, 2010). Bus ridership, which had flourished before the war, steadily declined during the 1950s as the use of personal cars increased. By 1960, Continental Trailways had become the sole owner of the DCSPMW. In 1961, the garages were sold to Four States Realty Co., Inc. On October 20, 1967, Four States Realty Co. conveyed the property to A. Bergman & Co., Inc. for ten dollars. A. Bergman & Co. owned the property for six days before conveying it to its current owner, the United States of America, in exchange for property in Arapahoe County, Colorado. The federal government utilized the California Street Garage and the Welton Street Garage for parking and various federal agency activities. (National Register, 2017).

C. It embodies the distinctive visible characteristics of an architectural style or type

The California Street Garage was constructed in 1926 and expanded in 1938, with both the original construction and the expansion executed in the Spanish Colonial Revival style. This style was common in the United States from around 1915 to 1940 and was especially prevalent in southern and western states, including Colorado and its capital city, with Spanish-influenced culture. This style is characterized by low-pitched clay tile roofs; round arches at entries and windows; towers, arcades, balconies and terraces; and masonry, typically with stucco, exterior walls. Consistent with its utilitarian use, the California Street Garage expresses a simplified use of the Spanish Colonial Revival style through its tiled pent roof, red/brown brick walls with stucco accents, and a corner tower. The nine-bay northwest elevation includes the three-bay 1938 addition, which replicates the original exterior's features and fenestration. The Welton

Street Garage was constructed in 1947 by the DCSPMW to supplement its facility at California Street. Despite its prominent barrel roof, the Welton Street Garage expresses a Spanish Colonial Revival style through reddish-brown brick walls and pent roof, the latter finished with Spanish style tiles (which were subsequently removed). Although this style had generally fallen out of popularity by the time this building was built, it was clearly intended to complement the neighboring California Street Garage. It does, however, deviate from the Spanish Colonial Revival style with respect to its industrial style fenestration. (National Register, 2017).

G. It promotes understanding and appreciation of the urban environment by means of distinctive physical characteristics or rarity

The Federal Garage Buildings are located a few blocks north of the stretch of Broadway between Fourteenth Avenue and Speer Boulevard, which was referred to as Automobile Row by the early 1900s. The 1890 and 1904 Sanborn maps reveal, however, that the neighborhood where the Federal Garage Buildings would be constructed was then filled with mostly residential buildings. The future site of the Federal Garage Buildings also contained residences, according to Sanborn maps and an 1889 photo of Twenty-first Street taken from California Street looking north, which reveals a tree-lined unpaved street. (Sanborn, 1890 and 1904). While the residence then occupying the site cannot be seen, the photo shows a low picket-style fence along the perimeter. (Art Publishing Company, 1889). The 1929 Sanborn map indicates that several decades later the area had begun shifting, with many of the residences replaced by industrial buildings. Businesses located within two blocks of the Federal Garage Buildings included a film exchange, truck rental and garage, upholsterer, chemical lab, sign painter, tire and battery service, typewriter sales and service, and printer. Sanborn maps further note that the majority of these utilitarian buildings were of only one to two stories. (Sanborn, 1929).

The 1925 Sanborn map is the first to show another garage in the vicinity, located at the corner Twenty-Second Street and California Street. The garage, 2200 – 2220 California Street focused on personal automobiles, although. The 1967 Sanborn shows the garage at 2200-2220 California Street in the same location with a surface truck parking lot and five other surface parking lots in the four-block radius between Stout and Welton and Twenty-Third Street and Twenty-First Street. The garage at 2200-2220 California Street and surround surface parking graphically depicts the neighborhood's decline in residential population and its association with automobile transportation; however, the Federal Garage Buildings are the only automobile related properties associated with the Denver-Colorado Springs- Pueblo Motor Way bus line and not private automobile transportation. The area's residential population further declined in the second half of the twentieth century, and today the majority of single-family houses and rowhouses have been demolished.

In "Change will occur, for whose benefit?" Gentrification in Five Points, 1975 – 1984," Michelle Rich notes that by the 1970s, demolition of many buildings led one resident to bemoan the fact that the neighborhood was turning into a parking lot for offices in the nearby Central Business District. (Rich, 2024). The City of Denver's 1974 "Five Points Neighborhood Plan" further describes the area as filled with vacant lots and buildings in need of maintenance. These urban renewal efforts also led to the demolition of early twentieth century industrial buildings, including automobile-related structures near the Federal Garage Buildings. (City of Denver, 1974). A large number of these lots remain empty in the 2020s, while others are now occupied by recent construction, such as larger scale multi-family residential buildings.

