

City of Grand Junction
Phase Three Historic Survey
2006

Survey Report

Prepared for:

Grand Junction Community Development Department
250 North 5th Street
Grand Junction, Colorado 81505

Prepared By:

Suzannah Reid, AIA
Reid Architects, Inc
PO Box 1303
Aspen, Colorado 81612
970 920 9225
970 920 7723 *fax*

Lydia Herron
To the Past & Back
1788 L 1/2 Road
Fruita, Colorado 81521
970-858-9787

May 1, 2006

*This survey was funded in part by a State Historical Fund Grant #04-01-069
Deliverable 10a / 10b*

Table of Contents

Introduction.....	1
Survey Design & Methodology.....	3
General Historic Context.....	19
Subdivision History.....	41
Findings & Recommendations.....	65

Maps

- Urban Survey Areas
- Rural Survey Area
- Urban Survey Area with all Subdivisions Indicated
- Urban Survey Area with all Survey Sites Indicated
- Rural Survey Area with all Survey Sites Indicated

Appendix A - All Urban Sites

- Listed by State ID with National Register Evaluation
- Listed by Street Address with National Register Evaluation

Appendix B - All Urban Sites

- Listed by Subdivision
- Listed by Construction Date (by decade) and sorted by Neighborhood Group and Street Address

Appendix C - All Pear Park Sites

- Listed by State ID with National Register Evaluation
- Listed by Street Address with National Register Evaluation
- Reconnaissance survey notes on current findings

Appendix D - Bookcliff Park District - Potential National Register District in Bookcliff Park

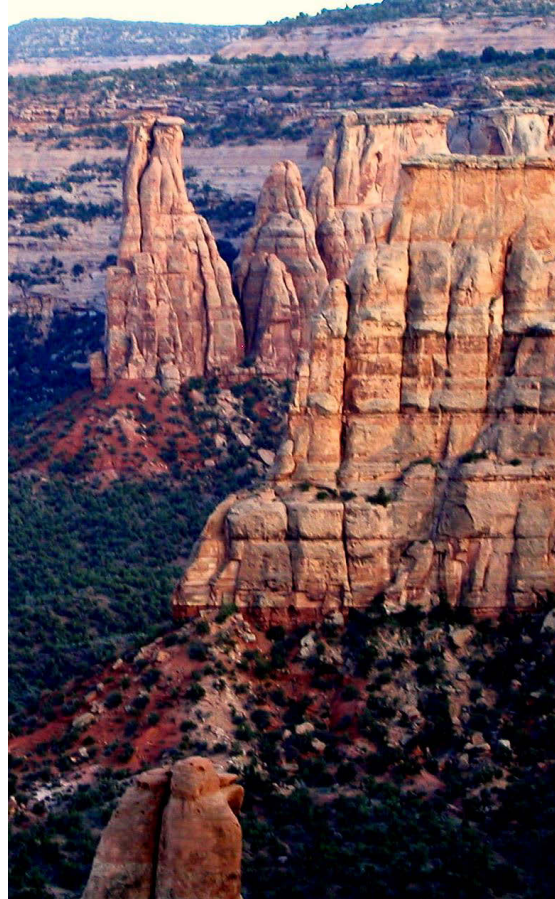
- Map of Potential District with all surveyed sites indicated and supporting information
- Listed by State ID with Contributing/Non-contributing Evaluation
- Reconnaissance Survey List

Appendix E - Bibliography

Introduction

The City of Grand Junction has a history dominated by agriculture and mining. Located on the Colorado River at the western edge of the state, the arid Grand Valley was an unlikely place to attract farmers and ranchers. Only through large scale irrigation projects and determination did the fruit orchards and fields produce enough to establish an agricultural economy in the area. Access to the rail lines that connected east to west provided transport for goods, furthering the viability of agriculture. Rail also made possible the exploitation of the gas and mineral wealth of the region. By the early 20th century, mining would outpace agriculture as the primary economic force. By the 1940s, what began as a coal based industry, would flourish when the country turned its focus to uranium.

The purpose of the Grand Junction 2004 Phase Three Survey was to complete 400 survey forms for sites located in the urban area of Grand Junction and to reevaluate up to 25 rural sites in the area. Six neighborhoods in the central area of the city were defined by the Community Development Department and were divided into two groups: Priority One and Priority Two. These neighborhoods were the focus of a reconnaissance survey, which led to the selection of the 400 urban sites for intensive survey.



View of the Colorado National

The Community Development Department also defined an area on the outskirts of the City for the selection of the rural sites.

The goal of the survey was to supplement previous survey efforts and to address areas of the community that are under pressure of redevelopment. A comprehensive reconnaissance survey was undertaken to provide a basis for the selection of the 400 urban sites and the several rural sites to be included in the final intensive survey effort. The sites

selected for the final survey represented both commercial and residential buildings over a range of dates, providing a complete picture of development in the areas selected.

The broader goal of this survey, and continuing efforts, is to provide the community with a resource of information and documentation for its buildings and neighborhoods. This inventory will raise awareness about both the history of Grand Junction's community development and its architectural heritage.

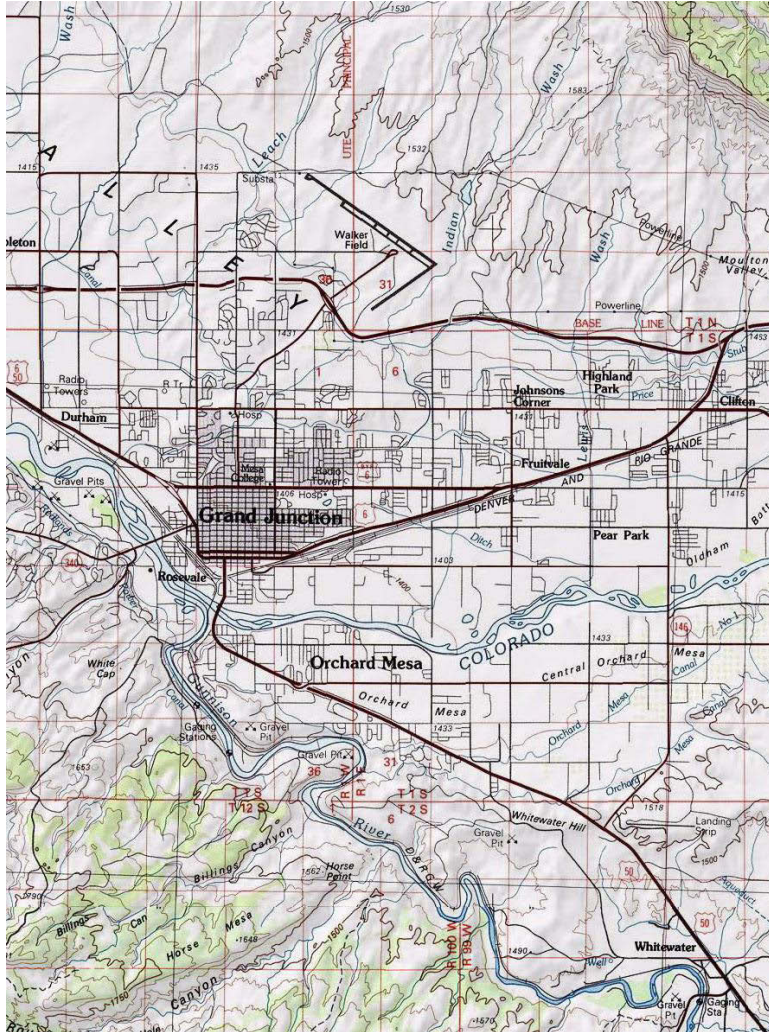
The survey was funded in part by State Historical Fund Grant #04-01-069 and was overseen by the City of Grand Junction Community Development Department. It was undertaken following the guidelines of the Colorado Historical Society Office of Archaeology and Historic Preservation's *Colorado Cultural Resources Survey Manual Vol. 1 and Vol. 2 (1998)*.

SURVEY DESIGN AND METHODOLOGY

Survey area

The City of Grand Junction is located on the plain of the Grand Valley in Mesa County, Colorado. The original Grand Junction townsite is located on the north side of the Colorado River which runs generally east/west. The city now occupies areas on both sides of the river. North of the city the Book Cliffs rise over 2,400 feet above the Grand Valley floor. The confluence of the Gunnison and Colorado Rivers lies to the southwest, as does the dramatic topography of the Colorado National Monument. To the east the Grand Mesa rises more than a mile above the plain.

Interstate Highway 70, which runs east to west across Colorado, joins the Colorado River just east of Glenwood Springs and the Denver & Rio Grande railroad just west of Vail. The three travel together from Glenwood Springs to the mouth of the steep canyons east of Grand Junction. Departing the canyon, the highway continues due west, running along the north side of the City, while the river and railroad loop down to the southern edge of the City. The Gunnison River enters the

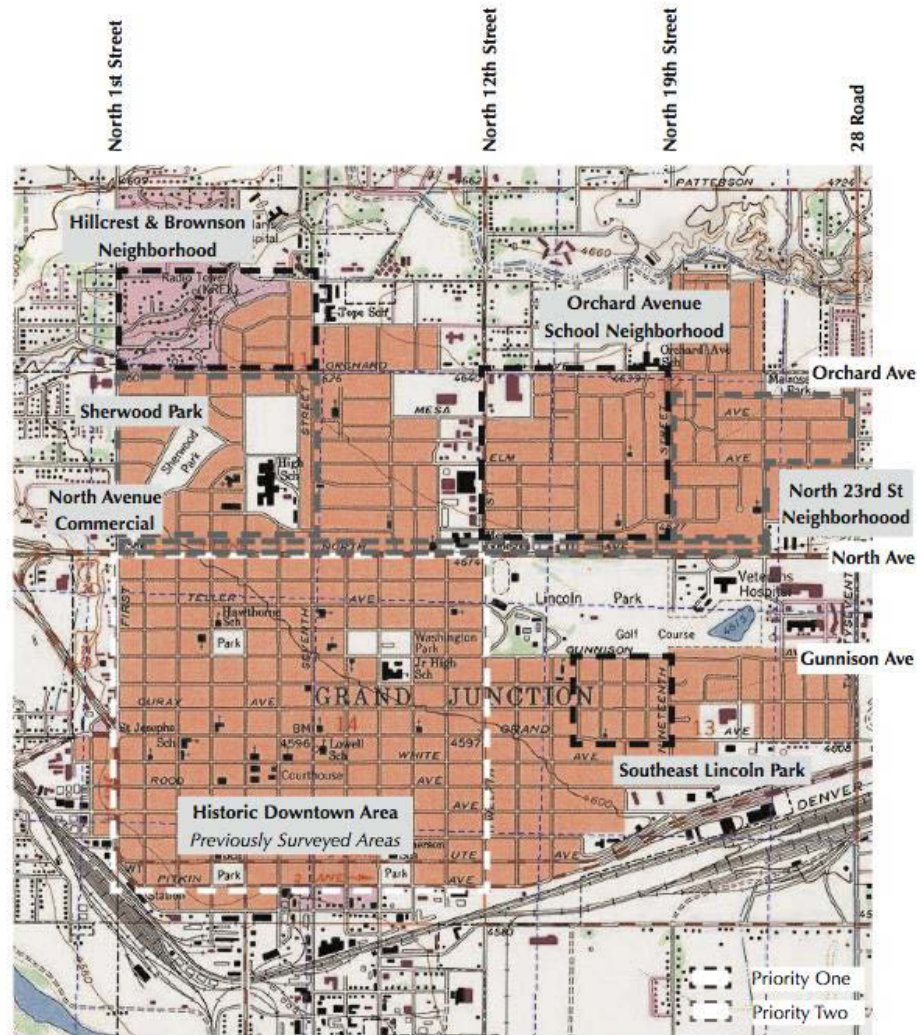


excerpt from USGS TOPO map software

Colorado at its southernmost point and river and railroad swing back to the northwest to join the highway.

The City of Grand Junction sits at 4,600 feet above sea level and covers approximately four square miles at its core. The urban and suburban development surrounding the city extend miles beyond the core to the east, west and south. The city and surrounding areas are laid out on a large

grid, with the original townsite contained in one square mile. The grid corresponds to the section lines found on the USGS map and main north/south and east/west roads conform to this grid. Rural areas have roads on the one mile grid with intermediate roads at regular intervals, typically every ½ mile. Urban areas share those roads and subdivide to a more urban street interval. There are only a few instances where development departs from the grid.



Urban Survey area overview • see map section for detailed maps

The survey areas are located in the adjacent square mile to the north, northeast and east of the original townsite. First Avenue runs north/south on the western most edge of the original townsite and the survey area. Twelfth Street runs north/south and is the eastern edge of the original townsite, but bisects the survey area. North Avenue is the north side of the original townsite, but establishes the southern edge of the majority of the survey area. The original townsite and a number of adjacent neighborhoods have been surveyed in previous

efforts. These surveys were conducted in 1981, 1985, 1986, and 1988 and 1996.

The City of Grand Junction Community Development Department determined the areas of focus for the Phase Three Historic Survey. The consultant was then charged with the selection of the individual sites within those areas. The City defined six discrete neighborhoods in the city core for the urban survey areas and divided them into two priority

areas. The six neighborhoods are generally north of the historic city center and, for the most part, adjacent to areas that have been previously surveyed.

The Priority One areas include: Orchard Avenue School Neighborhood, Southeast Lincoln Park, and the Hillcrest & Brownson Neighborhood.

The Priority Two areas include: Sherwood Park Neighborhood, North 23rd Street Neighborhood, and North Avenue Commercial. These names are used here for the purpose of this survey only.

The actual neighborhood names and/or subdivision names vary. The six areas represent over 580 acres of area and contain over 2,000 buildings with construction dates ranging in dates from the 1890s to 2004.

The rural area that the city identified is referred to as Pear Park. This is an area to the south and east of the original townsite, which was originally laid out as orchard parcels. The area is approximately 4 square miles and is the focus of rapid redevelopment at this time.

The Urban Neighborhoods

Priority One areas:

1. The Hillcrest & Brownson Neighborhood is bordered by North 1st Street on the west, Orchard Avenue on the south, North 7th Street on the east and Bookcliff Avenue on the north. The north boundary was slightly expanded to follow the path of the street in that area and both sides of the street were included. This area is

north of the original townsite and is just south of the St. Mary's Hospital complex. It is located on one of the taller ridges in the area and the street grid is altered to relate to the contours of the hillside.

2. The Orchard Avenue School Neighborhood is bordered by Orchard Avenue on the north, North 12th Street on the west, North 19th Street on the east and Glenwood Avenue on the south. In this case, some buildings on the north side of Orchard Avenue were included as well as the school building at North 19th and Orchard Avenue. The terrain in this area is flat. The street grid is generally consistent and most streets run through. North 12th Street is a main north/south artery and is on the one mile grid. Mesa State College is located primarily on the west side of North 12th Street, but has considerable influence over the adjacent neighborhoods on the east side.

3. The Southeast Lincoln Park Neighborhood is bounded by North 15th Street on the west, North 19th Street on the east, Gunnison Avenue on the north and Grand Avenue on the south. The terrain in this area is also flat and the street grid is intact. Lincoln Park is located on the north boundary of this neighborhood.

Priority Two Areas:

1. The area south of the Hillcrest & Brownson Neighborhood is named the Sherwood Park

Neighborhood. It is bounded by Orchard Avenue on the north, North 1st Street on the west, North 7th Street on the east, and North Avenue on the south. All commercial buildings on North Avenue are included in a separate Priority Two area named North Avenue Commercial. Sherwood Park is located in the center of this neighborhood. The park is an oblong irregular shape and interrupts the street grid at its perimeter, creating long residential streets with park views.

2. The North 23rd Street Neighborhood is on the east side of the Orchard School area. It is bounded on the east by North 23rd Street, by Orchard Avenue on the north, by North 19th Street on the west, and by Glenwood Avenue on the south. The terrain in this area is flat and the street grid continues through from the Orchard School area. There are some interruptions in the grid that indicate changes in the attitude toward suburban development during the active period in this area. The Indian School Wash, a ditch running north/south, cuts off the residential streets from 28 Road (North 26th Street), a north/south artery that is located on the one mile grid.

3. The North Avenue Commercial Area consists of buildings on the north side of North Avenue from First Street to 2400 North Avenue. This area bounds the south side of the Sherwood Park Neighborhood, Orchard Avenue School and

North 23rd Street Neighborhoods. It is a main east/west artery and falls on the one mile grid.

A visual review of the neighborhoods and review of aerial maps (dated 1954) clearly demonstrates the patterns of development and the expansion of the city. The majority of the sites date from the late 1940s and early 1950s resulting from the dramatic expansion of the town during the Uranium Boom. Several buildings built before 1920 are scattered throughout both the Priority One and Priority Two areas.

