

HISTORIC DENVER NEWS

EST. 1970 + VOLUME 47 + NUMBER 3 + SUMMER 2018



Photo: L & D Construction

ADUs: A HISTORIC FORM MAKING A COMEBACK IN DENVER

JOEL NOBLE, GUEST AUTHOR

One of the charms of Denver’s earliest neighborhoods is the presence of secondary housing structures – carriage houses, granny flats, and accessory dwelling units (ADUs) – that fit in comfortably in the neighborhood context while providing greatly-needed housing. Secondary housing units also provide supplemental income for owners, which can help owners stay in their homes in the face of rising prices or to downsize without leaving the neighborhood. In Curtis Park, one of Denver’s earliest neighborhoods, the neighborhood association was especially excited to support the reintroduction of ADUs to Denver’s zoning code in 2010, despite the limited neighborhoods in which they were initially made available. Now in 2018, the possibilities for using ADUs to address today’s issues are more recognized than ever.

In the Curtis Park Historic District, new construction has a special responsibility to fit in with the historic context. ADUs are well-suited to this for they allow the gentle introduction of new housing without modifying the streetscape and rhythms of the street. The National Trust for Historic Preservation has called this “density without demolition” – a way to provide much-needed residential options while respecting the existing character. For Curtis Park, the consistency with existing pat-

terns is enhanced by a conservation overlay in the zoning code which allows ADUs the flexibility to succeed even on very narrow lots.

Even more interesting than the buildings themselves are the ways ADUs enhance the lives of their owners. For instance, in 2012 Curtis Park neighbors Logan and Durban Ripley decided to move in together and start a family in a new house near the park. At that time, they had their homebuilder create an apartment on top of their garage, which they easily rented after moving in. It has made all the difference for them to be able to afford to live in a neighborhood they love, and has provided an important smaller and more affordable housing option for their long-term tenant, whose rent contributes a good portion of the overall mortgage payment.

Julie Rubsam, at 28th and Curtis Street, moved to her historic house in 1995. As with many homes in the neighborhood, the home had been subdivided into many separately-rented rooms around the middle of the 20th century. Rather than return it to the single-unit structure it was initially created to be, Julie’s renovations kept the upstairs as an apartment to rent – an interior or “attached” ADU in today’s zoning code terminology. Twenty years later, when her last long-term tenant moved out, Julie converted the ADU to the newly-possible short-term rental

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FROM THE DIRECTOR

OPINION-EDITORIAL: PROTECTING LARIMER SQUARE, AGAIN?

By Dana Crawford, Preservationist & Developer, Urban Neighborhoods & Annie Levinsky, Executive Director, Historic Denver, Inc.

This piece first appeared in the Denver Post on June 17, 2018.

By the end of the 1960s, urban renewal had torn through one-third of downtown Denver leaving a swath of parking lots. Saved from the wrecking ball was Larimer Square, a watershed moment that restored the soul of the city, and continues to demonstrate how historic preservation and economic revitalization work hand in hand.

The protection of Larimer Square as Denver’s first historic district in 1971 also marked the beginning of a new vision for a city that honors authenticity, values a strong sense of place, and recognizes that Denver’s path to becoming a great city isn’t by looking like every other city, but instead by embracing the places that make us unique.

That early vision inspired the protection and economic successes of the Lower Downtown Historic District, Union Station, and dozens of other districts throughout the city. It was re-affirmed in both the 1986 and 2007 Downtown Area Plans, which called out how our “well-protected historic building fabric” positioned our downtown at “the forefront of the 21st century urban West.” This vision, and Larimer Square itself, have been catalysts for Denver’s current success.

But in case you missed it, Larimer Square’s future is again in question. In February, Larimer Square owner Jeff Hermanson of Larimer Associates, and partners Urban Villages, proposed erecting two towers (one of them up to 400-feet tall) on top of Larimer Square for condos, workforce housing and a hotel. To accomplish this proposal, Denver City Council and the Mayor would have to approve amending the blocks’ legal protections, including the 64-foot height limit. The plan would also require partial demolition of several Larimer Square buildings.

Larimer Associates and Urban Villages have cited several rationales: the financial burdens of infrastructure and long-term maintenance, concerns about Larimer Square’s relevancy and market competitiveness, environmental sustainability, and even Denver’s affordable housing crisis. The initial images and plans, they’ve said, are meant to spark a conversation about these issues.



Larimer Square, First Historic District. Photo by Shannon Schaefer

The stakes for this conversation are high. Larimer Associates and Urban Villages wisely decided to put the two-tower proposal on hold to form an advisory committee to explore alternatives, because the two towers - even with setbacks — would destroy the block’s integrity and scale, reduce the historic buildings to kitschy, storefront façades, and open a Pandora’s box on the future of more than 400 historic landmarks and districts in Denver’s neighborhoods.

Those of us, and others, who have been invited to participate in the advisory committee expect detailed information and open and transparent dialogue about the core problems that the owners are seeking to solve. Major investment and new buildings have been added carefully to Larimer Square in the past 20 years. It should continue to evolve - without destroying the block’s scale and character.

Together we can develop ideas and locate the resources necessary to protect

these irreplaceable buildings, but only as long as the sharp focus is on solutions and alternatives that honor the vision and landmark protections that saved Larimer Square nearly fifty years ago.

Trends suggest that historic buildings and districts in fast-growing cities like Denver will see a new wave of intense pressure. This is all the more reason to honor the places that we as a community have carefully, thoughtfully, and creatively protected. We must ensure that future generations have the opportunity to see, feel, and experience the real Larimer Square.

For real-time updates about Larimer Square, or to sign-on to support a preservation solution for Denver’s first historic district, visit www.historicdenver.org/larimer-square.



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Graphic Design	Edgellworks
Printing	Southeast Denver Graphics
Mailhouse	Direct Mail Concepts

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ADUs: CONTINUED FROM PAGE 1



Nancy Welch remodeled her historic horse barn as a 500 sq. ft. ADU.

eled the structure, including a striking reclaimed turquoise standing-seam roof, the retention of the original shingles, and the use of reclaimed barn wood on the first floor. With the addition of a dormer on the second level, the usable finished space is approximately 500 square feet - perfect for the young couple who moved in! Nancy Welch was able to make room for two families on a lot that previously accommodated only one.

One of the many challenges in Denver’s housing market is the limited options available for neighbors who as they age, no longer need their large homes, but do not want to uproot from their local ties in order to downsize. As a result, people remain longer in houses that have more space and more maintenance than they need in order to keep their connections. Rob Price and Gerald Horner at 25th and California were thinking about to how to “age in place” as they considered the rooms in their house that they do not use, and the expense and difficulty of trying to find another place to live that better fit their needs in the immediate area. Instead of relocating they decided to rebuild their garage as an ADU. They are currently constructing a 670 square foot apartment over a two-bay garage. They are designing it to fit their needs and they intend to move into the ADU in the coming years and rent out the main house to someone needing the larger space.