The garages are among the few industrial buildings remaining from the early twentieth century. The buildings reflect the changes over time in this portion of the Five Points neighborhood. The area evolved from single-family residential; it increased in density as numerous apartment buildings replaced houses and then transitioned to industrial uses as more auto-centered business emerged. Denver urban renewal more radically altered the neighborhood with widespread demolition that can still be seen in the parking lots dotting the area. These garages promote an understanding of how this area changed and was used during this period. The garages retain many of their original features, allowing their original purpose to be easily understood, contributing to an understanding of transportation patterns experienced by residents of both Denver and the region between 1925 and 1960. Additionally, the buildings are rare resources for the area. Sounded by parking lots and large-scale redevelopment these two remaining garages are rare examples of the previous industrial nature of the neighborhood.

Period of Significance

Period of Significance: 1926-1961

Provide a paragraph explaining the period of significance.

The period of significance is from 1926, when the California Street Garage was constructed, through 1961, when both properties were sold by the original owner-operator, DCSPMW. During the period of significance, the properties were used for bus storage and maintenance.

4. Property Description

Briefly describe the property's setting, architectural and character-defining features. Provide a list of any site features or major alterations and their estimated date of construction.

The Federal Garage Buildings are located in a commercial/industrial district with brick buildings of one and two stories, surface parking lots, modern parking garages, and large-scale residential buildings.

The 1926 California Street Garage is a one-story brick building with a two-story corner tower. The northwest elevation consists of nine bays, three of which were added to the original building in 1938. The addition replicates the original exterior's features and fenestration. The tower, with a single window, contains the widest bay. The second, narrower, bay has a single window. The third and fourth bays have modern metal overhead rolling garage doors. The fifth through ninth bays each have a single large inset window. Each bay is vertically separated by a single brick pilaster, with the exception of the sixth and seventh that have a double pilaster, indicating the end of the original 1926 construction.

Almost all of the building's window openings have been covered with plywood or filled in with concrete block and stucco from the exterior, but the windows still exist and are covered with plywood from the interior. Above each of the window openings in the first and fifth through ninth bays are three inset stucco panels. Beneath the first bay's large window opening are three inset brick panels, each separated by a single vertical brick header course. Beneath each of the fifth through ninth bays' window openings is a single brick panel. The window opening at the narrower second bay is topped by a single stucco panel, with a single brick panel beneath it. There is a horizontal brick header course between each window and the transom panels, and a vertical brick header course between each individual transom panel. Lintels consist of four

courses of corbelled brick. A continuous brick fascia runs above the transom panels, topped by a corbelled brick cornice.

The southwest elevation, facing Twenty-first Street, consists of seven bays that repeat the fenestration and features of the northwest elevation. Centered in the southwest elevation's first bay is a modern metal pedestrian door, accessed by a single concrete step, with a wooden side panel and plywood transom panel. There are three inset stucco panels above the entrance. The seventh bay contains a garage door opening that has been filled in with concrete block and stucco.

The square two-story brick tower stands at the corner of California and 21st streets. While the building was not likely completed until 1926, it appears on the 1925 Sanborn map. A filling station is noted at the current location of the tower, and the wall separating it from the main structure is angled, rather than its current square plan. While no known photos of the original construction exist, this angled brick wall is still present inside the structure, and window openings suggest it was initially an exterior wall. It is therefore likely that the lower tower area was once open on two sides, allowing vehicles to pull through it to refuel. After it was enclosed (date unknown) it created an entrance vestibule on the interior.

Changes to the tower took place soon after the building was constructed. The 1929 Sanborn map depicts the tower with a square plan, and notes that the second story was of frame construction. (Sanborn, 1925 and 1929). A 1933 aerial photograph corroborates that it had a square plan, as does a 1936 birds-eye view of the area. (King, 1933). In the latter image, the square plan tower rises above the roof line of the remainder of the garage, and it shows what is probably a staircase on the second story of tower's southeast elevation. (Carlson, 1936).