Overall the original residential developments are generally intact with few new buildings replacing the mid-century ones. Most of the neighborhoods surveyed consist of groups of repetitive building designs, some of which are intact in their original form. The Hillcrest neighborhood has buildings that are unique from each other while sharing a consistent design vocabulary. The construction and design of the Hillcrest area is indicative of an upper middle class community. The Southeast Lincoln Park neighborhood has a variety of modest individual types based on more traditional styles, typical of the transitional period in which they were built.

Most of the new construction is located near the expanding commercial areas on North 1st Street and North 12th Street bordering the residential areas. Mesa State College, centered on the intersection of North Avenue and North 12th

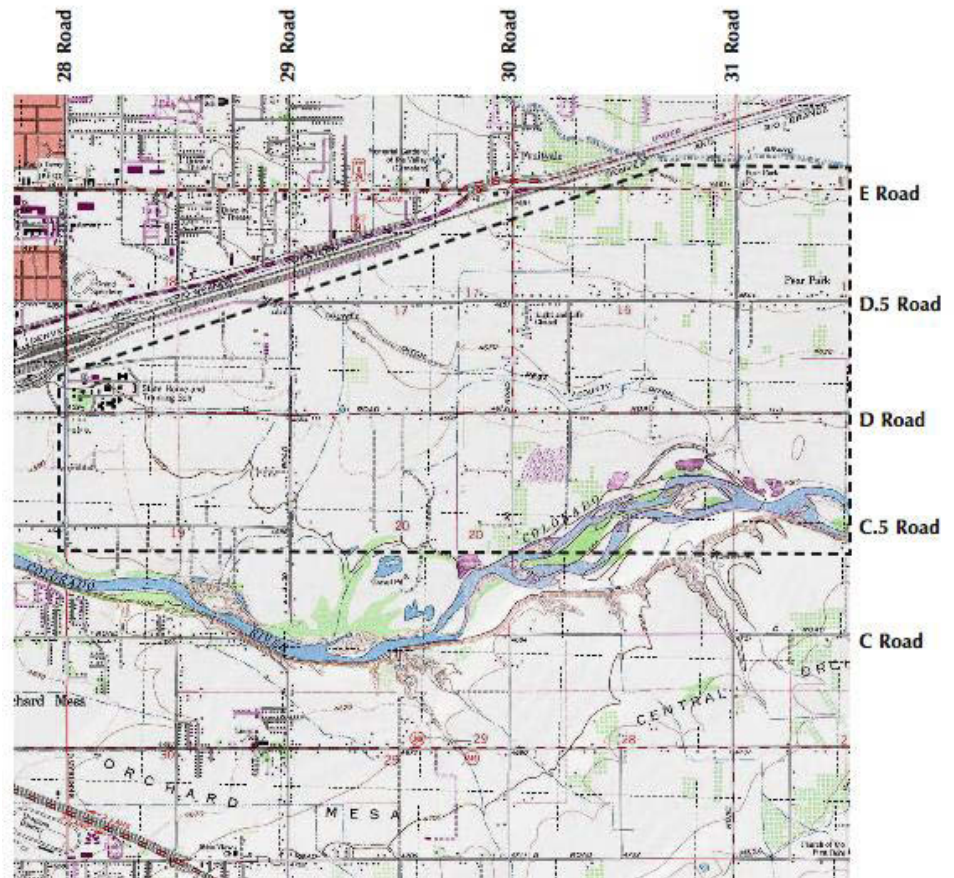
Street, has generated new building types on the fringe of the Orchard School Neighborhood. This development is having an impact on the older residential forms of the area. Lots are being redeveloped as large apartment blocks or sprawling multi-family buildings which change the traditional pattern of small houses on small lots. Parking areas have overtaken front lawns and established rows of street trees.

Redevelopment in the North Avenue

Commercial area has the greatest potential to impact the mid century (and earlier) patterns of development. North Avenue was the ‘edge of town’ into the 1910s and was heavily influenced by the emergence of the automobile. A number of motor lodges and commercial buildings still remain from this period of Grand Junction’s development. A few are intact in their original condition, some are in transition toward losing their original character and many have lost all integrity. In addition to alterations to buildings, new construction based on the pattern of purpose-built buildings

surrounded by parking areas has redefined much of the character of the avenue.

The Southeast Lincoln Park area is a small tract adjacent to several previously surveyed areas. This neighborhood is located to the east of the part of Grand Junction that was developed during the late 19th and early 20th century. Several buildings from that era are distributed on the main avenues. Examples of modest suburban development from the 1930s and 1940s make up a majority of this neighborhood. This neighborhood borders Lincoln Park, which



is a large rectangular park that runs from the corner of North 12th Street and North Avenue, southeast to the corner of Gunnison Avenue and North 26th Street (also known as 28 Road). It occupies 171 acres in the central part of the city.

The Rural Sites

Pear Park is located to the southeast of the city center, north of the Colorado River and south of the Denver & Rio Grande railroad line. The one mile grid also extends to this area, with additional roads running on half mile intervals. All of the previously surveyed buildings are located between 28 Road on the west and 31 Road on the east. The northern boundary is the Denver & Rio Grande railway and E Road, and the southern boundary is C.5 Road. Pear Park encompasses an area of approximately 4 square miles. This area is generally flat with large tracts of land. New development is found in confined tracts of land which sit adjacent to more traditional landscapes.

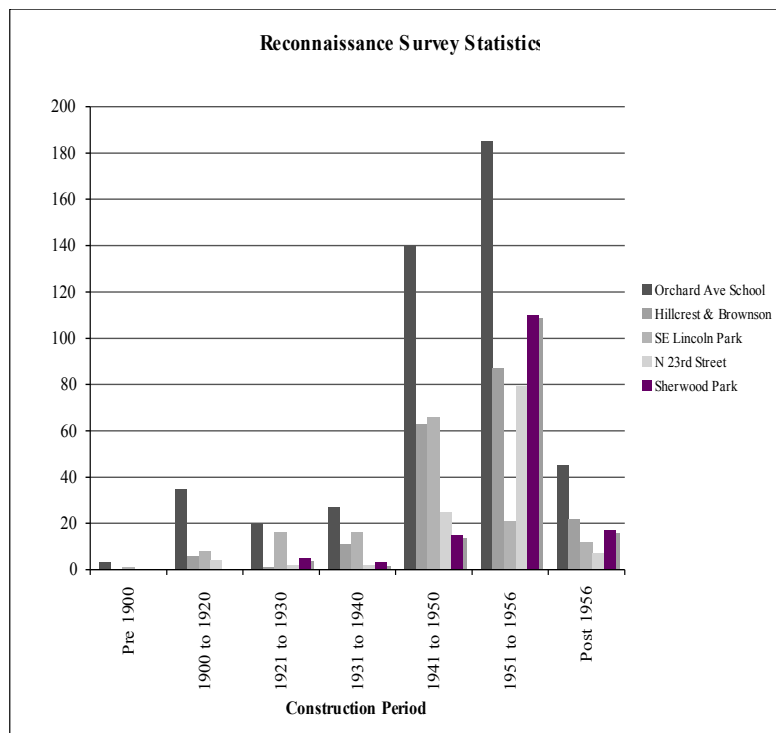
The Reconnaissance Survey

The Urban Sites

The reconnaissance survey was conducted in the spring of 2004.

The Grand Junction Community Development

Department provided maps defining the boundaries of each neighborhood and identifying the Priority One and Priority Two areas. Each neighborhood was walked completely and selected buildings were digitally photographed. Construction date determined which buildings were included in the reconnaissance survey for the Priority One areas. The State Historical Fund staff recommended a cut-off date of 1956. This date was chosen based on the 50 year threshold for National Register nominations. In actual practice this cut off date was coincident with the decline in construction driven by the Uranium Boom, which was the key period of development present in the survey area.



Since only visual information was available at

this point, each building in the Priority One areas was photographed, with the exception of those that were obviously new. A total of 815 properties -- single family, multi family and commercial -- were digitally photographed. The effort generated a list of building addresses linked to a digital image of each building. Once the Priority One areas were completely surveyed the same method was used in the Priority Two areas. In these areas, buildings were selected both by their construction date (pre 1956) and their position as representatives of larger style groups or as unique architectural styles. In the Priority Two areas, buildings were also evaluated for their integrity and their contribution to the overall character of the neighborhood.

The result was an additional 307 buildings. Again a list of addresses linked to the digital images was generated. All the information gathered in the field was then entered into a spreadsheet and a Filemaker database.

Information on the neighborhood name, priority area, and temporary IDs was added to the field information to create the framework for the survey database.

Once the lists were compiled, the data was compared with assessor's office records to verify that no buildings that met the construction date criterion had been omitted. In a few cases, this review required additional field

photography. A complete database including the digital photographs, addresses, current owner, subdivision information, construction date, parcel ID number, square footage, and other relevant information was created.

Street addresses were also verified using the City of Grand Junction GIS mapping system. Where there were discrepancies between addresses indicated on the building and addresses indicated on the GIS maps, the map data was used. This provided an accurate link to the Assessor's Office information.

Rural Sites

The Community Development Department generated a list of previously surveyed sites and the reconnaissance survey began by focusing on a visual review of the buildings on that list. The list included 94 buildings from the late 1800s and early 1900s. The area was surveyed by car and each building on the list was reviewed for integrity. In addition, other buildings were identified which had the visual characteristics of the period but had not been reviewed by the previous survey effort. Notes on the condition or existence of all buildings on the list were made. Only buildings which retained sufficient integrity were digitally photographed. The result was photographs of 36 buildings that were a combination of previously surveyed and non-surveyed rural sites.

A spread sheet was created with all of the information collected on the initial 94 sites that were reviewed. A new spreadsheet was created that included state ID numbers, addresses, construction date, and notes on the cursory visual assessment of the current building. These notes are provided for information purposes on the spread sheet found in Appendix C.

Digital photos of the 36 sites were combined with the address list in a Filemaker database. Any assumptions made in the field, relative to construction dates were checked against the Assessor's Office records. Assessor's Office data and any information that was included in the original Community Development Department list was added to the database for each address.

SELECTION OF THE SITES FOR INTENSIVE SURVEY

Avenue School Neighborhood and the Hillcrest & Brownson Neighborhood remained

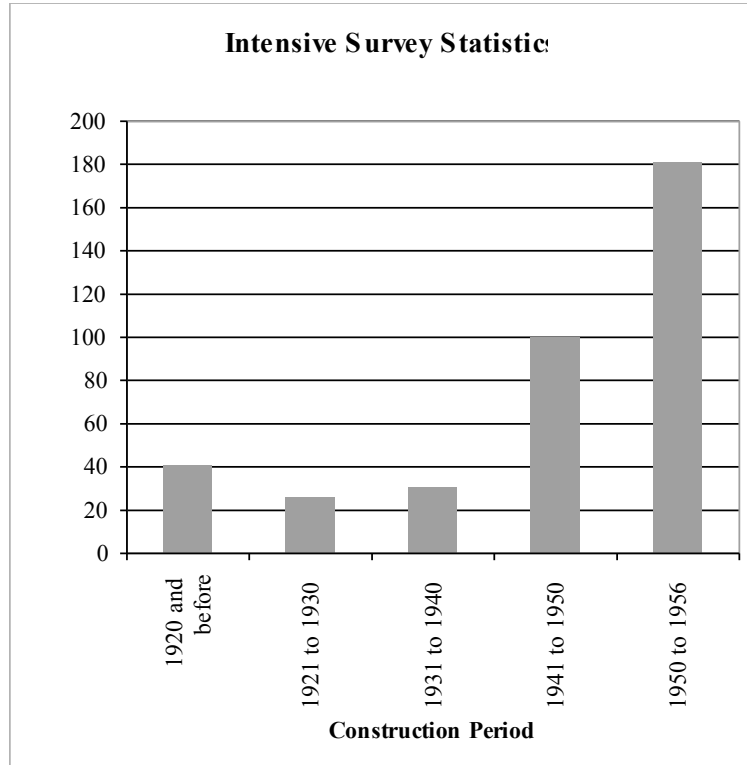
The 400 Urban Sites

Once the reconnaissance portion of the survey was complete, the 1000 plus sites were reviewed and ranked by applying the following criteria:

1. Buildings built before 1956.
2. Buildings illustrating the variety of development in the neighborhoods surveyed.
3. Buildings representing significant examples of a particular architectural style or type.
4. Buildings threatened by new development and/or encroaching changes in use.
5. Buildings built before 1920 and not recorded by previous survey efforts.

This selection criteria resulted in over six hundred buildings eligible for survey.

Discussions with the Community Development Department Staff helped to refine the selections further, providing more direction based on the goals of the various planning areas. Ultimately, less emphasis was given to sites in the North 23rd Street area and the Southeast Lincoln Park Neighborhood. More emphasis was given to the Sherwood Park Neighborhood. The Orchard



unchanged in focus. A second review of the list resulted in the final list of 400 urban sites.

The selected sites represent a variety of commercial and residential structures that represent the variety of building types and architectural styles existing in the survey area. The North Avenue Commercial group consists of 21 commercial buildings built between 1931 and 1955. These properties are individual businesses, small strip mall type developments and motor lodges.

The residential properties represent buildings constructed between 1890 and 1956 and located across all the priority areas. In terms of construction dates, 41 buildings were built in or before 1920, 26 between 1921 and 1930, 31 between 1931 and 1940, 100 between 1941 and 1950, and 181 between 1951 and 1956. This distribution reflects the proportions of actual development in the survey areas. The residential group also contains examples of both single family and multifamily development.

A file search at the Office of Archeology and Historic Preservation was conducted for the survey area to determine if any previously surveyed sites were included in the draft list of sites to be surveyed. This resulted in an overlap of 37 sites in the urban areas: 19 of the sites had been surveyed in 1981, one in 1985, 7 in 1986, and 10 in 1988. The forms for these sites were obtained from the Community Development Department. For the most part, the existing forms included minimal information on both the architecture and historic associations. A determination was made to resurvey all 37 sites.

Finally, a small number of sites (approximately 14) on the list were replaced with alternate sites after the field work was undertaken. Sites were replaced when:

1. Major alterations had been undertaken after the reconnaissance survey, or
2. When the reconnaissance survey information did not adequately represent the actual

conditions, such as large additions or major alterations not represented in the digital photos, or

3. When a better example of architectural style or building type was identified in the field.

The final list of buildings to be surveyed was compiled and then sorted by neighborhood and by date. This final list is attached to this report in Appendix B.

The Rural Sites

The 36 photographed sites were reviewed and 12 sites were selected for survey and re-survey in consultation with the Community Development Department. Sites were selected for their high level of integrity and their representative architectural styles. The sites all date from the turn of the 20th century and eight have been previously surveyed. Four sites do not seem to have been previously surveyed.

It was also determined that the Teller Institute (Grand Junction Regional Center), originally called the Indian School, should be included in the survey. A state file search had been performed as part of the original reconnaissance survey and little information was on file for the complex though it had been surveyed in 1973.

THE COLLECTION OF INFORMATION

Field Work and Photography

The field work began on November 3, 2004. Using the information collected in the reconnaissance survey, a form was created that included the digital photo of the site, the address, and blank fields for indicating materials, form of additions, outbuildings, and other architectural description items, as well as the film-based photo identification. This provided a frame work (one page per building) for obtaining consistent data and for verifying the address information. All sites in the urban areas were photographed on film in four days. Though the season provided for less foliage, the sun angle proved a challenge for the photography and required some back tracking for east and west facing photographs. The sun angle limited work to 6 hours a day, from mid morning to early afternoon.

Black and white film was used and photo angles were chosen for their ability to best describe the building in question, using the guidelines in the *Colorado Cultural Resources Survey Manual*.

Two sets of film-based prints were made as well as contact sheets for each roll. The contact sheets were then created digitally from film, but did not preserve the numbers on the negatives. Therefore those numbers were not used in further recording. The numbers on the forms used in tracking the photos correspond to the numbers on the negatives. Notes are attached to each contact sheet describing the discrepancy.

Negatives and contact sheets are compiled in a binder, which is on file at the City of Grand Junction Community Development Department. The photos are also available on a CD, also on file with the city.

Each photo attached to a form is labeled with the required information, including state ID number, street address, and photo negative references. Labels were printed from the Filemaker database on archival quality labels.

Observation

At the same time the photographs were being taken, materials, additions, and other architectural features were noted for each building on the master sheets. These notes were combined with the two sources of photographic information to generate the architectural and landscape descriptions for the survey forms.