Over a longer period, ADUs can seamlessly transition between rental units, space for multi-generational family, housing offered for a caregiver such as a nanny or elder care provider, additional space for a growing family, office space, and an appropriately-sized dwelling for one’s golden years. The additional income or the cost efficiency of extended family living together (while having separate space), increases our resilience to cost increases and personal income challenges and stabilizes our neighborhoods.

It is with a focus on homeowner and neighborhood stabilization that the Denver Housing Authority’s West Denver Renaissance Collaborative has launched their West Denver Single Family Plus (WDSF+) initiative, in response to the threat of involuntary displacement in west Denver. As one component of a larger program, WDSF+ includes an ADU Pilot Program to help qualified homeowners design, finance and build ADUs. The first homeowners, in conjunction with

model, which not only lets her welcome guests from all over the world via Airbnb, but also gives her the flexibility to provide the large two-bedroom space to family and friends who come to visit throughout the year. An interior ADU - an addition, finished basement or attic - can be a more cost-effective approach than new construction.

Rehabilitating old structures can also be a financially and ecologically efficient approach. Curtis Park neighbor Nancy Welch recently purchased the house next door to her house, which she rents to a family with two children. The house next door came with an authentic horse barn from the early 1900s, which seems to have been used as storage for most of a century. Nancy got a variance from the city to convert the barn’s function to an ADU and employed the skills of a neighborhood architect. She completely remod-

Habitat for Humanity, have applied for and received permits for the creation of an ADU, and construction is planned to begin in late summer.

More and more people are seeing “now” as the time for ADUs in Denver. Since the new zoning code was completed in 2010 nearly 200 permits have been issued for ADUs, and the pace is accelerating. L&D Construction, a construction firm specializing in ADUs, has even organized educational and social ADU meet-ups, and Denver’s first ADU tour in June, featuring 11 recently-completed accessory units throughout the city. Historic Denver’s wonderful re:Denver series will focus on ADUs on July 17th, with a program featuring four Curtis Park units that attendees can visit, along with a walking tour that will pass by many other secondary units in the historic district.

Most Denver homeowners do not yet have zoning that allows them to build ADUs, as the accessory dwelling units were included essentially as a “pilot” in a limited number of neighborhood zoning codes eight years ago. Luckily, Blueprint Denver, the city’s 2002 integrated land use and transportation plan, is currently undergoing an update and holding public meetings across the city. As awareness of, and interest in, these options have grown, Blueprint Denver has heard consistent support for allowing ADUs in more neighborhoods. Allowing ADUs in more areas would take future steps by City Council to change zoning, with due care for standards that ensure compatibility with our diverse neighborhoods. Despite the multiple steps needed, I am optimistic that it can happen soon.


It is vital that we find ways, and ADUs are just one method, to accommodate more people in Denver without changing the character of historic neighborhoods. Projections for residential growth in the City and County of Denver between 2017 and 2040 estimate an additional 189,000 people. According to Denver Regional Council of Governments’ long-range projections, most of this growth will be “internal”– our children growing up and forming households of their own -- not migration from elsewhere. Our success in the appropriate evolution of our neighborhoods will be measured in the ability of our descendants to live and thrive in the city that we leave them.

The lessons we need for the future are often found in our past. Done well, an embrace of ADUs can enhance neighborhoods, make households more resilient, reduce involuntary displacement, and create more affordable housing options for our current and future residents. While ADUs won’t solely solve our current and growing housing crisis, these accessory units can play a special role in our low-scale and historic neighborhoods, to the benefit of everyone.


Guest Author Biography: Joel Noble is a long-time neighborhood advocate with an interest in planning, zoning, historic preservation and transportation topics. In the lead up to Denver’s new 2010 zoning code adoption, Joel advocated for the inclusion of ADUs in the code and led Curtis Park’s input ensuring that ADUs, which are a feature of the neighborhood going back over a century, would once more be allowed. He is a past president of Curtis Park Neighbors and co-author of four Denver Landmark districts, and he now co-chairs the Inter-Neighborhood Cooperation Transportation Committee, co-chairs the Blueprint Denver Task Force, and serves on the Denver Planning Board.

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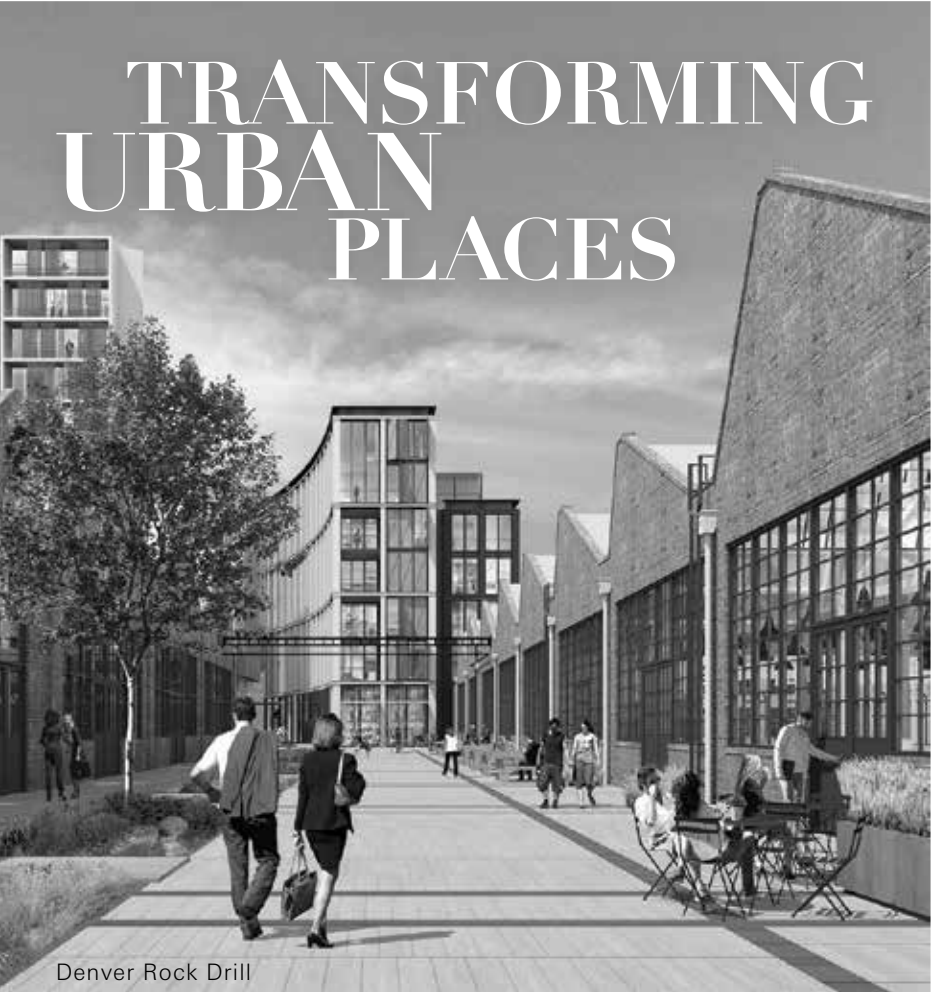
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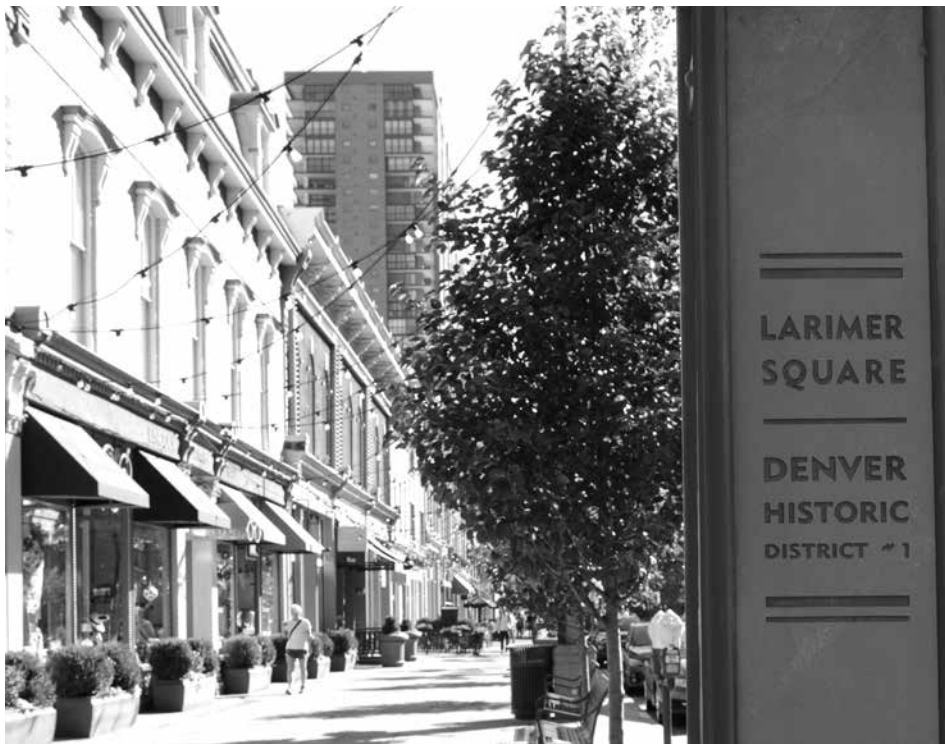
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Larimer Square, First Historic District. Photo by Shannon Schaefer