Furthermore, physical evidence also suggests the second story of the tower was modified: there is a construction joint with flashing that separates the exterior walls of the tower from the first floor exterior walls; the window style is different, with the second-story tower windows being wood double-hung sash, while the first-floor windows are steel sash; and the narrow wooden staircase to the tower, "tacked" onto the southeast face of the tower, appears to be a modification or replacement, as well. The tower's second story windows have been covered from the exterior with plywood. (GSA, 2014).

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

The southeast elevation of the building faces an alley that separates the California Street Garage from the Welton Street Garage. This elevation is brick with a continuous modern metal gutter and four metal downspouts. There are several older openings of different sizes with wood lintels that have been filled in with concrete block and stucco. There are two pedestrian door openings that have been filled in, one with brick and one with concrete block and stucco. There are two large garage door openings. One has been filled in from the exterior with stucco (the door still exists inside); the other has been reconfigured as two smaller openings, one a modern pedestrian metal exit door with a steel frame and the other as a window with a brick sill that has since been filled in with concrete block and stucco. The northeast elevation faces an asphalt-paved surface parking lot. This elevation is part of the addition built in 1938. It is a solid brick wall in a common bond pattern, with no openings, and a stepped parapet. The concrete foundation is visible along this elevation, as the grade slopes down to the northwest. The brick

wall at the northern corner of this elevation is roughly constructed where it originally abutted an adjacent building that no longer exists. This portion of the wall is constructed of at least three different types of red/brown brick.

The building has a pent at the roofline with concrete Spanish style tiles. The roof of the main building is dark gray modified bitumen on wood decking and is generally flat. The roof is supported by wood decking on wood rafters, bearing on six sloped steel trusses running southwest-northeast. The steel trusses are supported by the exterior brick walls and internal exposed steel columns.

At the intersection of the original building and the 1938 addition, there is a double row of wood sash clerestory windows projecting above the roof. These were enclosed with metal panels in 1993, but the windows still exist and are visible inside the garage. In 1999, eight metal-framed glass skylights were removed from the roof of the original 1926 portion of the building. Several large, visually prominent metal exhaust hoods were added to the roof in the 1990s. (GSA, 2014). Smoke vents have also been added but these are visually unobtrusive.

The one-story Welton Street garage is also constructed of brick, laid in a common bond. The nine-bay southeast elevation has a large garage door opening in the center, flanked by pedestrian metal doors. The original garage opening was wider than the current opening and has been partially infilled with brick. On each side of the entrance are two bays with sets of three four-over-two hopper style windows, with the center window being slightly wider than its two flanking windows.

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

The southwest elevation is eight bays wide and repeats the fenestration and features of the southeast elevation. The northwest elevation faces the public alley and the back of the California Street Garage. In the center of this elevation is a large garage door opening that has been filled in with concrete block. Two sets of windows flank the former opening. As at the southeast and southwest elevations, each set is comprised of three sections containing six panes per window, in a four-over-two hopper style. There is a modern, metal pedestrian door under the northernmost set of windows. The northeast elevation of the garage has no openings at all and is clad with non-original stucco.

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

5. Integrity

Describe the structure's integrity, using the seven qualities that define integrity: location, setting, design, materials, workmanship, feeling and association.

Although the buildings have not been used for bus storage since the 1960s, their continued use for federal building parking allowed them to retain many of their original design features, albeit with some modifications. The largest additions to the property, including the 1938 addition and the Welton Street Garage, took place within the period of significance and were in keeping with the original Spanish Colonial Revival design. (National Register, 2017). The historic features and architectural elements that are intact include the California Street Garage's pent roof, two-story corner tower, brick walls and pilasters, and many of the original windows and door openings, which in most cases have been covered or filled with various materials, but remain present with steel sash windows and garage doors visible on the interior. The Welton Street Garage similarly retains its brick walls, corbeled cornice, barrel roof, and original plan. Because the original use has evolved only in the vehicle type that they stored, and they were never solely used for a different purpose, both garages have integrity of design, workmanship, materials, feeling, and association. Through its architectural style and design with wide bays that once held garage doors (many are now infilled) for bus entry, the property is recognizable broadly as an early twentieth-century utilitarian structure, and specifically as a garage. The property can be clearly associated with its role in the development of transportation, and its highest degree of integrity is therefore that of feeling and association.