Mapping

UTM coordinates were obtained by using the City of Grand Junction GIS system. Addresses, owner's names and parcel IDs were also verified during this operation. The GIS uses the UTMHP-12 Datum that varies from the NAD87 Datum by only a few points and within the margin of error set by the state. The NAD87 coordinates were available from computerized USGS maps and the TOPO software, but in this case individual buildings are not indicated on the USGS maps and the potential for error was much greater from that information source. A

number of random sites were checked as a means of comparing the two standards and in each case all the variations were within 5 points.

The Township, Range, Section and Quarter Section information was obtained by hand using the USGS maps.

The USGS maps and the sketch maps were created using images from the TOPO software and the City's GIS maps respectively. The images were imported into Quark Xpress, where each property was labeled and title blocks were added.

Research Design

Research of the historic record for the area utilized the resources available at the local libraries, museum and various Mesa County facilities. The time period covered begins with a brief synopsis of the pre-historic Native American uses of the area, followed by the findings of the Euro American explorers and the consequent American ownership of the land. A more detailed historic context was developed addressing the time period from 1881 to 1956.

The survey objectives were to research and compile a comprehensive account of the agricultural, social, and economic components illustrating the settlement and growth of the specific survey areas and to track the changes over this 75-year period. Because many of the homes built in the 1940s and 1950s are nearly

identical in architectural design, accounts of influential people reflecting the trends or events of the times and locations were sought. Using the many subdivision plats retrieved from the Mesa County Clerk and Recorder's Office, a roster of names was compiled from the owners listed on those plats.

The proposed geographical scope of the project included all the neighborhoods contained in the original Priority One and Priority Two areas: Hillcrest & Brownson Neighborhood, Sherwood Park Neighborhood, Orchard Avenue School Neighborhood, North 23rd Street Neighborhood, and Southeast Lincoln Park. North Avenue Commercial and the rural area of Pear Park, especially the Teller Institute, were investigated separately.

The settlement and construction history of these areas from 1881 to 1956 was explored. This 75-year period encompasses the beginning of European settlement to the end of the Uranium Boom. The majority of the properties surveyed and researched are residential, with the exception of the North Avenue Commercial area and the Teller Institute. Specific research on individual homes was not conducted as it was determined that the development of the later neighborhoods revealed the prevailing trends of the time. A housing boom beginning in the mid 1940s corresponded with the Uranium Boom and created a profusion of new neighborhoods. So, while the individual owners of each property

were not researched, those responsible for the development of these neighborhoods were included in the survey. The research confirmed that many of these individuals were the Grand Valley's most active and most successful residents.

The methodology for the historic research involved a review of Assessors' records, history and obituary files, Polk Directories, Sanborn Maps along with oral and written accounts of these geographic areas. Due to the limited amount of time, newspaper accounts were not thoroughly explored unless specific, relevant dates or articles were discovered.

It was anticipated that the survey would find a good, solid history of the geographic areas and the individuals responsible for the development of the residential, commercial and public properties to be addressed. The very early history was believed to be sparse, because the survey area was quite rural and lay outside the original town limits. It was thought that the history from 1920 on would be reasonably easy to uncover since the rural areas were beginning to be developed and the rest of the nation was experiencing the Roaring Twenties. The extraordinary importance of the Uranium Boom era, approximately 1943 to 1957, gave the impression that the historical record would be more complete than preceding years.

The research process included an exploration of:

- 1) the Museum of Western Colorado (MWC) encompassing the previous surveys of 1981, 1985, 1988 and 1996. The Polk Directories, biography files, clipping files, Special Collections, (Fairmount, Teller Institute, and Columbine Company Collections), Oral History Collection, DAR Grantor/Grantee records, general historical accounts, and early newspapers;
- 2) Assessors' Office files of recorded real estate transactions;
- 3) Mesa County Clerk and Records' Office Grantor/Grantee records and plat maps of the individual subdivisions;
- 4) Mesa County Public Library's collection of assorted Colorado history books, Daily Sentinel articles, and obituary files;
- 5) personal collection of the Journal of the Western Slope, and various local history accounts;
- 6) Internet websites including the U.S. Department of Energy, Mesa State College, U.S. Department of Transportation, and the Colorado State University Extension Office.

Actual results of the research found that there has been little written about the area north of North Avenue, while some work had been done in the southeast Lincoln Park area. Several histories have been written about Lincoln Park with little information about the area surrounding it.

One problem encountered was that the rural residences had no addresses assigned to them. At that time the Polk Directories used a general location to indicate where a person lived outside the city limits. An example of such an entry from the 1906 edition is: “Armstrong Wm J, fruit grower, north of city limits, res same.” Unfortunately, the contemporary newspapers of the time rarely used addresses either. This made linking an individual to their home nearly impossible.

Early newspaper accounts dealt mainly with the settled area contained within the original town mile. It was thought there would be more history available at the Museum of Western Colorado and the Mesa County Assessor’s Office. The original plan was to include a good deal of fruit/ranch history since agriculture, especially fruit-growing, was the main source of revenue in the Grand Valley in the early years. However, the area to the north of North Avenue, comprising nearly 75 percent of the land mass considered in this survey, consisted of desert land with a few agricultural settlements scattered throughout the area. Because the housing developments of the 1940s and 1950s, especially those north of North Avenue, destroyed any evidence of the earliest fruit/ranch industry or the Little Bookcliff Railroad, there was little use in conducting extensive research for that time period. Nearly 75 percent of the housing in the selected areas was built after 1940, long after the

peak of the fruit industry and the dismantling of the Little Bookcliff Railroad.

Historical accounts between the years 1920 and 1940 are quite sparse, with particularly little written about the outlying areas. The impression is that the Grand Valley did not experience a “Roaring Twenties,” but rather experienced slow steady progress. Whether residents of the valley actually felt the full depths of the Great Depression also is not clear. It has been alleged that when the stock market crashed in late 1929, most of the Grand Valley populace experienced a slowing economy, but not the disaster that the dust bowl and areas dependant on manufacturing suffered.

Although there are references to a building boom in the 1930s, there is little evidence of an expansion in housing in the outlying areas during that period. However, by 1940, housing developments began to flourish, especially in the areas located north of the city.

The initial plan to search the Mesa County Assessors’ records for original owners was quickly changed when it was discovered that the records for an historical search do not exist. The available records only go back to the 1980s. Records that pre-dated the 1980s were apparently destroyed in recent years, by the Assessor’s Office.

Mesa County Clerk and Recorder

Grantor/Grantee records proved to be of very limited use as the computerized versions only go back to 1977. Any date prior to that must be searched via microfilm, and then traced back to the printed version using the Book and Page method. After much consternation it was finally suggested by Museum of Western Colorado librarian/archivist, Judy Prosser-Armstrong, to look at the subdivision plats indicated on the current assessor records. These plat maps of the individual subdivisions were priceless in the search for original building dates, owners, and property descriptions.

Only those subdivisions that included a significant number of structures identified for survey were sought in the plat map search. After plat maps were printed and studied, information on the persons responsible for the platting and surveying of the areas were researched through obituaries and the corresponding entities, such as corporations and real estate ventures when applicable.

Research results were mixed. While a much more comprehensive history was anticipated, only the groundwork for more historical research was accomplished in this survey, due to the size and widespread nature of the project. Connecting the responsible parties for the new developments to other aspects of the community was fairly easy after 1940.

The Mesa County Assessor's Office online database was useful for the verification of construction materials and for early photographs of each site. Their record photos were compared to the digital photos taken in the field for the purpose of determining additions, alterations and the original character of many buildings. The archive also provided some indication on the date range of any alterations. In some cases, the photos on the web site were taken just after a building was built. This was often demonstrated by the condition of the landscape instead of a specific date on the photo.

The plat maps and the Polk Directories were the primary sources of ownership information. Polk directories were available for 1924, 1926, 1928, 1931/32, 1941, 1951, 1955, 1956 and 1957. Unless otherwise indicated the entry in the directory was used as the original owner when the construction date and the directory entry were within two years of each other. In some cases, other information was available that either confirmed or contradicted the directory information. When this was the case both sources are noted on the architectural inventory form.

Preparation of the Forms

The Architectural Inventory Form provided by the Office of Archeology and Historic Preservation was used to document each

building in the survey. The forms were prepared by creating a master spreadsheet including all numeric data to limit errors in data entry. The spreadsheets included state ID, temporary ID, building address, owner's name, owner's address, parcel ID, legal description, lot and block, subdivision name and date, UTM coordinates and quarters, date built and photo ID numbers. Temporary ID numbers were assigned based on a code of the street address. State ID numbers were assigned in order of address and by neighborhood area to the list of sites, with the exception of previously surveyed sites, and the numbers assigned to the draft forms. This data was then merged into the master form, which already included the standard information consistent to all forms. While this process creates a delay in the preparation of the forms, requiring all the information to be collected and verified, it reduces the number of errors created by transcription. This database was created in Excel then imported into a table format in Word. This step allowed for the formatting to be cleaned up prior to the merge with the survey form.

Throughout the process each step was designed to include review of previously gathered information to verify accuracy.

The Participants

The materials in this survey were produced by Reid Architects, Inc., with the invaluable

assistance of Lydia Herron of *To the Past and Back*. *To The Past and Back* provided both research services and the text for the historical context. This firm also prepared specific information on individual properties and subdivisions.

Patrick Duffield provided the photographic services, both film and digital. He also assisted in the compilation of the mapping data and assembly of the survey forms. Suzannah Reid was responsible for the design of the survey, the reconnaissance survey, the selection of the sites, the data management, and the preparation and assembly of the forms. She also provided overall supervision of the work.

The surveyors would like to acknowledge Judy Prosser-Armstrong, Dave Fishell, and Dave Sundal from the Museum of Western Colorado for assisting with the research, and Kristen Ashbeck at the Grand Junction Community Development Department for providing supplemental information, access to the assessor's data and the mapping resources of the city. The surveyors would also like to thank the members of the community who contributed information on individual buildings in the Bookcliff Park and Sherwood Park Areas. In particular; Ted Sparn, Colonel, USAF retired, Newell Hoskin, and Lisa Reed of the Sherwood Apartments.

Sadly, Judy Prosser-Armstrong passed away on January 20, 2006. Judy was universally recognized for her enthusiasm and commitment to the discovery, documentation and preservation of the history of the Grand Junction area and its people. She will be missed.

Context

GENERAL
HISTORICAL
CONTEXT

Grand Junction is located in the Grand Valley, at the junction of the Colorado and Gunnison Rivers in extreme Western Colorado. Big Salt Wash, East and West Salt Washes, East Creek, Kannah Creek, Whitewater Creek and the Colorado River drain the area.

The Grand Valley, which is about 40 miles in length, is surrounded on all sides by mountains, hills and canyons of varying elevations and geology. The valley averages six miles in width, and is ten miles wide at its widest point. The small town of Palisade is located at the east end of the Grand Valley where the Colorado River emerges from its narrow canyon. Continuing to the west down the river valley are the areas of Clifton and Fruitvale. Approximately at the center of the Grand Valley is Grand Junction, the largest populated city in the Grand Valley. Further west lie the towns of Fruita, Loma and Mack. After that, one crosses the border into the



Photo courtesy of the Museum of Western Colorado, Loyd

Early view of the Grand Valley

State of Utah. The elevation of the town site of Grand Junction is an average of 4,600 feet above sea level.

The survey area is generally located on the northern and eastern boundaries of the original town square mile, and was basically rural for over 60 years. This survey helps illustrate the evolution of the outlying areas, which were slowly integrated into and eventually became part of the Grand Junction landscape. The early history of most of the study area was at first desert land, with some portions later becoming

fruit-producing parcels and farm land. As the population of the whole Grand Valley increased in the mid-20th century, pressure to build more housing altered the original landscape, producing today's neighborhoods. There is now little evidence of the early landscape and later fruit production in the study area. Most of the neighborhoods studied were planned and built during either WWII or the postwar era and are typical of the Levittown phenomenon of large scale suburban development.

EARLY HISTORY

For centuries there were several bands of Ute Indians in Colorado. In the 1800s about 3,000 Indians lived in west-central Colorado where they made their home on the high desert plateaus, and adapted their lifestyle to the dry, rocky desert of the area. It is believed that the Utes used the Grand Valley and surrounding mountain areas as favorite hunting and wintering spots. By the 1840s, traders were using the northern branch of the Old Spanish Trail and the Salt Lake Military Road that followed close to, or through, the present city limits of Grand Junction.

In addition to being the home of Native Americans, western Colorado was once part of the larger holdings of Spain, and was visited by several explorers including the Spanish Friars Antanasio Dominguez and Silvestre Escalante, in 1776. By 1821, much of the area that was first claimed by Spain was in turn claimed by an

independent Mexico. After Mexico proclaimed its independence from Spain, Mexico and the United States agreed to an international boundary that put much of what is now the American West, including all of Nevada, Utah, and parts of Colorado, under the jurisdiction of Mexico. In the late 1840s, the frontier West became part of the United States of America with the Mexican Cession of 1848.

Lt. Edward Beale was part of two U.S. Army groups that first crossed through the Grand Valley region in 1853. In all of his reports, Beale characterized this section of the country as “for the most part a desert, covered with a sparse growth of stunted sage brush, which grows in a stiff alkaline soil made from the Book Cliffs.”¹ As far as other early explorers to the area were concerned, the Utes were welcome to the desolate land of the Western Slope of Colorado. But even the Utes had mixed feelings about the Grand Valley.

That was so much waste land to them... The great rivers that joined here meant nothing to them. Crossing places were few and far between, a hindrance to their migrations.... When they moved about over the area that they claimed as their own, they skirted around the high elevations within the edge of the timber where there was coverage and shade... where fishing was good, where good wild game could be caught.²

¹ Emma McCreanor, *Mesa County Colorado: A 100 Year History*, (Grand Junction: Museum of Western Colorado Press, 2002), 43.

² Richard E. Tope, “Objective History Grand Junction, Colorado Part 1”, *Journal of the Western Slope*, vol.10, number1 (Grand Junction, Colorado: Mesa State College Historical Society, Winter 1995), 2. Article published posthumously

An article written in July 1880 illustrates the barrenness of the area without water.

The whole country, with the exception of some small valleys along the North Fork and the Grand is too rugged and mountainous to possess any value for agriculture and grazing purposes. Goats and mountain sheep might find it to their taste and no one who has seen it can begrudge its quiet possession to the Utes. For civilized man it is apparently about as valuable as would be a representative section of the Desert of Sahara. To parties contemplating a visit to this region, our advice would be don't go. Except to the seeker of excitement in toilsome and dangerous mountain climbing, or the ardent sportsman, or the lover of the picturesque and grand in nature, there is absolutely nothing to tempt anyone to the northwestern section of the reservation.³

After Ferdinand Hayden surveyed the area between 1873 and 1876, he believed there might be hope for the area, and he proposed a canal system for what would later be called the Grand Valley. It is thought that Governor Crawford knew of this report and desired to experiment with a reclamation project. "Once the first farmers settled along the Grand River in the fall of 1881, they realized the accuracy of the Geological Survey's work."⁴ Land in the Grand Valley, which has not been put under irrigation or cultivated, looks much like it did in the late

1880s, covered with rabbit brush, salt bush, sagebrush, and other desert type vegetation.

Colorado is geographically divided into the eastern plains and the western mountains and high plateaus that have resulted in differences in climate, history and development. While Colorado's eastern slope and Denver area were settled before Colorado became a state, most of western Colorado was not settled until after 1876 and the eventual removal of the Utes in 1881. The Grand Valley falls clearly into the western category in all considerations although its geography and climate are less extreme than the high mountain areas between it and the plains.

EARLY SETTLEMENT

As soon as the Utes were removed in September 1881, European settlement of the region, including the Grand Junction area occurred immediately. Originally part of Gunnison County, this place where the rivers Gunnison and Grand met, has had several names including Ute, Belly Ache Flats and West Denver. These monikers were abandoned when the obvious name of Grand Junction was chosen by town developer and promoter, George A. Crawford [1827-1891], President of the Grand Junction Town Company. Crawford supervised the platting of the town's original square mile, with streets oriented north and south and with

³ Alvin T. Steinel, *History of Agriculture in Colorado*, (Fort Collins: The State Agricultural College, 1926), 504-505.

⁴ Steven F. Mehls, *The Valley of Opportunity: A History of West-Central Colorado*, (Bureau of Land Management, 1982), 134.

avenues running east and west. Boundaries for this original plat were North and South Avenues, First and Twelfth Streets. The current study area represents another chapter in the settlement of the area, since it lies just outside the original square mile.