THE NATIONAL TRUST INCLUDES LARIMER SQUARE ON THE 11 MOST ENDANGERED PLACES LIST

On Tuesday, June 26, the National Trust for Historic Preservation unveiled its 2018 list of America’s 11 Most Endangered Historic Places, an annual list that spotlights important examples of our nation’s architectural and cultural heritage that are at risk of destruction or irreparable damage.

This year’s list includes the first-ever Denver site - Larimer Square. As Denver’s first commercial block and the city’s first historic district, it is a nationally known preservation success story. Larimer Square is an anchor of the thriving Lower Downtown commercial, residential, and entertainment district and a compelling example of how historic preservation and building reuse can restore the soul of a city, create places that attract people, and make good economic sense.

In February 2018, Larimer Square owner Jeff Hermanson of Larimer Associates, and partners Urban Villages, announced a redevelopment plan that called for two major additions to Larimer Square: a tower as tall as 450-feet on the downtown side of Larimer Square, and another large building up to 120-feet on the LoDo side. These new structures would be built behind and on top of existing buildings, necessitating the partial demolition of several of the block’s historic buildings that date back as far as the 1870s. To accomplish this proposal, the Landmark Preservation Commission, Denver City Council and the Mayor would have to approve amending the blocks’ legal protections, including the current 64-foot height limit.

Stephanie K. Meeks, president and CEO of the National Trust for Historic Preservation noted, “As the Trust’s ReUrbanism work proves, growing cities are well served by protecting the places that make them unique and distinctive, not diminishing them. LoDo has emerged as a center of cultural and commercial activity in Denver largely because of Larimer Square’s historic charm, not in spite of it. We urge stakeholders to work together to find strategies that assert the district’s ongoing relevance to modern Denver without sacrificing its authenticity and integrity.”

The 11 Most Endangered Places List, which has identified more than 270 sites since 1988, has been so successful in galvanizing preservation efforts that only a handful of sites have been lost.

Historic Denver, along with representatives of the National Trust, Colorado Preservation, Inc., the Colorado Historical Foundation, the LoDo District and other neighborhood groups in the LoDo area are serving on the Larimer Square Advisory Committee, a group of more than 50 people charged with seeking solutions for the future of Larimer Square. It is our goal to honor the local and national significance of Larimer Square, work with the owners to develop ideas and locate the resources necessary to protect the existing fabric and scale of these irreplaceable buildings, and to ensure robust and transparent public discourse.

Visit historicdenver.org/current-issues/ to pledges your support of a preservation solution for Larimer Square.



Vassar School Bungalow streetscape of the proposed Historic District. Photo: Shannon Schaefer

VASSAR SCHOOL BUNGALOWS HISTORIC DISTRICT APPLICATION – SUMMER SUBMISSION

BY SHANNON SCHAEFER, PRESERVATION COORDINATOR

The Vassar School Bungalows are a special set of six historic, Spanish-style homes located on East Vassar Avenue between Lincoln and Sherman Streets. All six of the homes were built in 1926 by the same builder on the site of the demolished Vassar School, an early Denver Public School building. Remnants of the school’s wall still surround the six lots and create a cohesive streetscape. The residents and owners of the bungalows formed a five-member group endorsed by their Registered Neighborhood Organization and Denver City Councilman Paul Kashmann. The five-member group applied to the Historic Denver 2017 Action Fund to achieve their goal of having the homes designated as a historic district so their unique, collective character remains for future generations. Historic Denver funded this project to hire Kristi Miniello, with Miniello Consulting, to complete the research and designation application of the Vassar School Bungalows Historic District. The application was submitted to Councilman Kashmann in late June, which he officially submitted to the Landmarks Preservation Commission on behalf of the neighbors. This submission will kick off the City process including the Landmark Preservation Commission public hearing and the final City Council hearing and vote. Historic Denver is excited to see this unique block of homes saved from extreme development as a testament to Denver’s unique architecture.





South Pearl Street commercial district streetscape. Photo: Lucy Graca

SAVING SOUTH PEARL STREET’S COMMERCIAL DISTRICT THROUGH A DESIGN OVERLAY

BY SHANNON SCHAEFER, PRESERVATION COORDINATOR

South Pearl Street developed originally because of the streetcars, starting in 1893 the Denver Tramway Company expanded their lines along South Pearl Street to connect Alameda and Jewel. The neighborhoods in south Denver were growing because of the thriving University of Denver campus as well as the expanding street car lines. Lines continued to expand southward and, beginning in the early 1900s, multi-use buildings were built along the thriving South Pearl Street commercial corridor. The growing neighborhood around this corridor needed retail and other service-oriented businesses, and so the street became a bustling commercial center, which still exists today.