The properties have not been moved, and thus retain integrity of location. Although the residential homes and industrial buildings that once surrounded the garages are no longer extant, the buildings are still situated in the culturally diverse Five Points neighborhood of Denver, allowing them to retain some integrity of setting. As earlier noted, however, the surrounding urban neighborhood has experienced widespread demolition since the late twentieth century.

6. Historic Context / Historical Narrative

Describe the history of the structure, including events, activities and associations that relate the structure to its historic, architectural, geographic, or cultural significance.

The DCSPMW garage buildings are located in the Five Points neighborhood of Denver, a geographically large area that has long accommodated a mix of residential, business, commercial, and industrial uses. During the nineteenth century, this culturally and economically diverse neighborhood was a mix of residents such as East Coast transplants, European immigrants, and African Americans, the latter being legally precluded at that time from living in other Denver neighborhoods.

In 1871, the Denver Horse Railroad Company made its first connection to Five Points and by the 1880s, Five Points had become a prosperous residential, industrial, and commercial center supported by various transportation activities. Five Points was the shortened name for the street car stop at the five-way intersection of 26th Avenue, 27th Street, Washington Street, and Welton Street. (National Register, 2017).

By 1886, the city had over 150 miles of track for its first electric rail line (portions of which are still visible southeast of the Welton Street Garage), creating Denver's first street car suburb of Curtis Park, immediately north of Five Points. When Denver adopted its first zoning ordinances in 1925, the Five Points neighborhood's zones reflected its historic mixed use.

By the early twentieth century, Five Points had become home to most of Denver's African American community, which was excluded from living in other parts of the city. As the century progressed, Sanborn maps reveal that single family residences were joined by larger apartment buildings. Smaller homes were gradually replaced with industrial buildings, such as the garages. (Sanborn, 1904, 1925, 1929, 1951)

Block 156, the future site of the California Street Garage and the Welton Street Garage, was zoned for both business and commercial uses in the 1925 Denver zoning map. It was occupied by brick residential buildings during the early 20th century. (Denver Zoning Map, 1925). The parcels comprising the site of the first DCSPMW garage, at California Street, were assembled on November 19, 1925, when George T. Black purchased lots 13-16 of Block 156 from Ernest W. Dunning, at Twenty-first and California streets.

In December, Black applied for a permit to build a public garage. However, before Black completed construction of the garage, he sold the property to Dean M. Gillespie in March 1926, who then sold it to E.A. Mead in August of that same year. (National Register, 2017).

Construction for the garage building now located at Twenty-first and California streets began in 1925 and was completed in 1926, according to city building permits. (Denver Building Permits, 1925). It was likely intended to be used as a car garage, and 1920s Sanborn maps note that it had space for about eighty such vehicles. (Sanborn, 1925, 1929). Regardless, the garage was soon employed for bus storage and maintenance.

The completed building was originally owned by the Auto Home Garage Company. In March 1926, an advertisement in *Rocky Mountain News* listed for rent a new 100 x 125 foot garage with a filling station. (*Rocky Mountain News*, 1926). One of the first tenants of the garage was the DCSPMW, which is listed as an occupant for the first time in the 1927 Denver city directory. However, Denver city directories list additional automotive businesses at this address during the 1920s and 1930s. The relationship between the DCSPMW and the businesses is unknown, but it is possible that they were involved in the repair and maintenance of the buses. Whatever the case, the businesses also served customers other than DCSPMW, as indicated by newspaper advertisements for automobile and truck service, towing, and inspections. (Costello Auto, 1926). These other companies and corresponding directory years are: Auto Home Garage Company, 1928; Costello Motor Repair Company, and Republic Truck Sales (or Republic Motor Trucks), 1927-1931; Fred L Adams Garage, 1934-35; Rainbow Garage, 1936. (Denver Householders' Directory, 1926-36).

The garage was one of a number of automobile related buildings located in the neighborhood during the first half of the twentieth century. (Denver Householders' Directory, 1925-33). A partial list includes:

- 2200 California Street: service station and truck rental
- 2220 California Street: garage
- 2260 California Street: garage
- 2224 Welton Street: garage and automobile repair
- 1932 Champa Street: garage
- 1944 Champa Street: garage

- 1960 Champa Street: garage
- 2001 Champa Street: filling station
- 2014 Champa Street: garage and automobile repair
- 935 Twentieth Street: filling station
- 1014 Twenty-second Street: garage
- 2021 Stout Street: garage

These buildings are now demolished, vacant, or have been rehabilitated for a different use.