In November 1882 the Denver and Rio Grande (D&RG) Railroad on narrow gauge came into the valley from the east by way of Gunnison, and terminated in Grand Junction. In 1890 this railroad and the Rio Grande Western widened their rails to standard gauge through Grand Junction.⁵ The earliest settlers had great hope for this untamed land. They realized, despite previous estimates about this seemingly barren area, that with the long growing season, warm days and cool nights, coupled with irrigation, they had the potential to create a garden of Eden in the Grand Valley. Most people who settled in the valley thought agriculture was not only possible but also profitable. Other pioneers were of a business mind and realized that this new city would need a commercial infrastructure to support it. These two elements formed a solid base for the new city. But, like most Western towns, there were also those individuals who had no intention of staying any longer than it took to ‘get-rich-quick.’

Some [settlers] came for speculation.
Railroad laborers provided a transient

⁵ Mary Rait, “Development of Grand Junction and the Colorado River Valley to Palisade From 1881 to 1931 – Part 1”, *Journal of the Western Slope*, vol 3 no. 3 (Grand Junction: Mesa State College Historical Society, Summer 1988), 22.

element. Cattle rustlers, horse thieves and gun fighters represented Grand Junction’s rougher element. After the railroad reached Grand Junction, more families came in and the town assumed a more substantial character...⁶.

For this stable population to take root, the new settlers had to turn the desert into an garden. Irrigation was the answer.

⁶ *Ibid.*, 17.

IRRIGATION

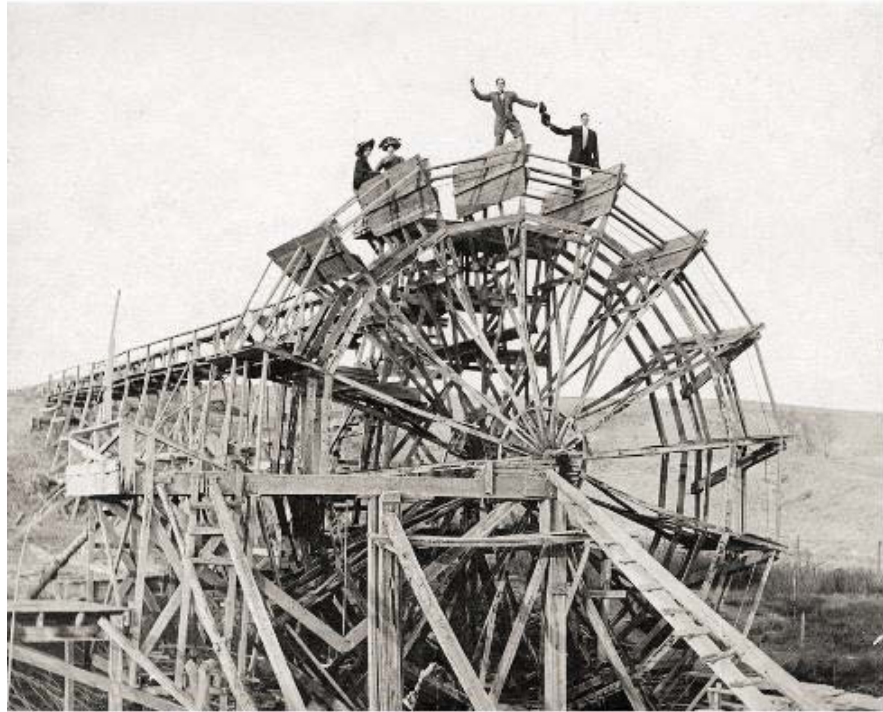
As soon as Euro American settlers set foot in the arid Grand Valley region, they realized water was a top priority if they were to survive. In the Spanish system of rangeland law, the first-in-use/first-in-law dictates the priority rights for water, a system very similar to Colorado's present water

legislation. Colorado's state constitution

set out the doctrine of 'prior appropriation' to govern all water usage. This called for superiority of rights if the water was put to 'beneficial use,' which was then defined as domestic needs, had top priority followed by agricultural use. This assured farmers protection for their rights once they had secured water through claim or purchase.⁷

The Grand Valley Ditch, started in late October 1881 in Palisade, was the first water project undertaken by the settlers. It was later renamed the Grand River Ditch. Several ditches that traverse part of the survey area were dug early the next spring. Construction of the Pioneer Ditch (later Mesa County Ditch) began as early as March 1882 and was completed by April

⁷ Mehls, 134.



The Wellington Water Wheel

Photo courtesy of the Museum of Western Colorado, Loyd Files Research Library

1882. It supplied water for land south of the ditch later that summer. It was surveyed by J.P. Harlow and Patrick Fitzpatrick, but was not officially incorporated and registered until the end of January 1884.⁸ This ditch ran from near today's I-70 Business Loop and Grand Avenue to the eastern edge of Lincoln Park, then traveled south from east Lincoln Park down to D Road, turned west and crossed 7th Street and 5th Street to travel to the Colorado River.

The Pacific Slope Ditch was also started in March 1882. This structure was nine miles long and supplied water to Grand Junction by July 1882. This ditch was located north of the Pioneer Ditch, near Teller Avenue, traveled

⁸ McCreanor, 18.

northerly across North Avenue, east of 23rd Street, continued northwesterly to near 23rd and Orchard Avenue where it then turned southwesterly back down to North Avenue and paralleled North Avenue to 1st Street where it made a slight southerly dip before continuing to the northwest.

The Pioneer Extension Ditch was incorporated in December 1883 and was completed by early spring of 1884. It started at the Pioneer waste gate at Twelfth Street and Teller Avenue, running about three miles to the northwest, emptying into the Grand River Ditch. The Pioneer Ditch Association changed its name to the Mesa County Ditch Company in January 1884. According to a long time resident, Bill Nelson, the Pioneer Extension Ditch crossed Twelfth Street just south of the Lincoln Park Auditorium, also known as “The Barn”. From there the ditch went down to the vicinity of Belford Avenue and Eighth Street, and then cut across North Avenue at Seventh Street. The ditch then angled to the northwest and crossed Seventh Street. After that the ditch “angled across what was sagebrush land when I was a boy.... Then it came out at North [Avenue] beginning at...First Street”.⁹

The early pioneers were resourceful when it came to irrigating their land. John A. “Duke” Wellington [ca.1827-1901] came to Colorado in

1882. In 1894 Mr. Wellington transformed a tract of desert and turned it into a productive farm with a good home.

Wellington wanted to grow an orchard on 160 acres of the high ground, but he faced a problem in getting water from the canal, which was a considerable distance below his property. His solution was to construct a huge water wheel, place it in the ditch, and forcibly lift water, delivering it transversely to his orchard through a wooden flume... The wheel was located where the north end of today’s 17th Street meets the Grand Valley Canal.¹⁰

With continued work on the irrigation projects in the Grand Junction area, the region began to flourish. By the 1900s almost 40,000 acres of land were under irrigation in the Grand Valley. But there were still thousands of acres of desert land to be reclaimed. As early as 1889 discussions of building another, larger canal were entertained. Early attempts failed but eventually the government Highline Canal project was begun. The Highline Canal irrigation project was the largest project in the nation undertaken up to that point. It was 57 miles long, had three tunnels, cost \$4.5 million and required a 20x400 foot dam in the Grand [Colorado] River. The United States Reclamation Service completed its original survey in 1908 and canal construction started the next year. After several delays, the Highline Canal system was finished in 1918.

⁹ Bill Nelson, Mesa County Historical Society Oral History Collection, Tape #255, transcript, 4.

¹⁰ Don Davidson, “The Grand River Ditch - A Short History of Pioneering Irrigation in Colorado’s Grand Valley,” *Journal of the Western Slope* Vol 1, No 4 (Fall 1986): 24-26.

Early settlers quickly realized that any irrigation project required good planning and a coalition of similar interests.

Since substantial amounts of capital were needed to build satisfactory irrigation systems, irrigators began to use cooperatives and corporations to construct canals. By the 1920s, the major irrigation systems, which keep the Grand Junction area green, were in place. These included the Grand Valley Irrigation Company, the Orchard Mesa Irrigation District, the Palisade Irrigation District, and the Grand Valley Water Users Association (Government Highline Canal).¹¹

FRUIT GROWING

With irrigation came the likelihood of profitable agriculture. Presently there is little evidence of the importance of early farming in this survey area, but the first attempts at agriculture were an integral part of the neighborhoods' histories. Fruit crops such as apples, pears and peaches flourished in the Grand Valley climate and were a more lucrative option than earlier products such as wheat and oats that brought disappointingly low prices. The profitability of fruit crops was not lost on an early organization called the Grand Valley Fruit Company, organized in 1890. This company bought two thousand acres of fruit land and planned to

subdivide it into ten-acre tracts to sell to settlers.

The company's advertisements stated

that a ten-acre tract of fruit land would pay for itself ten times in five years after it began bearing, and that fruit trees could not be raised fast enough to supply the market created by the settling of the Rocky Mountain region.¹²

Unfortunately, the promised wealth was not available to everyone, especially those who had little or no knowledge of the fruit industry.

The Grand Valley was struck with an apple boom about 1895 when promoters planted thousands of acres, in five, ten, twenty, and forty-acre lots. These people had very little knowledge of soils, varieties, and drainage requirements and inevitably many orchards were planted on undesirable sites. The valley from Loma to Palisade and in the Whitewater area was spread with many orchards and real estate soared in price.¹³

As the fruit commerce continued to grow in size and profitability, the growers encountered the need for an association to represent their interests. However, not everyone's interests were the same and small town rivalry became common in the Grand Valley. The towns of Palisade, Fruita, Fruitvale, Grand Junction and other enclaves were in competition for the best price, lowest cost and highest quality fruit.

¹¹ Mark A. Hermundstad of Williams, Turner & Holmes, P.C., "Major Irrigation Systems in the Grand Valley," Museum of Western Colorado, Grand Junction. (n.d. n.p.)

¹² Rait, "Grand Junction 1881-1931, Part 1," 24.

¹³ Joyce Sexton, "History of the Fruit Industry in Mesa County," 2, Internet.

The importance of fruit growing in the valley is evident by the number of fruit growers' associations begun in the early history of the area. George Bowman was one of Palisade's early residents and is best remembered for his leadership in the growers associations. Mr. Bowman started the Grand Junction Fruit Growers Association, the first fruit growers association in the valley, in 1891. By 1904 another branch of this association was organized in Palisade, called the Palisades Fruit Growers Association. Other groups included the Independent Fruit Growers Association, the Palisade Peach Growers Association and eventually the Western Slope Association, formed in 1911. At first these numerous associations were successful and all reflected the prosperous times. Eventually, the weaker groups either joined with the stronger associations or were put out of business. The largest, the Grand Junction Fruit Growers Association, handled most of the crops of the valley. Samuel G. McMullin was one of the founders of this group.¹⁴

The peak year for the fruit industry was in 1906. In 1915, there were 15,340 acres in fruit from Loma to Palisade. From 1915 to 1925, 47 percent of the fruit of the Grand Valley was shipped from Grand Junction.¹⁵ While the supply was good, the demand for their products declined, and as a result the prices dropped.

¹⁴ "Obituaries," *Grand Junction Daily Sentinel*, 15 November 1946, p. 2.

¹⁵ Sexton, 3.

Local orchard land values were slipping at an alarming rate. This continued until 1915, and the outbreak of World War I. Again, as with the livestock industry, wartime demand came to the Grand Valley's rescue. The events in Europe temporarily halted the decline but by 1920, fruit growers entered a new cycle of depression.¹⁶

Low prices, high yield, World War I, the high price of sugar and other problems all deflated the prices growers received in the 'teens. There was an attempt to combine the many associations, but little cooperation. Finally, in 1923, Mr. Bowman resigned his affiliation with the Mountain Lion Brand and organized the United Fruit Grower's Association. By 1931 the only association to have survived was Bowman's United Fruit Grower's Association.¹⁷

LITTLE BOOKCLIFF RAILROAD

Water was not the only treasure to be extracted and used to man's benefit in the Grand Valley. As with many early-day visionaries, William T. Carpenter had a grand scheme. There were substantial coal beds near Grand Junction and Palisade, and Carpenter dreamed of building a railroad from Grand Junction to the coalmines of the Bookcliffs, located about nine miles northeast of the city. Carpenter started purchasing right-of-way parcels in November 1888. Several landowners along the projected line of the railway placed too high a price on

¹⁶ Mehls, 143.

¹⁷ Rait, "Grand Junction 1881-1931, Part 1," 36-44.

Context

their parcels for Carpenter to purchase on his own. The battles over the purchase price continued for over a year. In the meantime, Carpenter continued to have the land surveyed, promoted the railway, purchased and stockpiled ties, and began grading the five miles of right-of-way that he did own. By November 1889 Carpenter had obtained nearly all of the land needed. By late March 1890 Carpenter had constructed the roundhouse, water tank and some track. These tracts of land as well as the now long defunct Little Bookcliff Railroad are located in the study area.

The physical evidence of the roundhouse, water tank and some track confirmed that the Little Bookcliff Railroad would soon become a reality. However there were problems within the first mile of the line: "...several draws had been bridged, as well as the Mesa County Ditch, [First & Orchard] but the bridge over the Grand Valley Ditch was not yet completed."¹⁸ Finally by 1892 the Little Bookcliff Railroad was operational. Following is the route it took:

From the depot at Main and Rice, [downtown Grand Junction] the LBC proceeded north and northeast, [paralleling First St] crossing several small draws, for a distance of about three-quarters of a mile. At First and Belford, the line crossed First Street and then traveled north along First [Street] on the east side of the street for one-half mile. At this point, the line crossed the Mesa County Ditch and turned due east. One-quarter mile farther, the railroad swung

north again for another quarter-mile, and then east again, weaving its way through various orchards. At about two miles from the depot, the line passed just south of the Mesa County Fairgrounds. [near present day St. Mary's Hospital on 7th Street and Patterson Road.] Another quarter-mile east, and the line turned northeast, crossed the Grand Valley Canal, crested over Second Fruit Ridge, and was well on its way out of the civilized portion of the Grand Valley.¹⁹

RELATED DEVELOPMENT

Grand Junction grew and agricultural products became the major export and the town served as a major shipping and distribution point. While the present downtown area grew rapidly, the area north of the original town mile was still considered rural. As an early resident, Howard McMullin, relates:

...when I was a boy, of course, [there was] nothing north of North [Avenue]. You see, they had a tremendous building boom here in 1909 and '10. For some reason over 400 residences, I believe, were built in those years. That was quite a building boom for Grand Junction.²⁰

Neil Straayer also illustrates the rural character of the area, when he explained that in 1911, North Avenue had a barbed wire fence on the north side. The location of present-day Mesa State College, at 12th Street and North Avenue was "just open ground and sagebrush growing

¹⁸ Ibid, 23.

¹⁹ Ibid, 33-34.

²⁰ Howard McMullin, Mesa County Historical Society Oral History Collection, Tape 8, Transcript, 3.

there. There was a road right catty-corner through there...”.²¹

That ‘open land’ was seen by many as a great opportunity for prosperity. Between 1890 and 1920 Grand Junction’s population saw an increase of over 425 percent. That tremendous growth was partly due to promotions and boosterism, like in the excerpt taken from the 1893 Colorado Directory, 12 years after the town’s founding. Grand Junction being located half way between Denver and Salt Lake City, has:

... a tributary territory of one hundred and fifty miles radius without a competitor. It has coking coal. Grand Junction is the natural center and distributing point. Five railroads already terminate here.... Omitting all the various industries and manufactories the above-named resources will support, the fruit industry alone will attract enough people to this territory to make a city of from forty to fifty thousand people a necessity. ... The climate is free from extreme cold and heat, and no storms are known. Its healthfulness is becoming widely known and hundreds are seeking this country solely on account of its climate... Fruit lands that now can be bought from \$25 to \$50 per acre will soon bring from \$500 to \$1000 per acre as similar lands in California – in fact sales are frequently being made at these figures even now. City property can be had for one-tenth of what it will certainly bring within five years. ... From present indications one million dollars will be spent in 1893 in and near Grand Junction in permanent improvements,

large capitalists are just beginning to invest.²²

Settlement of the Western Slope of Colorado in the 1890s was driven by the twin enticements of natural resource extraction and land speculation. In the Grand Valley speculators went to great lengths to create economic potential out of the desert and they were successful at bringing a substantial agricultural society to the region. While real estate soared in price, individual growers had varied success. Overall the fruit industry would continue through 1913, when a number of factors would turn the boom to bust. However, agriculture was responsible for considerable amounts of infrastructure that would serve the valley well as new economic drivers would take control.