This strong commercial character draws the interest of homeowners and commercial building owners, as well as those that enjoy the commercial amenities along this corridor, and is something worth preserving for the future success of this neighborhood. A grass roots effort grew from the Registered Neighborhood Organization (RNO) of Platt Park People’s Association (3PA), which resulted in the Neighborhood Character subcommittee. This 5-member subcommittee applied to Historic Denver’s Action Fund in 2017 to pursue a design overlay for the neighborhood’s beloved commercial corridor. The impetus for this grass-roots group was the news that the historic GreenTree Cyclery and Gaia buildings were to be demolished and the site redeveloped in a manner inconsistent with the character of the area. While that development did not move forward and the buildings currently remain, the group began having public discussions about the street’s character with all building owners including the Pearl Street Merchants Association. The group has shared its efforts with District 7 Councilman Jolon Clark, who has encouraged the effort. The Neighborhood Character subcommittee is utilizing the expertise of consultants Jamie Licko (Centro Inc.) and Otak, Inc. to pursue the design overlay framework. Historic Denver is contributing financially to the effort to help cover the consulting costs, and is supporting the group with technical assistance and on-going participation. The Design Overlay will be presented in a public meeting to stakeholders and neighbors in July, to seek out support before submitting the proposal to the City of Denver. If you are interested in learning more about this project or attending future meetings, please contact character@3pa.org.

DESIGNATIONS GALORE!

With the swelling development in our City, Denverites are increasingly concerned for the future of their historic homes. At Historic Denver, we have seen this through the increased number of phone calls, emails and one-on-one conversations with neighbors that are interested in designating their homes as individual Denver Landmarks. Homeowners routinely tell us that they wish to designate their property as a Denver Local Landmark for its future preservation and stewardship.

Historic Denver is currently assisting a number of property owners with the historic designation process with the City and County of Denver. These properties include two single-family homes in the East Washington Park neighborhood, one home in the North City Park/Skyland neighborhood and one home in the University Park neighborhood.

Historic Denver is always excited to find ways to help historic home owners utilize preservation tools to ensure the individual homes remain standing for many more generations, and continue to tell a part of Denver’s story. If you are interested in designating your property, please contact Shannon Schaefer at 303-534-5288 ext. 6 or sschaefer@historicdenver.org. ☘

RiNo INTERPRETIVE SIGNS INSTALLED THIS SUMMER

BY SHANNON SCHAEFER, PRESERVATION COORDINATOR


In 2016 the River North (RiNo) Art District and Registered Neighborhood Organization applied to the Historic Denver Action Fund to support a place-making project that offers historical perspective to the rapidly changing industrial area. The group created a district wide signage and wayfinding plan, which includes 41 historic street name medallions. The goal of this group is to showcase the neighborhood’s past by highlighting the stories of how the neighborhood has evolved through the naming of its streets. The medallions will be installed in 41 locations beginning in July. Historic Denver has contributed financially to this interpretive signage place-making effort in RiNo and is excited to see them installed and enjoyed in the neighborhood this summer.



Street Medallion graphic for the historic Cherry Grove Street. This is one of 41 locations throughout River North.



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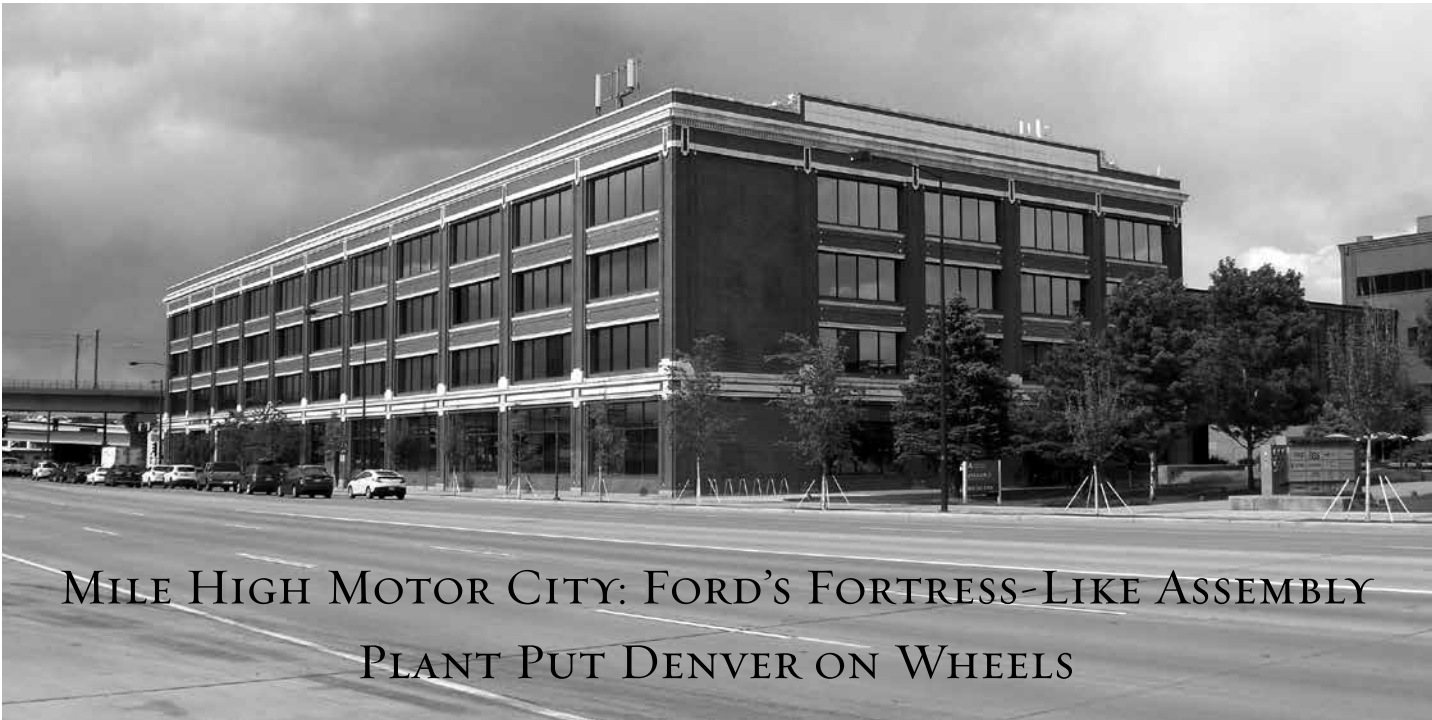
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Pictured Above: The Richthofen Castle in Montclair, Sold by Casey in 2012.



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MILE HIGH MOTOR CITY: FORD’S FORTRESS-LIKE ASSEMBLY PLANT PUT DENVER ON WHEELS

900 South Broadway in 2018. Photo by Shannon Schaefer

BY ANDREW GANZ, GUEST AUTHOR

The red brick, window-heavy structure at 900 South Broadway in Denver whirs today with the quiet hum of computer fans. A century ago, it was alive with the clanking sounds of industry.