DCSPMW company meeting minutes dated July 29, 1927, indicate that the California Street garage had “space for six buses with adequate heat, light, water, interior telephone, wash-rack, grease-pit and work-pit facilities.” (National Register, 2017). Additionally, Sanborn maps confirm that there was a filling station at the location of the tower. (Sanborn, 1925).

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

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

In 1938, two years after joining Trailways, the Federal Garage Building was expanded when the DCSPMW purchased abutting lots 11 and 12, northeast of the garage from Florence Dorman and constructed an addition. Still, by April 1940, Mr. F.A. Piel, President of the Board, advised the directors and stakeholders that the current “garage premises now owned and occupied by the Corporation on the six lots located at 21st and California Streets, were insufficient to properly meet the expanded requirements of the Corporation.” Mr. Piel recommended that negotiations begin to purchase four lots southeast of the original garage location with the intent of providing outside parking and creating additional garage capacity. (National Register, 2017).

The DCSPMW purchased lots 17 through 20 later that same year from Earl M. Howland for ten dollars “and other valuables.” By March of the following year, the DCSPMW obtained a permit to demolish a two-story brick dwelling and applied for a permit to build the garage at 2101 Welton Street. However, it was not until six years later, in 1947, that the second garage was constructed at 2101 Welton Street. (National Register, 2017).

Throughout the 1940s and 1950s, a series of acquisitions amalgamated bus service in the region. In 1948, Transcontinental Bus System purchased the bus operations of the Denver & Rio Grande Western Railroad, which included an interest in the Denver-Colorado Springs-Pueblo Motorway.



At this point, the DCSPMW employed over 100 people and transported about 1500 passengers per day. The remaining portion of the Denver & Rio Grande railroad was sold to Continental Trailways (officially Transcontinental Bus System) in 1960. Continental became full owner of the DCSPMW at that time. (National Register, 2017).

During the 1950s, bus ridership declined as the use of personal cars steadily grew. Factories that had produced vehicles and weapons for World War II were quickly manufacturing automobiles, making them more widely available. In addition, road improvements due to the authorization of the Interstate Highway System through the Federal-Aid Highway Act of 1956, as well as the development of suburbs outside urban areas, drove more Americans to purchase cars. (National Archives, n.d.).

The California Street Garage and the Welton Street Garage were acquired by Four States Realty Co., Inc., which was owned by Trailways, in November 1961. In 1963, Four States Realty purchased two buildings and a parking lot on Curtis Street, which it renovated for a garage and administrative offices. (*Cervi's Rocky Mountain Journal*, 1963). This property acquisition likely negated the need for the garages on California and Welton streets. On October 20, 1967, Four States Realty Co. conveyed the California Street and Welton property to A. Bergman & Co., Inc. for ten dollars. A. Bergman & Co. owned it for six days before conveying it to its current owner, the United States of America, in exchange for property in Arapahoe County, Colorado. The federal government utilized the California Street Garage and the Welton Street Garage for parking for staff of nearby federal buildings, personal property offices, and a crime laboratory. (National Register, 2017.)

7. Additional Information

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Provide a list of sources used in compiling this application.

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Designation Boundary

Include an aerial image showing the proposed boundary of the designation



Photographs

Attach at least four digital photographs showing the views of the property from the public right of way and any important features or details. If available, include historic photographs of the structure.



Image 1: California Street Garage, southwest elevation (2025)



Image 2: California Street Garage, northwest elevation (2025)



Image 3: California Street Garage, northeast elevation (2025)



Image 4: California Street Garage, southeast elevation (2025)



Image 5: Welton Street Garage, southwest elevation (2025)



Image 6: Welton Street Garage, southeast elevation (2025)



Image 7: Welton Street Garage, northwest elevation (2025)



Image 8: Welton Street garage, northeast elevation (2025)

Application Fee

Find the correct fee from the below table. (Make check payable to Denver Manager of Finance).

- Application for designation of a structure for preservation (owner applicant) – \$250
- Application for designation of a structure for preservation (non-owner applicant) – \$875