TRANSPORTATION

Trains, streetcars and the automobile

With the growing population and the fiscal interest in shipping and receiving goods, new modes of transportation were integrated into the local wagon roads and railroad system. City streetcars, an electric train system, and state and federal roads brought Grand Junction and the surrounding area into the 20th century. In the years 1904-05 investors and businessmen flocked to Grand Junction and the area began renewing and expanding. This growth included

21 Neil Straayer, Mesa County Historical Society Oral History Collection, Tape 87, Transcript, 6.

22 Colorado Directory 1893, 482-483

Context

the construction of the valley's first electric railway and the building of the government 'Highline' irrigation canal. During this same period local fruit growers strengthened their growers' associations. The D&RG in 1904 started a remodeling project at the Grand Junction yards and facilities so that by 1906, all D&RG narrow gauge tracks near Grand Junction were changed to standard gauged tracks. Only the Little Bookcliff's narrow gauge connection to their coal-loading facility remained. This however was not to last, and by the beginning of World War I, it had also been removed.²³

The fruit boom and long awaited sugar processing facility (east of the City on the Colorado River) aided Grand Junction's march toward commercial supremacy with the region. Since 1886, a sugar processing plant had been highly sought after. It wasn't until 1899 that the plant was built by the Colorado Sugar Manufacturing Company in Grand Junction. Persistent low sugar prices would keep the plant in the red until 1904. The year 1905 marked the beginning for the region's growth and within twenty years the city dominated not only western Colorado but also eastern Utah. Grand Junction became the largest city between Denver and Salt Lake City.

In addition to city streetcars, the fruit boom allowed for more modern transportation to be

²³ Lampert and McLeod, 101.

built in the outlying areas. An electric train system was built through the Grand Valley from Grand Junction to Fruita. It was opened May 1909 and by July 1910 it was completed to the Fruita area. The official name of the railway was the Grand Junction and Grand River Valley Railway Fruit Belt Route. Locals just called it the Interurban, and

[I]t was used extensively by the apple growers to transport packed apples to the railroad loading docks in Grand Junction and Fruita. The Interurban also had a passenger service and ran passenger cars on round trips eight times a day. During apple harvest, more freight cars were added and the number of runs increased to accommodate the large shipment of apples from the orchards along the route.²⁴

The Interurban Route traversed part of this survey area. It began at the Rio Grande depot at First Street and Pitkin Avenue. From there it headed east on South Avenue to 12th Street and then north to Patterson Road. From there it zigzagged its way west toward Fruita. There were two station stops in the research area: Boyer near Orchard Avenue, and Wellington near Fairmount Hall and Wellington Avenue.²⁵ As with most small towns, only the most affluent citizens owned automobiles. Most people walked or used horse and carriage to arrive at their intended destination. Eventually

²⁴ Sexton, 3.

²⁵ William L. McGuire and Charles Teed, The Fruit Belt Route: The Railways of Grand Junction, Colorado 1890-1935. (Grand Junction: National Railway Historical Society, Rio Grande Chapter, 1981), Introduction.

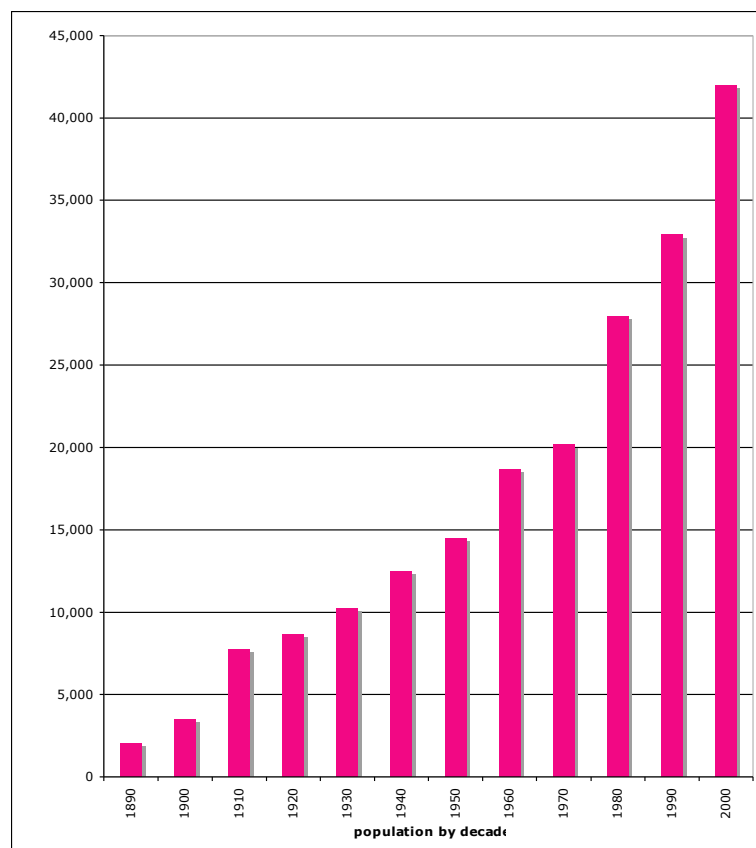
more and more people came into automobile ownership, and with that came the need for an infrastructure to support this new mode of transportation.

By 1910, the Federal government became interested in road-building projects and announced plans for a transcontinental highway.

The cities of west central Colorado, especially Fruita, Grand Junction and Glenwood Springs, campaigned for inclusion on the path. Drives were sponsored, endorsements gathered, and arguments marshaled as to why west-central Colorado had the best route available. Foremost, the Taylor State Road could be used thereby cutting construction expenses. The boosters prevailed and by 1916, when the first paved transcontinental highway was laid out, it bisected west central Colorado.²⁶

The Midland Trail, which eventually became Highway 24, opened in 1912, and later the old Colorado Midland Railroad bed was donated to the state for an automobile road in 1918. “The old Midland Trail was superceded by the Pike’s Peak Ocean to Ocean Highway. In 1925 both of the roads through Grand Junction were designated part of the great national system of highways.”²⁷

From the 1880s, accessible routes were recognized as an essential element of the



Population statistics provided by the City of Grand

development of western lands. According to Mary Rait, attempts to plan the building of a road across the state from east to west had been made since 1888. “The state lost settlers because no wagon road extended into the new lands in the valleys west of the range.”²⁸

Part of the route of the Midland Trail bounds the western-most part of the study area on First Street. Local directions for the Midland Trail can be found in the Midland Trail Tour Guide 1916. The route given goes from west to east and starts in Fruita. The motorist would travel east on H Road to 1st Street in Grand Junction,

²⁶ Mehls, 80.

²⁷ Mary Rait, “Development of Grand Junction and the Colorado River Valley to Palisade From 1881 to 1931 – Part II”, Journal of the Western Slope, vol 3 no. 4 (Grand Junction: Mesa State College Historical Society, Autumn 1988), 33.

²⁸ Rait, “Grand Junction 1881-1931 Part II”, 32.

and continue south down 1st Street to Main Street. The overlap of modes of transportation is illustrated in the several references made about the trolley and the narrow gauge railroad tracks, with only a few street names given.²⁹

NEW DIRECTIONS 1910-1930

Along with a more mobile culture came an increase in permanent residents. Between 1890 and 1920 the Grand Valley, and especially Grand Junction, witnessed a three-fold rise in population. With the ever-increasing population, local newspapers commented that although there had been a significant growth in the number of residents, there had been little done to accommodate them. Between 1916 and 1919 it was obvious that Grand Junction could house no more people in comfort, and houses had to be constructed if the area was to accommodate the influx of new residents. “Business interests joined to launch a building campaign. Lumber companies began erecting new dwellings for rent or for sale on a partial payment plan.”³⁰

Many people came to the valley to make their fortunes in the fruit industry, without realizing that this business was only experiencing a temporary “boom.” The fruit boom was not to last long and by about 1913 the fruit market

began its descent. A few of the local problems contributing to the decline of the fruit industry included inexperienced growers, neglect of the orchards, the high cost of land resulting from speculation, the increased cost of pest control, and unorganized marketing. All of these factors contributed to the removal of thousands of acres of apple, pear, and peach trees in the Grand Valley area.³¹ As fruit prices fell, general farming became more popular and farmers were advised to vary crops in order to make the valley more nearly self-supporting. Growers added to their income by planting cash crops between tree rows. General farm crops were planted on the new land opened under the Highline irrigation project. World War I increased the prices for these farm goods.³²

In addition to the decline of the fruit industry the commercial value of coal mining also proved to be mercurial. Mesa County coal mining looked as though it would not be affected by the war, but as with all boom-bust commodities it was.

Over the years other mines opened and closed around Grand Junction but it was World War I that led to increased coal production, reaching its highest level in 1918. Because of their small size most of the Mesa County mines were not unionized and during 1918 and 1919 coal miner’s strikes in other Colorado fields coupled with heavy wartime demand caused increased output in the valley. This prosperity was short-lived. The War’s end, along with the abandonment

²⁹ *Midland Trail Tour Guide 1916*, 134.

³⁰ Rait, “Grand Junction 1881-1931 Part II”, 12.

³¹ Sexton, 4.

³² Rait, “Grand Junction 1881-1931 Part II”, 8.

of the Colorado Midland Railroad in 1919, resulted in temporary curtailment of coal mining around Grand Junction.³³

Most west-central Coloradans believed the good times would continue indefinitely. However, these same people failed to realize their prosperity was based on artificial market conditions and that once the war ended and demand dropped, good times for the area would also end. Unfortunately, the two principal sectors of the local economy, agriculture and mining, both experienced a nationwide decline in the years following the end of the war.³⁴ While parts of America celebrated the end of World War I with a new kind of consumerism, residents of the Grand Valley were not so inclined. The twenty-year period from 1920 until 1940 was not an easy time for the Grand Valley area. Earlier optimism waned as fruit prices dropped and the past security of coal mining became uncertain. During the 1920s, Colorado's Western Slope and Grand Junction didn't experience what has been called the "Roaring Twenties" -- perhaps because of its rural setting.

It is apparent that the outlying areas of Grand Junction were still undeveloped, but changes were on the horizon when in the early 1920s it was reported that the old cattle sheds were

removed from the west side of Lincoln Park.³⁵

This signaled a change in focus for this area of town from ranching to residential development. Prior to this time, 12th street was the eastern boundary of the City. Changes in the mode of transportation also occurred in the 1920s.

Busses replaced the city streetcars late in 1926 and individuals turned to the private automobile for transport. Not long afterwards all passenger service on the interurban line was discontinued. Freight cars were still used until 1935, especially during the harvest season to bring in produce.³⁶

The increased use of private automobiles presented an opportunity for the development of the outskirts of town. Areas previously devoted to agriculture became increasingly attractive to developers for housing. Subdivisions were formed around the main core of pre-1920s neighborhoods, setting the stage for the dramatic expansion of the city that lay ahead.

Housing starts continued during the 1920s and some optimistic men of the area decided that making bricks could help with the process. In March 1922 five men by the names of Louis Brodak, John Frank Baughman, Joseph W. Roessler, Harry Jones, and L. Roy Allen incorporated the Grand Junction Clay Products

33 Mehls, Errata.

34 Ibid., 215.

35 Phyllis Buckley, "Grand Junction's City Parks: A History of Community Cooperation", *Journal of the Western Slope* vol. 5, no. 3 (Grand Junction: Mesa State College Historical Society, Summer 1990), 13.

36 Rait, "Grand Junction 1881-1931 Part II", 13.

Company.³⁷ Louis Brodak [1884-1934] was a pioneer and well-known rancher of the Fairmount district and a resident of the Grand Valley since 1902. James Goff, a pear grower, was also of the Fairmount district and for over 15 years Brodak and Goff operated the brick factory in the Fairmount district. The Grand Junction Clay Products Company was located on Brodak's property, one and one half miles north of Grand Junction. In November 1930 The Daily Sentinel reported that the plant could produce 950,000 bricks at a burning. Many of the bricks and tile manufactured at Grand Junction Clay Products Company were used in local homes and businesses.³⁸

By April 1945 the plant was sold, with the new owners continuing to operate until the 1960s.³⁹

Other building and civic projects continued during the 1920s. In 1925 the Grand Junction Junior College (now Mesa State College) was established in the old Lowell School at Fifth Street and Rood Avenue. The college moved to its present location at 12th Street and North Avenue in 1940. Lincoln Park School was constructed in 1925 and Lincoln Park and its golf course were designed and landscaped at that

same time. This area was previously part of Slocomb's Addition.

The development of urban parks, school complexes and the expansion of the city grid laid the ground work for the early suburban development that would occur in future years.

1931-1940

While the Great Depression of the 1930s affected all Americans, residents of the Grand Valley may not have experienced the tremendous disparity felt by others. After the 1929 crash "...[l]ife went on much as it had before....Prosperity settled unevenly over the Slope, though without the extremes seen elsewhere....Money to dabble in the stock market, simply did not exist for most."⁴⁰ It was six months to a year before the severity of the 1929 crash was felt. "The farm life of many softened the blow somewhat; at least it provided food for the table, one only had to pay for taxes and living expenses..."⁴¹ The Western Slope of Colorado was not highly industrialized, and "this added a degree of stability during the Depression. The Denver and Rio Grande Railway employed a number of persons who lived in Grand Junction, and, despite layoffs, this payroll added significantly to the

³⁷ Bruce Alderman, "Grand Junction Clay Products Company", Journal of the Western Slope Volume 9, Number 2, (Grand Junction: Mesa State College Historical Society, Spring 1994), 17-18.

³⁸ "Obituaries," Grand Junction Daily Sentinel, 18 October 1934, pp1-2.

³⁹ Alderman, 28-29.

⁴⁰ Duane Vandensbusche and Duane A. Smith, A Land Alone: Colorado's Western Slope, (Boulder: Pruett Publishing Company, 1981), 212.

⁴¹ *Ibid.*, 215.

economy.⁴²

According to Mesa County, Colorado, A 100 Year History, the 1930s were not entirely economically depressed. The timeline for 1931 lists a building boom where building permits totaled over \$41,000. In this year Grand Junction was the second biggest retail center in the state and Grand Junction officially became the division headquarters for the D&RG Railway. By 1936 farm income was the highest in years, and C.D. Smith opened new offices and a warehouse. (The building is now the Museum of Western Colorado).⁴³

MODERN GROWTH 1941-1956

During WWII the Grand Junction populace became accustomed to living with the restrictions imposed by the federal government. Sugar, coffee and gasoline were all rationed. Speed limits were reduced, and few people drove past the city limits. There was usually only one car per family and those lucky enough to own a car could not find replacement parts and/or accessories like tires easily. There continued to be a severe shortage of cars for

several years after the war.⁴⁴

During this time most car dealers struggled to keep their establishments afloat and many dealerships concentrated on maintaining used cars. With very few cars available dealers did not have to advertise since the demand was so much greater than the supply of cars, new or used. “Used vehicles were such a rarity that no listings for used car dealerships appeared in the local city directory until 1949.”⁴⁵

This period of development also reflects the evolution of the idea of home and the role of the automobile in American life. As time passed and the availability of automobiles increased, homes became larger and more complex in their construction and pattern. Consequently the need to store and protect these automobiles also increased. Garage design began as a small, detached single car building at the rear of the lot. This design evolved into a single car appendage (carport or garage) and eventually became a fully integrated space within the main volume of the house. Carports remained popular in Grand Junction and by the mid 1950s were seen as an opportunity for decorative embellishment.

According to the 2003 City of Grand Junction/Mesa County Data Book, the early

42 Paul Reddin, “Hard Times but Good times: Grand Junction Women During the Great Depression”, Journal of the Western Slope Volume 1, Number 1, (Grand Junction: Mesa State College Historical Society, Winter 1986), 3.

43 McCreanor, 59.

44 Kim Lindeman, “Mobile Youth: Cars and Teens in the 1950s”, Journal of the Western Slope Volume 12, Number 2, (Grand Junction: Mesa State College Historical Society, Summer 1997), 2.

45 Ibid., 3.

Context

decades of the 20th century, ushered in annexations on all sides of the original city site and encompassed 854 acres.⁴⁶ Immediately before and after WWII, Grand Junction became a focal point for the “Uranium Boom” in western Colorado. This new boom encouraged a huge influx of temporary and permanent residents to the area, with the expansion of the city limits reflecting this growth. Many of the homes in the survey area were built to accommodate the increased population from the mid-1940s through the 1950s.

What started this growth was the introduction of Grand Junction’s part in the Manhattan Project in 1943. By 1947 the Atomic Energy Commission (AEC) established the Grand Junction Projects Office and orchestrated a uranium-mining boom in the Four Corners region. The AEC offered bonuses and premiums for the discovery of good-quality ore, and “amateur prospectors could send 55 cents to the U.S. Government Printing Office for a how-to pamphlet, buy a Geiger counter in Grand Junction or Moab, Utah, and set out in search of yellow carnotite ore.”⁴⁷

In addition to the uranium in the Grand Valley, Americans everywhere were moving, traveling in their cars. After WWII ended and the war

economy was replaced by a growing consumer economy, automobile manufacturers heeded the call.