When Henry Ford set out to mobilize America with his mass-produced Model T, one of the first places he looked was Denver. The assembly line creator picked the Queen City of the Plains for one of his automaker’s first satellite factories. Over the course of two decades, Ford Motor Company employees assembled more than 200,000 cars at the four-story, brick factory on Denver’s south side. But the Denver Branch Assembly Plant wasn’t anything like the myriad of modern car factories now scattered across the globe.

Shrewd Ford engineers and accountants determined that it was most cost-effective to assemble complete cars in Detroit and then partially disassemble them into standard-size shipping crates for rail transport to smaller facilities scattered across the country. Those facilities then put the vehicles back together, painted them, and either sold them direct to the public or to franchised dealerships. At one point, Ford operated more than two dozen branch plants nationwide and the still-standing structure in Denver was one of the first assembly plants.

The boxy, four-story, red brick Denver factory opened in 1913, designed by notable Detroit-based architect, Albert Kahn. Kahn was known for designing many industrial buildings of his era. This particular structure was not highly ornate, but it was exceptionally robust, with deep piers and concrete floors designed to withstand the rigors of vehicle assembly. There are a few unique details seen across the main north, west and south façades of the building including terra-cotta string-course separating the first and second floor as well as delineating the top of the structure complete with terra-cotta dentils and a cornice stretched the length of the roofline.

The Denver factory reflected many of the industrial buildings across the country with its many windows to allow natural light into the building. The plant did not draw much attention from the street, other than the script

“Ford Motor Company” signage (today it has been replaced by a sign of the current company “Hosting”) and the white terra-cotta pillars at the entrance that affronted Broadway.

Ford already had a footprint in Colorado when the factory was constructed. The automaker’s first inroads to the Rocky Mountain region were at 1552 Broadway, where it opened in 1907 a showroom and a service facility not entirely unlike today’s new car dealers - except that it was owned by Ford and not operated by a franchise. Ironically, that site is now Rapid Transit Department’s (RTD) new Civic Center transit station.

Within a few years, demand for

the company’s affordable Model T outstripped supply. Here was a simple car with few frills for everyone - and it resonated with buyers in the mountain states thanks to generous ground clearance and a mountain goat-like ability to go where roads would follow.

Ford offered the Model T in a variety of body configurations, including open-top models well-suited to the dry climate of Colorado that attracted the influx of easterners seeking respiratory relief. Work-oriented Model T trucks took over for horse-drawn carriages and did battle with Denver’s streetcars, including the line that ran past the Ford plant on South Broadway. By 1918, half of all cars on the road in the United States were Ford Model Ts.

From Denver, most Model Ts were shipped from the factory to deal-

ers scattered from El Paso, Texas, to Boise, Idaho, but local buyers could also drop by a glass-windowed showroom on the northwest corner of the Broadway factory. Remnants of the elegant showroom including its tiled floor, marble accents, and ornate staircases remain, but are off limits today. Above the showroom, several floors of office space were positioned a few steps above each level of the factory, allowing managers to look down as Ford vehicles took shape.

The first Model Ts rolled out of the Denver branch plant in June of 1914, bound for Ford dealership showrooms scattered across the mountain west. Healthy demand for Ford vehicles

meant that the bosses back in Detroit ordered a plant expansion in 1916, but even the most discerning eye needs to take a second look to realize that the south third of the building is newer than the north. The office of prolific Detroit-based industrial architect Albert Kahn is credited with not only the main building but also the addition, which follows the industrial style philosophy of “bringing the light in,” popular in the early 20th century. Kahn worked on four buildings in the Denver area, with the Ford Motor Company assembly plant as one of his first contributions to the Denver landscape in the early 20th century.

As war took over Europe and raw materials became hard to attain, Ford halted production in August of 1919. The Denver plant sat idle for about a



Historic Ford Motor Company, circa 1910-1920. Photo: Denver Public Library

year and reopened in March of 1920 to continue building various incarnations of the Model T at a rate of about 150 cars a day.

By 1928, the Model T was phased out in favor of the comparatively modern Model A. Production began in June, and The Denver Post reported that plant general manager Emory Afton hoped to employ as many as 600 workers.

Afton was the plant’s general manager for much of its existence. By the time the Model A was rolling out on South Broadway, Afton would return nightly to a stately home at 1248 South Gilpin Street overlooking Washington Park. Previously, he lived at 1178 South Race Street in a more modest bungalow. Early 1900s city directories reveal that Ford employees lived throughout south Denver.

It is not clear if Afton’s employment goal for the Model A was ever reached. He stepped down as general manager in September of 1930 and moved to Boise, Idaho, where he opened a parts distribution company. In Denver, he was succeeded by Paul Shirley, who oversaw the plant through its final Ford-producing years. The Model A’s launch in Colorado got off to a good start, but as the Great Depression took hold of the country in late 1929, the plant experienced numerous temporary shutdowns widely reported in regional newspapers. By 1931, Ford announced plans to close most of its branch plants, including Denver. A downturn in demand paired with massive enlargements at its flagship plant in Michigan spelled the end for Ford’s innovative branch assembly plants.

Just 15 Model As with rumble seats were built to fulfill a final order in January of 1932, marking the end of mass-produced cars in Colorado. Over 18 years, about 200,000 Ford vehicles fired up their 4-cylinder engines for the first time at 900 South Broadway.

Ford used the plant as a parts depot through World War II; unlike many industrial facilities, it was not used for armament production. The automaker sold the plant to the Gates Corporation in the 1940s and it was converted from manufacturing into corporate offices. In the early 21st century most of the former Gates facilities were demolished, but the robust, fortress-like construction of the Ford plant ensured its survival. Today 900 South Broadway operates as a data center and office space.

Few hints of Ford’s past are visible, especially on the inside of the plant that has been modernized, although fire suppression doors and the original vault door are in the basement. Large, empty elevator shafts no longer transport parts to the assembly line or completed vehicles from the top floor to street level. Only the marble and tile office staircase hints at the hustle and bustle that once dominated industrial South Broadway. 🌿

Andrew Ganz is a writer and editor for automotive publications. He has been an exceptional volunteer with Discover Denver since 2015. With this article, Mr. Ganz was excited to merge his passion for the automotive industry with his love of Denver history.



Grand Prize Winner: Armando Generyo, Under I-70 in Swansea featuring members of the Compass Colorado Car Club



Fan Favorite Winner: Patrick Surrena, Old and New Denver

ASSIGNMENT 2018 PHOTO CONTEST WINNERS ANNOUNCED

In honor of National Historic Preservation Month, Historic Denver launched a photo contest in May entitled “What Makes Denver, Denver.” Historic Denver has been an advocate for the places that make Denver unique for 48 years. To honor the places that are already recognized, as well as the hidden gems, the contest asked photographers to highlight a favorite historic place, landmarked or not. Amateur and professional photographers submitted photo entries to Historic Denver and a jury selected winners.