As Grand Junction grew in size and prosperity....the number of cars on the road grew. By the end of the forties, gas rationing ended, speed limits were raised and a record number of cars crowded the roads. In 1949 the number of cars licensed in Mesa County increased by 1,900 and by 1950, that number had risen by another 1,500....Many people bought a second car...⁴⁸.

⁴⁶ 2003 City of Grand Junction/Mesa County Data Book

⁴⁷ Carl Abbott, Stephen J. Leonard, and David McComb, [Colorado: A History of the Centennial State](#), Rev. ed., (Boulder, Colorado: Colorado Associated University Press, 1982), 307.

⁴⁸ Lindeman, 5.

The automobile culture also changed the commercial focus of the city. The historic commercial core became less desirable as a commercial location and businesses focused on new development along the North Avenue corridor.

The buildings of the period reflect this shift away from downtown. As a main artery for Highways 6 & 24, North Avenue was a popular location for gas

stations, hamburger drive-ins and motels. Retail buildings were planned with large areas of parking available and the long low proportions of the strip mall emerged as a popular building type.

On the outskirts of town, drive in movies became popular. In 1947 Grand Junction's first drive-in movie theater opened. The Starlight Drive-In (the second drive-in in the state) was built by Loyd Files at 24th Street and North Avenue. He later removed the screen (circa 1960) and built the Teller Arms Shopping Center. There were two other drive-ins, the Rocket and the Chief were built in the 1950s, further east on North Avenue.



Photo courtesy of the City of Grand Junction

Main Street in 1962, after implementation of traffic calming elements.

Downtown Grand Junction suffered from the changes to the traditional pedestrian shopping patterns and by the 1960s Main Street was suffering from neglect. As a contrast to the automobile oriented shopping experience, a major redevelopment project was under taken on Main Street. This project, called Operation Foresight (1962), widened the sidewalks, narrowed the street and created meandering curves and plantings to encourage pedestrian traffic.

As the 1950s progressed, more Americans were traveling by car and they demanded more roads, better roads, and places to stay while traveling. By 1956 there were over a dozen motels and over twenty automobile-centered businesses,

Context

such as service stations, car washes, car lots and auto repair shops on North Avenue alone.

The uranium industry was so important to the area that the City of Grand Junction embraced an artistic rendition of a spinning atomic particle with the saying “ ‘The Atomic Energy Capital of the World.’ The logo appeared on official city stationery, outdoor signs and police car doors.”

49

Many people flocked to the Grand Valley area believing that the few rich uranium strikes made, could also make them rich. The most significant influence for the uranium boom was that until 1951 the AEC only paid \$2.00 per pound for low-grade uranium. After March 1951 the AEC guaranteed “to buy all the uranium ore miners could produce at \$3.50 per pound if the uranium content was 0.20 percent or better.”⁵⁰

Thousands came with the goal of making their fortunes, however only one in a thousand made any kind of living from mining uranium. In 1954 it was estimated that over three thousand

49 Dave Fishell, *A Spirit of Charity 1886-1986* (Grand Junction: 1996), 93.

50 Eric W. Mogren, *Warm Sands*. (Albuquerque: University of New Mexico Press, 2002), 61.



Miss Atomic Energy 1956

Photo courtesy of the Museum of Western Colorado,
Lloyd Files Research Library

people per month came to Grand Junction to ask questions of the AEC officials, about the methods used to explore, find, and process the ore containing this prized element. The idea of instant wealth hit a fever pitch when in 1956, AEC officials sought more uranium concentrates. The 1955 production of uranium concentrates was over five times the 1952 numbers, and it was expected that the 1958 production would be eight times that of the 1952 figures. “According to some of the best books written about the great uranium boom of the 1950s, more people were involved in the search for uranium than ever looked for gold in California or Alaska.”⁵¹

Of course, our understanding of the health

51 Fishell., 92-93.

effects of uranium have changed over time, as demonstrated by the photo of “Miss Atomic Energy 1956” where the winners pose next to a pile of yellow cake uranium.

Not only locals were caught up in the hype. “In one 1953 edition, Life Magazine featured a photo spread of a smiling, uranium seeking family decked out in miner’s overalls and hard hats cheerfully lugging around picks, shovels and Geiger counters...”.⁵² The potential growth of the area must have been phenomenal since the author of this 1953 article predicted Grand Junction would be the largest town in the United States west of the Mississippi by the 1960s.

In order to ease the housing crunch in the valley, homes were built in a ‘cookie-cutter’ fashion that mimicked the Levittown model. This type of housing was first developed by Levitt and Sons, Inc. in New York state, beginning in 1946. The developments gave middle-class families the option of inexpensive, single-unit housing outside of urban areas. These homes were built as an answer to the high cost of living and reflected the new wealth and middle-class status that many Americans were experiencing.⁵³ Levitt and Sons, Inc. pioneered a style of housing development that was based on the war time practice of mass-production combined with newly available materials and labor. The houses were very simple in design and thousands of houses were built at a time based on exactly the

same floor plan. This resulted in low cost and fast development that suited the explosion of the new American family. This type of development took off around the country and it ultimately redefined the way Americans lived and worked.

Development in Grand Junction was no different. Tracts of open land were laid out in the established grid pattern and almost identical sets of houses were built. The houses were characterized by simple rectangular plans with low-pitched hipped and side gable roofs. They were universally one story, some with basements. The window patterns are simple and repetitive, and the exterior materials were simple with little decoration. Brick was typically reserved for the main façade and appeared as a veneer, which ended abruptly at the corners and serving only as a wainscoting element. Porches, which were a popular element of previous styles, were reduced to a simple stoop with a small increase in the overhang of the main roof slope. Only the more affluent buildings of this type incorporated more dramatic elements such as more complex plan forms, decorative carports, and larger window areas. These elements still appeared reserved in comparison to earlier houses based on more traditional styles of the Victorian, Craftsman and Tudor eras.

The population increase seen in the 1940s and 1950s naturally meant that more school-aged children would need to be educated. The demand for housing was so great new subdivisions sprouted up all across the

52 Fishell., 92-93.

53 The Columbia Encyclopedia, Sixth Edition. 2001, Internet.

Context

Grand Valley. Schools became so crowded new structures were quickly planned and erected. New motels with names like the Uranium, Prospector and Atomic filled almost as soon as the builders left.⁵⁴

Tope Elementary School was finished in 1941, and Orchard Avenue Elementary School was completed in 1948. Another civic project completed at this time was the Veterans Administration Hospital [2121 North Avenue]. This location was originally part of the Henry Teller Ranch also known as the Teller Forty.⁵⁵ Additional Teller Ranch land was used for part of Lincoln Park and the 1935 Civilian Conservation Corps (CCC) camp.⁵⁶ Between 1944-1946 the converted CCC camp housed German prisoners-of-war and Mexican nationals.⁵⁷ “By 1948 some major changes were beginning to take place in Lincoln Park, with conveyance of the ‘Teller 40’ to the U.S. Government for construction of three holes of a golf course.”⁵⁸ By the late 1940s the ‘edge of town’ still had not moved much. When built and dedicated in 1949, the Veterans Administration Hospital was considered to be out in the boondocks.

⁵⁴ Fishell, *Spirit*, 92.

⁵⁵ Pearl Ross, “Grand Junction Indian School” Teller Institute Collection, Museum of Western Colorado, Grand Junction n.p. n.d.

⁵⁶ Buckley, 16.

⁵⁷ Kristi Mease, “The Labor Shortage and its Solution During World War II in the Grand Valley of Western Colorado,” *Journal of the Western Slope*, Vol. 7, No. 3, (Grand Junction: Mesa State College Historical Society, Summer 1992), 3.

⁵⁸ Buckley, 18.

The Uranium Boom created a housing boom, which created the need for improving building lots with fill, and the Climax Mill came to the rescue. The Climax Uranium Company was built in the old sugar-beet mill on the east side of Grand Junction and began processing “uranium oxide in Grand Junction by June 1950 and continued operations for almost twenty years. Between nine thousand and fourteen thousand tons of ore was processed per month, most of which ended up as tailings.”⁵⁹

Eric Mogren succinctly explains how something now viewed as hazardous material was at one time used as a convenient and necessary construction material in the Grand Valley area.

As a ‘public service,’ since the early 1950s Climax allowed even encouraged builders to haul away its tailings (crushed into a fine sand). The practice was established company policy by 1956 and continued for another decade. The motive for Climax’s behavior appears to have been genuine goodwill, because the mill received no financial gain from the tailings and had plenty of land to expand its tailings piles even without the removals. The giveaway, moreover, was just what Grand Junction needed for its postwar, uranium-rush building boom. About four thousand structures were built in the greater Grand Junction area between 1952 and 1966 and nearly all of them needed some kind of fill material. In addition to residential and commercial construction, contractors used Climax mill tailings for a variety of other purposes, such as sub base for roads, ingredients for concrete and backfill in sewer ditches....Farmers and gardeners

⁵⁹ Mogren, 120.

found that the sandy composition of the tailings loosened the tight soil in their fields, aerating the ground and allowing moisture to percolate freely. In addition, the tailings were slightly acidic and helped to neutralize alkaline soils. ...Contractors used 3,500 tons as sewer line backfill at a local state training school and 5,000 tons under sidewalks and driveways in the Grand Junction area.⁶⁰

The tailings were also used in other civic projects. Sherwood Park was begun in 1951 but not completed until 1961 and the delay in completion

was a result of the great expense in developing it, as it had been more expensive to develop than any of the other parks. Filling and leveling it had been extremely difficult, but help had come from an unexpected source. Climax Uranium generously offered to 'let' the city use their tailings to fill the Sherwood Park Gully!⁶¹

Grand Junction was growing at a tremendous rate, but as with every other boom this area has experienced, the Uranium Boom could not last forever. During 1955, total production topped 1.5 million tons of ore. The boom continued undiminished until 1957, when AEC officials decided there was plenty of ore and stopped subsidizing new finds. By November 1958, the AEC announced that it would no longer purchase uranium oxide (ore) unless it came from deposits that were already developed. "This stopped the rush dead in its tracks, much like the silver boom had in 1893."⁶²

60 Ibid., 120-121.

61 Buckley, 23.

62 Mehls, 243-244.

Even with the dramatic end of uranium mining in the area, uranium was still to be the topic of discussion for decades to come. Soon after the decline in 1958, state and federal health officials came to Grand Junction, concerned about the health risks of atmospheric tailings pollution. In January 1966 the newly developed radon film badge was tested for its effectiveness in detecting radon gas. Over the years radon was discovered to be present in many Grand Junction and Mesa County buildings. This and other subsequent health issues spurred the eventual removal and cleanup of uranium mill tailings throughout Mesa County in the 1980s. Since then, renewed interest in uranium mining has periodically re-emerged in the western states including Utah and Colorado.

CONCLUSION

Like any new town, during the first 75 years of Grand Junction's growth, the residents witnessed an incredible change in the landscape, commercial interests, and residential neighborhoods. Professor Richard Tope probably summed up this remarkable transformation when he wrote in 1957:

First Street north of White was once desert, then a street for some of the finest residences. Now [1957] it is mostly a highway system with four to six lanes. North First Street, North Seventh, and North Twelfth, far out, were wrenched from desert wildness, then turned to the finest apple and pear orchards that produced prize fruit for

Context

exhibitions in all eastern markets, and now turned to rather exclusive residential areas for the growing city. The Veteran's Hospital is located in an area that was once set solidly to apple and pear orchards and produced a great volume of fine fruit, until the seep and the coddling moth destroyed the profitable industry in that part of the valley.⁶³



Over the last 40 years, Grand Junction's population has more than doubled again. Grand Junction holds its position as the largest city on the Western Slope and is an increasingly desirable place to live and work. The climate appeals to retirees, the natural beauty appeals to outdoor enthusiasts, and the city provides goods and services to the rapidly growing population of western Colorado and eastern Utah. Grand Junction is the gateway to numerous State and National lands. The Colorado National Monument, Dinosaur National Park, The Black Canyon of the Gunnison National Park, the Unaweep and Tabeguache Scenic and Historic Byway, and the Colorado Canyons National Conservation Area are all nearby. The economy of the region has been somewhat stabilized by

the transportation infrastructure that came into being as a result of the early development of the area.

Natural resources continue to be important to the economy of the region. In the late 1970s and early 1980s oil shale had its boom and bust cycle; in the early years of the 21st century natural gas is likely to do the same. Uranium may even return as a desirable commodity. The population statistics mirror these cycles with minimal growth in between the rapid growth spurts of the boom periods. Areas that were still fruit orchards and deserts on the city outskirts in the 1960s are now new rings of suburban development. New agricultural endeavors are becoming established in the form of vineyards and wineries. Resource extraction continues to hold the greatest potential for growth in this area as the country turns to homegrown sources of

63 Richard E. Tope, *Objective History Grand Junction, Colorado Part II*, Journal of the Western Slope, vol.10, number1 (Grand Junction, Colorado: Mesa State College Historical Society, Spring 1996), 31.

energy and the technology for extraction improves. Grand Junction and western Colorado will always be subject to the vagaries of natural resources, whose value fluctuates with both politics and technology.

SUBDIVISION AND NEIGHBORHOOD HISTORY

See Map section for subdivision layouts and locations

In the 75 years that this survey covers from 1876 to 1956, most of the neighborhoods studied came into existence only after 1941. Following is a brief description of the subdivisions, listed in chronological order, where the majority of the 414 properties intensively surveyed are located. A listing of the remaining subdivisions that contained only a few surveyed properties appears at the end of this history.

This information was taken from copies of the original plats found at the Mesa County Clerk and Recorders' Office in Grand Junction. The boundaries for each subdivision should be considered an approximation only, as several of the original plats do not correspond to present-day streets and subsequent amendments to these subdivisions were not researched.

Research was conducted to attempt to identify the original owners of the 414 properties in the survey. The Mesa County Assessor's office has not archived historic transactions; therefore the available records only date back to 1980s.

Obituaries were researched, although disappointingly few were available. Even among those available, rarely was the person's land ownership mentioned unless that person was a developer, builder or contractor. A number of the individuals named in this section were instrumental in the development of several

of the subdivisions, and were, not surprisingly, some of the Grand Valley's most well-known and successful residents. Family names such as Gormley, Smith, Brownson and Ford, are seen throughout many of the researched plats.

CAPITOL HILL SUBDIVISION

October 1898

In October 1898, Charles B. Rich Jr. and Monroe L. Allison, trustees of the estate of town founder, George Crawford, [1827-1891] laid out and platted one of the largest pieces of property in this survey. The Capitol Hill Subdivision encompassed the majority of the acreage from today's 7th Street to 12th Street, and from North Avenue to Patterson Road. This irregularly shaped property also had the Mesa County Ditch running through its southwestern portion and the Grand Valley Canal running through its northeastern portion. In addition, the Little Bookcliff Railroad just clipped the northwest corner of the subdivision. **Charles B. Rich, Jr.**, [1865-1933] was the nephew of George Crawford and came to Grand Junction in 1890. He was a member of the Woodmen of the World, serving as clerk for many years. After George Crawford died, Mr. Rich was an executor to the estate until 1900. After his

responsibilities were completed, he opened the C.B. Rich Realty Investment Company.⁶⁴

Monroe (Roe) L. Allison [1849-1918] was an early pioneer, having come to the area in 1882. Mr. Allison was a member of a committee who traveled to Denver to lobby for the bill to create Mesa County out of a portion of Gunnison County in 1883. Allison succeeded George A. Crawford as the President of the town site company, fought for a municipal water system and served as mayor. Mr. Allison was one of the first to

champion the mountain water system for the city and at one time had the arrangements practically completed for a system which took water from Mesa Creek and which was to cost \$100,000 – the water rights being secured on the options costing \$8,000. He also fought for city ownership and on a compromise later was forced to see the system adopted which took water from the Gunnison River.⁶⁵

The boundaries of the Capitol Hill Subdivision are listed as present-day streets and avenues and are as follows: North Avenue on the south, Patterson Road on the north, 12th Street on the east, and a line approximately halfway between North 6th Street and North 7th Street on the west. There are 12 properties included in this survey.