The Grand Prize winner is Armando Generyo for his photograph entitled “Under I-70 in Swansea featuring members of the Compass Colorado Car Club.” The jury selected this photo for all that it says about the people and culture of Denver as well as our changing city. This gorgeous image speaks volumes on the people of our city, the changing landscape, and the impact of I-70 in the historic neighborhood of Elyria-Swansea. Armando won a \$100 gift card to Mike’s Camera, a Group Walking Tour, and a free membership to Historic Denver!

The Fan Favorite winner is Patrick Surrena’s image of Union Station, entitled “Old and New Denver.” It’s a wonderful image and Surrena waited for the sky to be just right, as well as for the train to be in the image. He won a Group Walking Tour with a Happy Hour and a membership to Historic Denver. 🌟

Honorable Mentions will all receive a membership to Historic Denver. They include:

Charlotte Couchman	“Union Station”
Michael Dersin	“Colorado National Bank”
Jennifer Kiser	“Wings Over the Rockies”
Tina Pino	“Union Station”
Brandon Ricci	“Denver Art Museum and Beyond”
James Rogers	“Denver Gas and Electric Building”
Jim Stennette	“Holy Ghost Church with 1999 Broadway”

Thank you to everyone who submitted photos of places and spaces that make Denver, Denver.


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Accessory What?

Tuesday, July 17th, 7pm to 8:30pm

Centro San Juan Diego
2830 Lawrence St. Denver, CO 80205

sponsored by



RE:DENVER - ACCESSORY WHAT?

This summer we are taking re:Denver on the road to explore Accessory Dwelling Units (ADUs), also known as alley houses, carriage homes, or granny flats. We will explore ADUs in Curtis Park, one of Denver's neighborhoods where zoning historically supported this type of structure on individual lots, and more recent changes to zoning have created a renewed interest in ADU construction.

The forum, which will take place on Tuesday, July 17th, will start with a brief introduction to ADUs and why they are beneficial to home owners and communities. Then we will hit the street to visit a historic Carriage House, a newly constructed ADU, and a conversion to get a sense for the varieties among these types of units.

The program will begin at 7:00pm at Centro San Juan Diego, located at 2830 Lawrence Street. Parking is available in the adjoining lot, or in the neighborhood. This event is free and open to the public, please plan on joining us! 🌟

Above: Tom Sanders leading a Walking Tour in LoDo in 2016
Below: Tom Sanders with Historic Denver Staff that has worked with him as a Volunteer. At the Minoru Yasui Award Ceremony, June 28, 2018"

TOM SANDERS RECEIVES THE MINORU YASUI COMMUNITY VOLUNTEER AWARD

In 2015, Tom Sanders was nominated by Historic Denver to receive the Minoru Yasui Community Volunteer Award (MYCVA). The award, a program of The Denver Foundation, honors outstanding volunteers that make unique contributions to the community. Tom was chosen to receive the June 2018 award for his dedication and commitment to volunteerism in the community. At a June 28th ceremony at the Denver Foundation, Tom was honored

for his volunteer work, and learned that the day had been proclaimed “Tom Sanders Day” by Denver Mayor Michael B. Hancock.

MINORU YASUI COMMUNITY VOLUNTEER AWARD

Eight times each year, the Minoru Yasui Community Volunteer Award recognizes an outstanding volunteer in the Denver metropolitan area. The award is given to a volunteer who embodies the values of vision, integrity, passion, courage, perseverance, advocacy, inclusion and compassion. The recipient receives a \$2,000 cash award to designate to a non-profit agency of their choice.


For the staff at Historic Denver, this award brought to mind one of our very own volunteers, Tom Sanders. Tom began volunteering for Historic Denver in 2013 with the Discover Denver architectural survey project, documenting buildings twice a week throughout the city and conducting research on historic buildings. In 2015 Tom expanded his volunteer efforts with Historic Denver when he became a trained walking tour guide. Since 2015, he has devoted over 235 hours to the walking tour program, leading weekly tours of LoDo (Lower Downtown), Larimer Square and of Denver's Main Street (the 16th Street Mall). Leading locals and tourists alike on a journey through Denver's past and present, Tom's passion for his subject matter and knowledge about the city's architecture keeps tour attendees engaged throughout the tour. As a retired architect, Tom provides valuable insight and helps to teach our new walking tour guides about architecture during the annual guide training. Tom always has a smile on his face, and is always ready to lend a hand and help in any way possible. We are so proud of Tom, and thankful that the Minoru Yasui Community Volunteer Award helps us to demonstrate how much he means to Historic Denver.

Tom has chosen to give his \$2,000 award to Historic Denver. We greatly appreciate his generosity and continued support of our organization.

Learn more about volunteering with Historic Denver at historicdenver.org. 🌟

MINORU YASUI was a community leader dedicated to improving the quality of life for all people. While Mr. Yasui is well-known for his courageous stand against military orders that resulted in the forced removal and imprisonment of over 110,000 persons of Japanese ancestry during World War II, his entire life was dedicated to the defense of human and civil rights, and justice for all. Educated as an attorney, Minoru Yasui served as the Executive Director of the Denver Commission on Community Relations for 16 years and was a champion of civil rights. Mr. Yasui passed away in 1986.

To learn more about Minoru Yasui and his life, visit: encyclopedia.densho.org/Minoru_Yasui/ and minoruyasuitribute.org/



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HISTORIC DENVER INC.

MOLLY BROWN HOUSE MUSEUM

MOLLY BROWN HOUSE MUSEUM EMBRACES ACCESSIBILITY, INCLUSIVITY AND DIVERSITY

BY ANDREA MALCOMB, DIRECTOR, MOLLY BROWN HOUSE MUSEUM

Historic Denver has been working to address barriers to participation at its flagship property, the Molly Brown House Museum, whether it's physical access, ticket prices, or amplifying voices for all who call the Denver area home. Through the "Investing in Action for the Places You Love" Capital and Capacity Building Campaign our Board of Directors has made a significant commitment, programmatically and financially, to address accessibility, inclusivity and diversity in the organization and at the museum.

An emerging challenge in the historic preservation and cultural heritage sector is how to better connect communities, not just with the architecture or physical representations of history, but also with the diverse people, stories, themes, and intangible cultural connections embodied in place. This challenge is especially intense in communities such as Denver, experiencing significant population and demographic change and therefore addressed in such cultural plans as Imagine 2020, JEFFCO 2020, and Creative Broomfield.

Historic Denver is working to address this challenge in several ways. First of all, Historic Denver stays on the forefront of museum trends and uses the Molly Brown House Museum to connect a physical place to themes that resonate with diverse audiences. This is a particular strength of the museum, as it tells not just the story of the house, but the story of J.J. and Margaret Brown as representational figures in both western and women's history.