Although Mesa State College property has not

been included in this survey, the neighborhoods immediately surrounding the college property have been addressed in this study. Originally Mesa State College was not to be built at the present North 12th Street and North Avenue location. Research has found that another part of the survey area was originally considered for the site of Mesa State College, namely a portion of the Capitol Hill Subdivision. Professor Tope, who was one of several individuals given the charge of finding a home for the college explained that the “original site for the junior college, was at the head of Seventh Street on Capitol Hill, purchased by funds raised by public subscription from Princeton University. The area was thirty acres.”⁶⁶ Professor Tope explained further that the county commissioners leveled the area with road machinery and a dragline. It is unknown why building of the college was not begun immediately after the construction site was readied at the North 7th Street location. However classes started in September 1925 at the old reopened Lowell School at 5th Street and Rood Avenue.⁶⁷

Eventually another building site was chosen. In the Junior College of Grand Junction Senate Bill 262, “the community secured a fine tract of land, in area thirty-seven acres and deeded the site to the state of Colorado, according to conditions in

64 “Charles B. Rich Dead as Result of Poisonous Gas; Pioneer Business Man,” *Grand Junction Daily Sentinel*, 8 November 1933, p. 1.

65 “Roe Allison is Dead in Northwest,” *Grand Junction Daily Sentinel*, 22 November 1918, p.1

66 Richard E. Tope, “Objective History Grand Junction, Colorado Part 2,” *Journal of the Western Slope*, vol.10, number2 (Grand Junction, Colorado: Mesa State College Historical Society, Spring 1995), 41.

67 *Ibid.*, 42.

the bill.”⁶⁸ The college was supported solely by local funds during the first twelve years, as state appropriations were repeatedly denied. Tope and others were resolute in their search for a college campus and

1645 N 7th Street

[f]inally after about fifteen years of consistent effort for state support, a general Junior College Bill was enacted granting appropriate funds.... A new site was secured for the junior college, a new home constructed; taxation of Mesa County instituted for its partial support; the name changed to Mesa College, and the institution was able to sit on its own bottom. The new home on North Avenue was ready and Mesa College was organized in its present location for the school year of 1939-1940.⁶⁹

It is unclear as to the reason for the abandonment of the Capitol Hill site, in favor for the present location.

The design of the houses in this subdivision embody the modest styles of the early residential development of Grand Junction. Houses have simple rectangular plans with porches at the street. The buildings have simple, often elegant detailing with the proportions and roof pitches of the late Victorian era.



⁶⁹ Ibid., 46.

GRANDVIEW SUBDIVISION

December 1905

The Grandview Subdivision is a large parcel of land created in December 1905 by the Grand Junction Land & Investment Company. This investment group consisted of R.J. Bolles, who was President, Arlie B. Yeaton and James Ramey, owner of Ramey Investment Company.

Richard J. Bolles [d. 1917] was the owner of a large piece of land north of Grand Junction and had other large property interests. Mr. Bolles was also involved with the development of Aspen and Glenwood Springs, Colorado.⁷⁰

James Ramey [d. 1931] was an early resident of Grand Junction and was connected with U.G. Ramey in the Ramey Investment Company, later known as the Ramey-Udlock Investment Company. “Among their holdings at that time were what is now [1931] the Goff pear orchard on Orchard Avenue, and a large apple orchard in the Fruitvale district.”⁷¹

The boundaries are listed as present-day streets and avenues and are as follows: Orchard Avenue on the north, North Avenue on the south (shown as county road), Poplar Street on the east (probably North 19th Street), and North 12th

Street on the west. The map also shows Elm Avenue and a Boles [Bolles?] Avenue, which is no longer shown on the present day maps. There are 14 properties listing Grandview Subdivision as the primary subdivision in this survey.

A number of subdivisions were subsequently created from the Grandview Subdivision. The list below names the subdivisions that are included in this survey:

- Henderson Heights Subdivision**
- 1910**
- Elmwood Plaza** **1946**
- West Elmwood Plaza (amended)** **1946**
- Avalon Gardens** **1950**
- Eastholme-in-Grandview** **1950**
- Parkplace Heights** **1951**
- Prospect Park** **1951**

While a majority of this subdivision was developed in the later years, by subsequent subdivision, some of the houses original to the subdivision era remain. Most are found on the larger arterial streets that had defined the original limits of the City’s development. These houses are characterized by the same architectural styles found in the Capitol Hill Subdivision and in areas covered by previous survey efforts.

70 “R.J. Bolles Died Yesterday,” Grand Junction Daily Sentinel, 26 March 1917, p. 2.

71 “James Ramey Died Sunday in Hollywood,” Grand Junction Daily Sentinel, 20 July 1931, p.6.

SLOCOMB’S ADDITION

December 1906

Slocomb's Addition was platted in December 1906 and originally consisted of 28 blocks with 704 lots. The Mesa County Irrigation Canal right-of-way is shown to run east and west in the vicinity of Hill Avenue. Slocomb's Addition is located south of North Avenue, with blocks 25, 26, 27 & 28 having North Avenue as the northern boundary of the subdivision. These blocks are now part of Lincoln Park.

This addition was named after the owner, **Edwin M. Slocomb** [1853-1910]. Mr. Slocomb's obituary of October 5, 1910, is prominently displayed on the first page of The Daily Sentinel and is quite lengthy. Mr. Slocomb was one of the first residents of the area and accomplished a great deal during his 29 years of residency in Grand Junction. Mr. Slocomb was instrumental in gaining ownership of the Grand Valley Ditch for the local ranchers. His numerous land holdings included property in Idaho, \$10,000 in Grand Junction city realty, and 80 acres, known as Slocomb's Addition, next to the city limits, valued at \$125,000, besides property in Denver. (Dollars are in 1910 figures) "As the owner of Slocomb's Addition he was very desirous of seeing it become one of the main residence districts of Grand Junction and there is but little doubt but what his mission would have been realized had he lived a few years longer."⁷² During his Grand Junction years he bought out the Bannister interest in the hardware firm of

Bannister & Thomas and purchased an interest in the Grand Valley Nursery and Orchard Company. Mr. Slocomb was a respected booster of the city and area, and quite generous with his time and money, being the "...heaviest contributor, giving over \$1,500 for the magnificent structure" of the local Y.M.C.A.⁷³

The boundaries of Slocomb's Addition are listed as present-day streets and avenues and are as follows: North Avenue on the north, Grand Avenue on the south, 19th Street on the east, and 15th Street on the west. There are 26 properties from Slocomb's Addition in this survey ranging in construction dates 1899 to 1952.

The houses in this area demonstrate a transition of architectural style. Fewer houses based on the earlier Late Victorian or Bungalow style are located in this area. More houses in the Minimal Traditional style appear here. This style also begins to acknowledge the automobile. At first, small detached single car garages appear in the side yards of the houses. Within a couple of years the garage becomes attached, but keeps its subordinate position relative to the main house.

72 "E.M. Slocomb, Pioneer and Prominent Citizen, Dies of Heart Attack," Grand Junction Daily Sentinel, 5 October 1910, p.1.

73 *Ibid.*, 1



620 N 17th Street • SME.8912 • 1947

HENDERSON HEIGHTS SUBDIVISION

July 1910

The Henderson Heights Subdivision is Lot 8 of the Grandview Subdivision and was dedicated in July 1910.

Charlotte Montgomery McBurney Henderson

[1850-1935] was born in Ireland and her family came to the United States in 1859. In 1890 she moved west due to failing health and took up a homestead at Whitewater, Colorado, where she became postmistress. Miss McBurney met W.J.S. Henderson there and they were married in 1891. They came to the Fruitvale district, located east of the original Grand Junction city limits, in 1898. Charlotte Henderson was the first rural correspondent for The Daily Sentinel, after she reportedly approached I.N. Bunting, the editor of the newspaper and

asked that she might write comments on the happenings of her neighborhood, the Fruitvale district. At first he refused and then consented to give her a trial. Her practical philosophy and her interpretation of the news as it appealed to her proved very popular, and since that time readers of The Sentinel have watched for the weekly letter from the wise woman of the Fruitvale district.⁷⁴

The boundaries of this plat are not completely clear, but the following is an approximation: Elm Avenue may be the northern boundary; the southern boundary is not named clearly; the eastern boundary is placed between today's

⁷⁴ "Mrs. Charlotte M. Henderson, First Rural Correspondent, for The Sentinel is Dead," Grand Junction Daily Sentinel, 9 May 1935, p12.

North 13th and North 14th Streets; and North 12th Street is the western boundary. The plat map does show a Henderson Avenue in the center of the subdivision, (running east and west), which may be the current Kennedy Avenue. There are three properties from Henderson Heights Subdivision in this survey.

and Loan Association. After WWII Mr. Mantey, his son-in-law, A. W. Kemper and Al Nestler started a business called the Mantey Heights Subdivision Company, which created the Mantey Heights residential subdivision northeast of the original town limits. Mr. Mantey and his wife May made their home on North 7th Street before building their home on Mantey Heights.⁷⁵

The architecture of this subdivision is varied. One house that dates from the same period as the original subdivision is included in this survey. It has the characteristics of the Late Victorian style; unfortunately, the house is substantially altered.

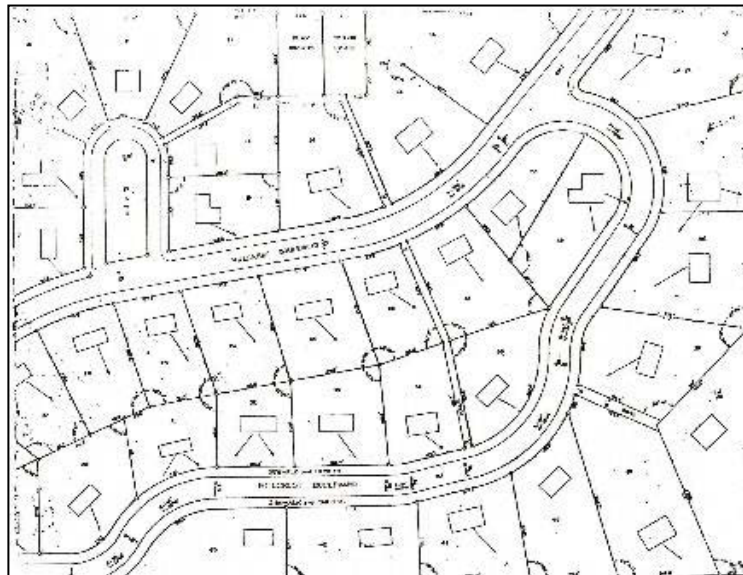
The boundaries of Hillcrest Manor are listed as present-day streets and avenues and are as follows: Roper Amended Subdivision on the

HILLCREST MANOR

April 1931

Modern Building and Loan Association laid out this subdivision. The plat map is signed by Fred Mantey as president, and A. W. Kemper as secretary.

Fred Mantey [1870-1954] came to Grand Junction as a youth in 1886. He owned Fred Mantey Saddlery, which he sold in 1922. He was director and vice president of the Bank of Grand Junction and later of the United States Bank of Grand Junction. He was also director and president of the Modern Building



Hillcrest Manor Plat Map • 1931



116 Hillcrest Manor • SME.14757 • 1930

Daily Sentinel, 23 April 1954, p.5.

on

north, Walnut Avenue on the south, Brownson Subdivision on the east and North 1st Street on the west. There are eleven properties in this survey of the original 43 properties.

The architecture of Hillcrest Manor is consistent with the location of the development, on the top of a ridge. Houses in this area are larger and are characterized by high-style architectural design. The builders in this area chose from a variety of revival styles that were popular during this period. The styles include Tudor, Mission and Spanish Eclectic.

SHAFROTH ROGERS ADDITION

June 1938

The owners were John F. Shafroth (formerly John F. Shafroth, Jr.), Morrison Shafroth, Will Shafroth and Margaret Des Moines Rogers. This was an ‘L’ shaped plat with the vertical being the 1st Street properties. Mesa County Ditch traverses diagonally from the southeast corner on North Avenue to the northwest corner on North 1st Street. At this time the Grand Junction City limits were shown as the corner of North Avenue and North 1st Street. North Avenue did not continue west of North 1st Street. The Shafroth family, whose patriarch was a former governor of Colorado, may have owned this property.

The original boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Orchard Avenue on the north for the

First Street properties, North Avenue on the south, 6th Street on the east, and 1st Street on the west. There are 4 sites on North Avenue, of the original 35, included in this survey. These four sites later became part of the North Avenue Addition, which was platted in September 1940. The architecture of this area varies by building, please see the individual survey forms.

MCMULLIN & GORMLEY SUBDIVISION

January 1939

The owners are listed as Arthur T. Gormley, J. A. Cannell and The Home Loan & Investment Company, with S. G. McMullin as president.

Arthur Thomas Gormley [1865-1955] came to the Grand Junction area in 1889 where he was a railroader, until he became secretary and manger of the Mesa County Building and Loan Association in 1910. The name of the firm was later changed to Mesa Federal Savings and Loan Association. Mr. Gormley was active in that firm until he retired in 1937. Gormley was also an organizer of the Chamber of Commerce. His son, James S. Gormley succeeded him in the firm.⁷⁶

Samuel G. McMullin [1866-1946] came to Grand Junction in 1889 and practiced law until 1944. Mr. McMullin was a strong supporter of the area and, with Judge William A. Marsh, was

⁷⁶ “A.T. Gormley, Early Resident of City, Dies,” Grand Junction Daily Sentinel, Jan. 26, 1955, p.1.

instrumental in founding the Home Loan and Investment Company in 1897. In 1904 he founded the Mutual Savings and Building Association. Mr. McMullin was one of the founders of the former Grand Junction Fruit Growers Association.⁷⁷ In an interesting note Samuel McMullin’s death was later questioned and an ensuing murder trial was conducted.

The boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Elm Avenue on the north, North Avenue on the south, College Place on the east, and Cannell Avenue on the west. There are three properties of the original 92 in this survey, all on North Avenue. The architecture of this area varies by building, please see the individual survey forms.

CRAIG’S SUBDIVISION

December 1940

The owners of Craig’s Subdivision were E.L. Craig, John J. Collier, and F. W. Ludwig. This subdivision was formerly known as Block 17 of the Capitol Hill Subdivision, which had 65 lots.

The boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Bunting Avenue on the north, North Avenue on the south, the Rose Park Subdivision on the east and North 7th Street on the west.

⁷⁷ “Samuel G. McMullin, 80, Pioneer Resident of Region, Dies Today,” Grand Junction Daily Sentinel, 15 November 1946, p.1.

There are two properties of the original 65 in this survey. Both are on North Avenue. The architecture of this area varies by building, please see the individual survey forms.

TOPE SCHOOL SUBDIVISION

December 1940

School District No. 1 laid out and platted this subdivision in 1940. Tope School, built in 1941, [2130 7th St.] was named in honor of Richard E. Tope.

Richard E. Tope [1876-1962] “Prof” Tope was intensely interested in the education system of the Grand Valley, serving as both superintendent of Grand Junction schools and a longtime civic leader. He was principal of Grand Junction High School from 1911-1918, and became superintendent of schools that year, serving until 1938. Mr. Tope was also a member of the Mesa State College Committee of Trustees, responsible for organizing a junior college in Grand Junction. Mr. Tope was one of the original incorporators of the Citizens Finance Company, organized in 1925. In addition, he was a stockholder in several local businesses. Mr. Tope wrote a column in The Daily Sentinel called “Ideas for Today” for 24 years and was a longtime Rotarian.⁷⁸

⁷⁸ “Funeral Saturday Afternoon For Richard E. Tope, 86,” Grand Junction Daily Sentinel, 12 January 1962, p.1.

The boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Walnut Avenue on the south, unclear on the north, a line between North 9th and North 10th Streets on the east and North 7th Street on the west. This subdivision lies outside and adjacent to this survey's boundaries, but was included in these descriptions to provide information on Richard Tope, who is quoted often in this text.



1401 18th Street • SME.14619 • 1949



1625 18th Street • SME.14537 • 1953



1635 18th Street • SME.14539 • 1953

ELMWOOD PLAZA

April 1946

Elmwood Plaza was formerly known as Lots 4, 5, 12, 13 in Grandview Subdivision. The owners are shown as Ira G. and Thelma L Carpenter; Forrest M. and Mary J. Cochran; George M. and Thelma E. Saunders; and Addie Russell Maynard.

The boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Orchard Avenue on the north, North Avenue on the south, North 19th Street on the east and North 17th Street on the west. There are 23 properties of the original 164 lots in this survey.

The architecture of this section is characterized by a variety of Ranch Type houses. As seen in the examples above, the area transitions from the

small hipped roof house (center) with a detached hipped roofed garage, to the lower pitched roof house with the integral garage. This subdivision also includes a number of similar houses. These houses usually have a single plan type with either a side gable roof or a hipped roof. The materials vary from simple



Elmwood Plaza Plat Map • 1946

horizontal wood siding to brick.