In 2017 the Molly Brown House Museum connected visitors with the stories of people from diverse backgrounds by adding a space dedicated to the servants who lived and worked in the home, many of whom were immigrants. This space provides a vehicle to discuss class, ethnicity, and labor issues on tours and at our free community forum events, the Salon Series. And, by creating an exhibition space in the newly renovated basement, we can focus on economic, labor, and environmental topics related to natural resource extraction in Colorado – since JJ Brown was a successful mining engineer. Both of these spaces provide entry points that connect the past to the present for those visitors with different perspectives and backgrounds.

We value the importance of providing rich cultural experiences to those who may not always have capacity to do so. This commitment to diversity, equity, and inclusion made paramount physical access improvements to our flagship property and became a key component of our Capital Campaign. Renovations to the museum allow us to now serve those with differing mobility needs by adding a lift to two levels of the museum. This lift allows visitors with mobility devices (wheelchairs, walkers, etc.) to access the first level of the museum as well as our new basement space which has accessible restrooms, drinking fountains, and our documentary on Margaret Brown. While the lift does not reach the 2nd and 3rd floors, accommodations allow guests to continue the tour virtually with headsets, photos, and video. Now all visitors are able to see the State Capitol's gold dome and the spires of the Cathedral Basilica of the Immaculate Conception from the iconic front porch of the home!

In order to welcome those with mobility needs, we prepared by undertaking evaluation strategies that included focus groups, interviews, and surveys. Staff consulted with experts from Access Gallery/VSA and the Rocky Mountain ADA Center. And, we listened to people in the community with a variety of needs to better understand how to serve those who have mobility limitations and all who identify with having some form of disability. As a result, we've improved how we deliver the tour and the accessibility amenities available for visitors to the Molly

Brown House Museum.

As a part of this learning process, museum staff actively participated in the Denver Art of Access group, whose goal is to be "the catalyst to connect and advance access and inclusion across Denver's cultural organizations through professional development opportunities and resource sharing." Art of Access Steering Committee member Heather Pressman says "historic house museums have unique challenges when it comes to accessibility. Historic Denver's Molly Brown House Museum demonstrates how these types of museums can overcome barriers to access. While it might not be possible for every organization to commit to a wheelchair lift, historic house museums can expand accessibility by modifying existing programs, providing staff training, and engaging with diverse communities."

We now successfully welcome groups of varying physical and cognitive needs for a visit to the Molly Brown House Museum. Feedback tells us it's working: "Being able to experience the museum was something I never thought I would be able to do in a wheelchair. It was great to see her home!" and "We are always looking for new places to bring our adult group and never thought we would be able to come to the museum. With the new accessibility features, we can bring our group many times and have new experiences."

Lastly, later this year, SPARK! tours will be offered for those in the early stages of Alzheimer's disease or dementia. The SPARK! program of the American Alzheimer's Association connects museums with community partners to support healthy aging. This program will provide an opportunity for those with early stage Alzheimer's disease and dementia, along with their caregivers, to visit the Molly Brown House Museum in a setting designed to be welcoming and stimulating and "spark"

some memories. We believe that the museum's objects and stories are perfectly suited to support healthy aging initiatives. Successful SPARK! programs are already in place at the Denver Art Museum, History Colorado, and the Clyfford Still Museum.

Through the "Investing in Action for the Places You Love" Capital and Capacity Building Campaign Historic Denver has committed to addressing barriers to participation and made a significant commitment, programmatically and financially, to address accessibility, inclusivity and diversity. Through our flagship property, the Molly Brown House Museum, we can better connect communities with the diverse people, stories, themes, and intangible cultural connections embodied in this place we love and help keep Denver, Denver into the future. #



Developmental Disabilities Resource Center members enjoyed their trip to the Molly Brown House Museum.

“...It isn’t who you are, nor what you have, but what you are that counts.”

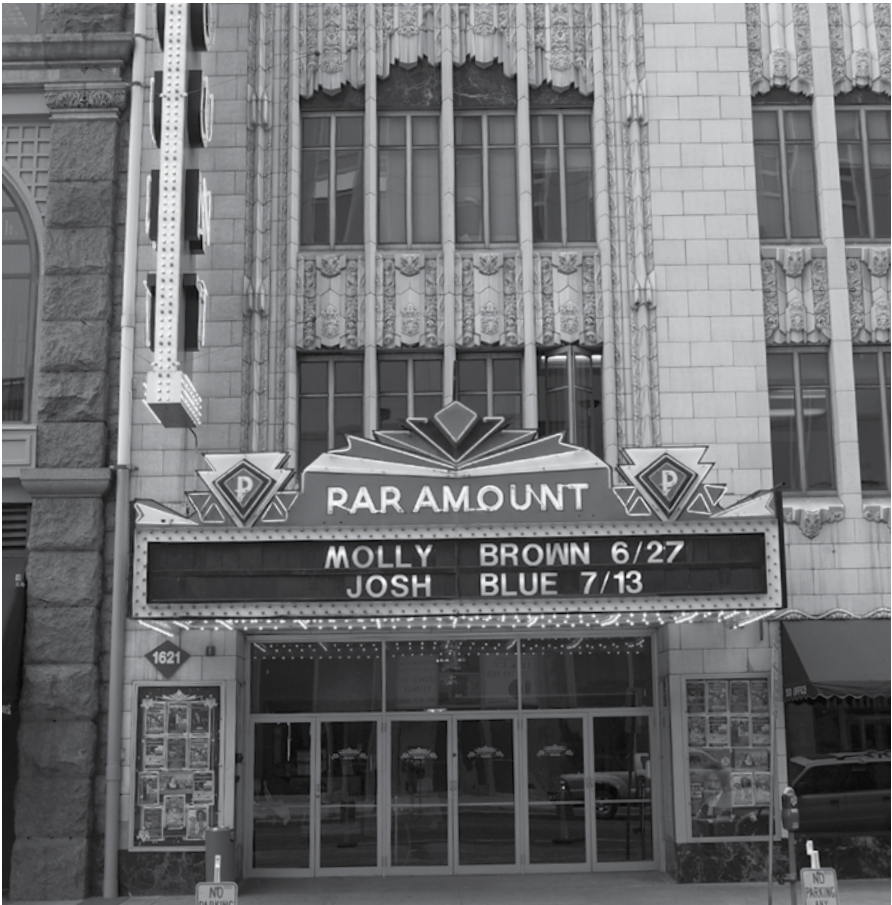
Margaret Brown ~ Denver Post, April 27th, 1912



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WALKING TOURS UPDATE



Paramount Theater

WALKING TOUR SEASON 5 is off to a great start! We’ve given over 50 tours so far this season and the reviews from our guests have been wonderful. In the next few months we will continue to offer our classic walking tours, and have the opportunity to add some additional specialty tours.

We are excited to collaborate with our friends at the Paramount Theater. They have offered to pair an interior tour of the Paramount Theater with our Denver’s Main Street tour on Friday, July 20th at 10:00am. Denver’s 16th Street was once full of many theaters and we’ll pay homage to this history by touring the last remaining original movie house on the street.

Thanks to help from the Curtis Park Neighborhood Association, we’ll be offering a tour of the Homes of Curtis Park. This neighborhood is Denver’s oldest, and contains homes of Denver’s early business owners. This tour is a great way to appreciate the beautiful homes in Curtis Park, and celebrate the park’s 150th birthday this summer. We will offer the Homes of Curtis Park tour on Saturday, August 25th at 10:45am.

Our first Mansions of Quality Hill tour was a success, and we have four more tours planned for this season. Located within the Capitol Hill neighborhood of Denver, “Quality Hill” was home to some of Denver’s most wealthy and powerful citizens of the early 20th Century. This new tour will be offered at 10:00am on the following Saturdays: July 7, August 4, September 1 and October 6.

We also launched our first Five Points tour focusing on the Welton Street corridor, which was the heart of the African American community in the Rocky Mountain West from 1920 to 1950. Terri Gentry of the Black American West Museum joined us in this collaboration, and we are looking forward to the upcoming tours at 10am on the following Saturdays: July 28, August 25 and September 29.

To learn more about these fabulous tours, and book tickets, please visit <https://historicdenver.org/tours-events/walking-tours/>. 🌸

DISCOVER DENVER UPDATE



DISCOVER DENVER SURVEY
MOVES ON TO SOUTH BROADWAY

Discover Denver — a joint project between the City and County of Denver and Historic Denver, Inc. to survey every building citywide — has recently completed survey work in an area that encompasses much of the Capitol Hill and West Cheesman neighborhoods. Focused on identifying buildings throughout the city that are historically, architecturally or culturally significant, the project documents the features of each building and researches the history of selected buildings in each neighborhood. Discoveries in the Capitol Hill-West Cheesman survey area included the former home of the Bolles Institute of Osteopathy at 1457-59 Ogden Street. The building was owned for many years by the Bolles family, pioneers in osteopathic medicine. In 1894, Jenette “Nettie” Hubbard Bolles was a member of the first ever graduating class of osteopaths in the United States. She and her husband opened their own school, the Bolles Institute, in Denver in 1900.

Discover Denver will begin work along a stretch of South Broadway in July. Volunteers play a significant role in Discover Denver, helping to document buildings, research building histories, and collect stories from members of the community. Trainings for new volunteers are ongoing, and no prior experience is necessary to volunteer with the project. To learn more about Discover Denver and how you can get involved, visit the project website at DiscoverDenver.CO. 🌸



Bolles Institute Building — Discover Denver in Capitol Hill survey area



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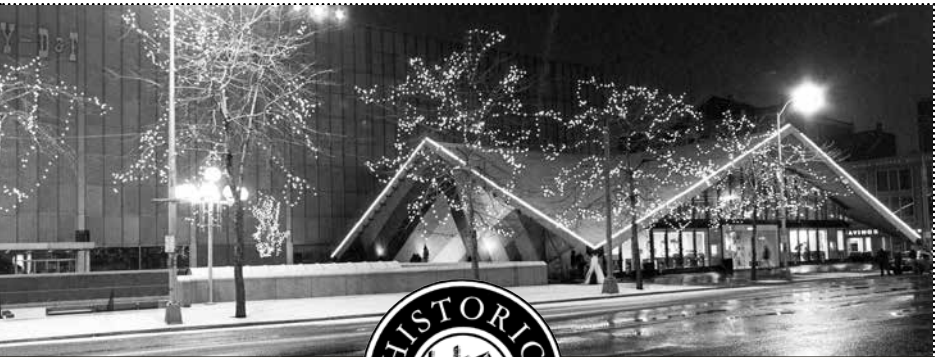
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Thank You
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Amy Berglund	Jane and Jerry Robinson	Mike Rosser
Andrew Rogge	Jane Clevenger	John and Beverly Muraglia
Anne and Emory Walker	Jane Faiola	Nina Saks and Richard B Robinson Saks
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HISTORIC DENVER/MOLLY BROWN
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Yes! I would like to become a member at the following level:

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___ VIP Contributor ~ \$250; Senior ~ \$225

___ I would also like to make an additional donation of \$_____.

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CALENDAR OF EVENTS

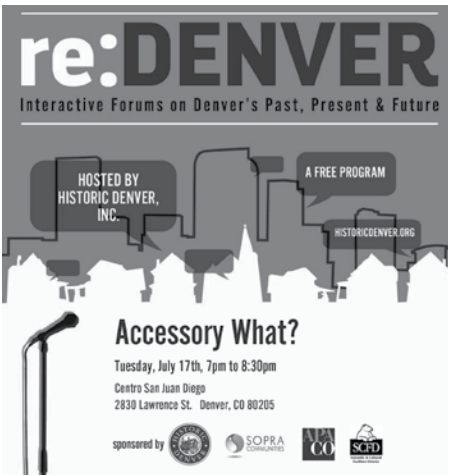


RE: DENVER – ACCESSORY WHAT?

TUESDAY, JULY 17TH
Program begins: 7:00pm

Location: Centro San Juan Diego
2830 Lawrence St, Denver

Join Historic Denver at this free public forum and tour to discuss Accessory Dwelling Units (ADUs) and how they are being utilized in Denver. See page 8 for more details on the event.



HAPPY BIRTHDAY MRS. BROWN GARDEN PARTY

THURSDAY, JULY 19, 6-8 PM
\$18 Members | \$20 Nonmembers

Help us celebrate Margaret’s 151st birthday at an intimate Edwardian era garden party. Share in the festivities with live music from Central City Opera, traditional lawn games, birthday cake and punch, both spiked and safe. Margaret Brown and her friends will be so glad that you’ve decided to join them!

Suggested for ages 12 and up. 21+ must present ID.

Purchase tickets at: mollybrown.org.



VIP BORDELLO TOUR WEDNESDAY, JULY 25, 6:30PM

Free for VIP Members

Denver has a long and colorful past. Walk and drink with us through the streets and alleys of Lower Downtown, Five Points and the Ball Park neighborhoods as we explore the seamy side of Denver’s past. Explore the sites of mistresses, rivalries, and indulgences common in early Denver. Maddie Silks, Saints and Sinners, Holliday Street, Hop Alley, Neil Cassidy, ghosts of famous madams, and great Denver scandals will all be featured on this fun tour.

To upgrade your membership to the VIP Associate or VIP Contributor level, please call Sigri Strand at 303-534-5288 ext. 7.



MOLLY BROWN HOUSE MUSEUM VOLUNTEER TRAINING

SATURDAY, AUGUST 25, 9AM-3:30PM

Volunteers are the lifeblood of the Molly Brown House Museum. Join our family of almost 100 volunteers in sharing Margaret’s home with the world. We need volunteers willing to lead tours of the house as well as those who want to help with events (assisting guests, working in the kitchen, serving tea, baking). You can find more information and complete an application at <https://mollybrown.org/support-us/volunteer/>. All potential volunteers must interview prior to joining us for our next volunteer training. The one-day training is mandatory regardless of your volunteer role. If you have any questions please contact Kim Popetz at kpopetz@mollybrown.org or 303-832-4092 ext. 16.

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