The plat map of this subdivision also shows a plan of curving streets that interrupt the existing street grid and create new connections to the streets that intersect the development. This plan was never realized, but demonstrates the interest in curvilinear street patterns during this period. Bookcliff Park was plated at this time with the same curvilinear street pattern.

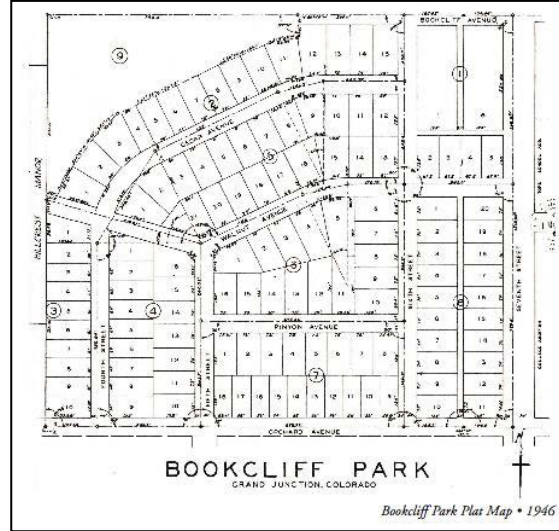
BOOKCLIFF PARK

June 1946

The owners of Bookcliff Park were Gertrude B. Smith, Claud D. Smith Jr., The United States Bank of Grand Junction (trustee to Claud D. Smith Sr.) and Thomas T. Brownson, Mabel L. Brownson, Bruce P. Brownson and Mary F. Brownson.

Gertrude B. Smith [d.1946] came to Grand Junction in the early 1900s and was a famous and beloved musician and music teacher. She married Claud D. Smith Sr. in 1904. Mrs. Smith “carried out many private charities which she conducted quietly and without publicity.”⁷⁹

Claud D. Smith, Jr. [1915-1976] was born in Grand Junction to one of the most influential families in the area. He was active in the C. D. Smith Company and was President of The Sterling Company. Smith also served as a partner in Smith Associates, Chairman of the board of Computer Data Service Company, President of the Smith Chemical Company, and an associate broker in his son’s company, the C. Durand Smith Commercial-Industrial-Investment Real Estate firm. Other activities included serving as a Trustee of Mesa College, member and past president of the Chamber of Commerce and member of Colorado’s Board of



Community Colleges, among many other civic endeavors.⁸⁰

Thomas Taylor Brownson [1907-1984] Mr. Brownson moved to Grand Junction in 1915. He was the former President of the Grand Junction Area Chamber of Commerce and owner of Brownson’s Clothing on Main Street in Grand Junction. He was also the former director of both Mesa Federal Savings and Loan Association and the Grand Junction Steel Company.⁸¹

Mabel Latimer Brownson [1903-1993] became a resident of Grand Junction in 1908 and had a degree in biology. She married Thomas Brownson in 1930.⁸²

Mary F. Brownson [1898-1971] was born in the mining hamlet of Carpenter, where the old

79 “Mrs. C.D. Smith Dies at Home Last Night,” Grand Junction Daily Sentinel, 16 August 1946, p.2.

80 “Obituaries,” Grand Junction Daily Sentinel, 17, February 1976, p.6.

81 “Obituaries,” Grand Junction Daily Sentinel, 22 July 1984, p.3b.

82 “Obituaries,” Grand Junction Daily Sentinel, 2 January 1994, p.2b.

Bookcliff mine was located, north of Grand Junction, and was a lifelong resident of this area. She was the head of the child welfare work of the American Legion Auxiliary for many years. She married Bruce P. Brownson in 1924.⁸³

The Bookcliff Park Subdivision, commonly known as “Brownson’s Addition”, was created from the La Court Hotel Farm, a dairy operation owned by the Buthorn Family. Everet Sparks and family are also associated with the farm.

The boundaries for Bookcliff Park are listed as present-day streets and avenues and are as follows: Bookcliff Avenue on the north, Orchard Avenue on the south, North 7th Street on the east

and a line between today’s North 3rd and North 4th Streets on the west.

This area was reportedly a neighborhood built for the doctors of St. Mary’s Hospital, which is located north of the neighborhood. This idea is supported by the numerous listings for doctors and dentists in the Polk Directories for this neighborhood. Other streets in the subdivision include North 4th, North 5th, North 6th Streets, Pinyon, Walnut and Cedar Avenues. There are 77 of the 123 original lots included in this survey.

The architecture of this subdivision has some of the repetitive forms that are found in the other subdivisions of this period, but it also has a number of individually designed houses. The buildings are horizontally proportioned with low pitched hipped or side gabled roofs. The windows are typically repetitive units found in a limited number of sizes. A majority of the houses are built of brick.



539 Cedar Avenue • SME.14753 • 1953



505 Cedar Avenue • SME.14746 • 1954



410 Walnut Avenue • SME.14781 • 1954

HIGH SCHOOL ADDITION

July 1946

The owners were School District No. 1 of Mesa County, John F. Shafroth (formerly John F. Shafroth, Jr.), Morrison Shafroth, Will Shafroth and Platt Rogers (Trustee). [See Shafroth Rogers Addition]. Grand Valley

Irrigation Canal runs diagonally through the southern third of the property. Block 3 is the largest and is where Grand Junction High School now sits. The school was built in 1955.

The boundaries of the High School Addition are listed as present-day streets and avenues and are as follows: Orchard Avenue on the north, North Avenue on the south, North 7th Street on the east and North 5th Street on the west. There are 14 lots of the original 27 lots included in this survey.

SUNNYVALE ACRES

August 1946

This parcel was originally part of Grandview Subdivision. A. M. Vale was the sole owner of Sunnyvale Acres and this parcel consisted of five acres more or less inclusive of all ditch and county road rights of way.

The obituary of **Archie Moore Vale** [ca. 1900-1962] states that he was a partner in the real estate firm of Vale and Vale and was a resident of Grand Junction since 1938. He was a decorated WWII veteran.⁸⁴

The boundaries of this area are listed as present-day streets and avenues and are as follows: Hall Avenue on the north, West Elmwood Plaza on the south, 17th Street on the east and 15th Street

⁸⁴ "Gunshot Fatal To A. M. Vale," Grand Junction Daily Sentinel, 26 January 1962, p.4.

on the western boundary. There are 11 properties (including North Sunnyvale Acres) of the 18 original lots included in this survey.

The architecture of this subdivision is varied with transitional houses from Late Victorian styles, to Ranch Type houses. Over half of the buildings included in this survey have construction dates before the establishment of the subdivision.



1380 N 20th Street • 5ME.14809 • 1954



2121 Elm Avenue • 5ME.14826 • 1954

ARCADIA VILLAGE

February 1947

Several small tracts of land were combined to make Arcadia Village. Owners were: A. E Borschell, Robert M. Porter and Miles M. Kane for the largest tract of 109 lots; Ray Files and Martha Files for a second tract (one lot); and

Clyde R. Kipp and Olive F. Kipp for the third tract of two lots.

Miles M. Kane [1909-1956] came to Grand Junction in 1927 and was employed by the Denver & Rio Grande Railroad. He later became a partner in the Porter-Kane Insurance and real estate business, was a partner in the Kane-Darnell Company and in the real estate business of Harrison-Kane-Darnell.⁸⁵

Clyde R. Kipp [1898-1986] moved to Grand Junction in the 1920s. He and his mother owned and operated the Kipp Motel [1910 North Avenue] for many years.⁸⁶

The boundaries of the subdivision are listed as present-day streets and avenues and are as follows: Elm Avenue on the north, North Avenue on the south, North 23rd Street on the east and South Elmwood Drive and Elmwood Plaza on the west. There are 14 of the original 112 lots in this survey.

The houses in this subdivision are simple, small and share almost identical plans and elevations.

TELLER ACRES

⁸⁵ "Miles M. Kane, 47, Dies Today After Five-Day Illness," Junction Daily Sentinel, 15 November 1956, p.19.

⁸⁶ "Obituaries," Grand Junction Daily Sentinel, 4 September 1986, p.50.

May 1947

Owners were Virgil A. Green and Ivah Green who owned 21 lots; A. E. Borschell who apparently gave part of the right-of-way; Oscar and Ruth Redd who owned 5 lots; and George H. Weldon and J.W. Miller who owned 4 lots.

Virgil A. Green [1897-1958] was a building contractor and resident of Grand Junction for 32 years.⁸⁷

The boundaries of the subdivision are listed as present-day streets and avenues and are as follows: the alleyway north of Bunting Avenue on the north, North Avenue on the south, North 25th Street on the east and North 23rd Street on the west. Seven of the 30 original lots are in this



2411 Bunting Avenue • SME.14824 • 1950



2344 Bunting Avenue • SME.14822 • 1951

⁸⁷ "Obituaries," Grand Junction Daily Sentinel, 15 December 1958, p.15.

survey.

The architecture of this area is characterized by a single repetitive plan form with two roof shapes. The form is a simple rectangle with a central entry and picture window to the right. The roof shapes are either a side gable or hipped form. This small area contains a number of unaltered buildings.



PROSPECT PARK

May 1947

Prospect Park was at one time part of Grandview Subdivision. Thirty-one owners are shown to share the 81 lots platted. [Original owners of properties named on the June 1947 plat included in this survey will be listed on their respective individual forms]. Williams Park, within this subdivision, was dedicated near North 15th Street and Mesa Avenue.

The boundaries of Prospect Park are listed as present-day streets and avenues and are as follows: Mesa Avenue on the north, Elm Avenue on the south, 15th Street on the east and 12th Street on the west. There are 35 properties of the original 81 parcels in this survey.

The architecture of this area has a scattered number of buildings that pre-date the

subdivision. A majority of the buildings, however, are of the repetitive Ranch Type. These buildings tend to be slightly larger in plan and have an integrated garage. Roof shapes are either side gable or hipped with small gable vents at either end of the ridge. Some buildings are intact, but many show common alterations such as garages converted to living space.

EASTHOLME-IN-GRANDVIEW

May 1950

Eastholme-in-Grandview Subdivision is made up of the west half of Lot 15 of Grandview



1332 Hall Avenue • SME.14649 • 1952



1342 Hall Avenue • SME.14651 • 1952



1435 Orchard Avenue • SME.14676 • 1953

current project where Goff Orchard was formerly located.”⁸⁸

The boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Orchard Avenue on the north, Mesa Avenue on the south, North 15th Street on the east and North 13th Street on the west. 17 of the original 36 lots are included in this survey.

The architecture of this subdivision is characterized by a series of repetitive plan forms. This particular subdivision has a wider variety of plan forms and roof shapes. The buildings include integral garages and carports and are finished in both brick and horizontal wood siding. Several subdivisions share these typical plan and elevation configurations.

Subdivision and Lots 1 to 9 inclusive of O’Neils Subdivision. The owners were Eugene and Annabelle Helms, Richard and Ella Mae Bouman, Coe Van Deren, and John & Ruth Dyer.

Coe Van Deren [ca. 1898-1956] was a partner in the Van Deren-Ford Construction Company at 2021 Orchard Avenue. He was the business manager for the board of education for School District No. 1 and “built new homes in several subdivisions of the city. He was working on plans for a 26-home development east of a

SHERWOOD PARK

1948-1961

This park is located in the Sherwood Addition and, according to Phyllis Buckley, the city negotiated in 1948 for about twenty acres of land on North 2nd Street to be donated by the Columbine Company and developed into a new park. Two years later, however, the previous agreement was torn up and the process of negotiation was begun again. This time the

⁸⁸ “C. Van Deren Dies Here of Heart Attack,” Grand Junction Daily Sentinel, 20 April 1956, p.1.

agreement was that the city would rebuild the irrigation ditches in 1950 and begin to develop the park by 1951. The Columbine Company gave the deed to the city plus an additional thirty-foot strip to allow a sixty-foot drive surrounding the park.⁸⁹

SHERWOOD ADDITION

July 1950

Columbine Company, “a corporation”, was the largest landowner in the Sherwood Addition. Columbine Company was incorporated in May 1948 and dissolved in December 1961. The following individuals signed the plat in July 1950: Claud D. Smith, Jr., (president), Frank Hall (secretary), William and Dorothy Knoch, John F. Thompson, Robert and Nora Kyle, Charles Bernal Howard, William and Belva Cross and E.D. Parmiter.



Claud DeNel [C. D.] Smith, Jr., [1915-1976] was very active in the C. D. Smith Company, which his father, C. D. Smith Sr. founded in 1900. He was also involved in other facets of the family business. See additional information on C. D. Smith under the Bookcliff Park Subdivision (p50).

Frank Robbins Hall [1881-1963] was a civil engineer and surveyor for Mesa County. Mr. Hall came to Grand Junction in 1908 and worked for the Reclamation Service before he



444 N. Sherwood Avenue • 5ME.14899 • 1953



1803 N. 4th Street • 5ME.14848 • 1953



410 Hall Avenue • 5ME.14862 • 1954



1549 W. Sherwood Avenue • 5ME.14906 • 1955

⁸⁹ Phyllis Buckley, “Grand Junction’s City Parks: A History of Community Cooperation,” *Journal of the Western Slope* Volume 5, vol. 3 (Grand Junction: Mesa State College Historical Society, Summer 1990), 18.

established his own engineering office. He married his wife Eugenia in 1915.⁹⁰ Together they established the Kelly-Hall Investment Agency.

The boundaries of this subdivision are listed as present-day streets and avenues and are as follows: Orchard Avenue on the north, North Avenue Addition on the south, North 5th Street on the east and North 1st Street on the west. There are 57 properties in this survey of the original 118 residential lots and 9 larger blocks.

The architecture of this neighborhood varies from smaller repetitive Ranch Type houses on the grid streets, to more elaborate probably architect-involved houses skirting the park.

BOOKCLIFF HEIGHTS

December 1950

The owners of Bookcliff Heights were J. Perry Olsen, Thomas T. Brownson, Mabel L. Brownson, Bruce P. Brownson, Mary F. Brownson [see Bookcliff Park] and the Sisters of Charity. Mr. Olsen owned eight lots, the Brownsons owned eight lots and dedicated a portion of Bookcliff Drive, and the Sisters of Charity owned the largest parcel named Rose Hill. Rose Hill was the future site of St. Mary's Hospital. J. Perry Olsen was a wealthy sheep rancher according to one local resident.

⁹⁰ "Frank Hall, Mesa Pioneer, dies at 82," *Grand Junction Daily Sentinel*, 21 December 1963, p.1.



510 Bookcliff Avenue • SME.14741 • 1951



303 Bookcliff Court • SME.14740 • 1956

This is an irregularly shaped parcel and the following are the outermost boundaries. The present-day streets and avenues are as follows: Patterson Road on the north, Cedar Avenue on the south, North 7th Street on the east and Hillcrest Manor on the west.

The architecture of Bookcliff Heights represents the most high-style buildings found in the survey area. This subdivision sits on the same ridge as the Hillcrest Manor Subdivision and overlooks the central area of Grand Junction to the south. The buildings in this area are all likely architect-designed houses. Unfortunately, the level of alteration is high. Two of the least altered houses are shown at left.

MT. VIEW ADDITION

April 1, 1953

The owners of Mt. View Addition were Coe Van Deren, Lee B. Ford and Blaine D. Ford. [See Coe Van Deren in Eastholme-in-Grandview pg 54]

The boundaries are listed as present-day streets and avenues and are as follows: Walnut Avenue on the north, Orchard Avenue on the south, the west edge of North 2nd Court properties on the west and Bookcliff Park on the east. There are eight of the original 16 lots in this survey.

This subdivision is made up of two small cul-de-sacs. The architecture of this small subdivision has many similarities to the other areas developed by this group of people. The corner houses are the most elaborate and uniquely designed, the houses on the interior of the cul-de-sac are more typical in their Ranch Type forms. All the buildings included in this survey are brick and located on N. Third Court.

**SUBDIVISIONS NOT COVERED IN
DETAIL IN THIS HISTORY**

<i>Delmar Park</i>	<i>1950</i>
<i>Devoe Subdivision</i>	<i>1939</i>
<i>Wilcox Bixby Subdivision</i>	<i>March 1946</i>
<i>West Elmwood Plaza</i>	<i>April 1946</i>
<i>part of Grandview Subdivision</i>	
<i>East Elm Avenue Heights</i>	<i>April 1950</i>
<i>Avalon Gardens</i>	<i>May 1950</i>
<i>part of Grandview Subdivision</i>	
<i>Lemar</i>	<i>1951</i>
<i>O'Neils Subdivision</i>	<i>1931</i>
<i>Paulson Subdivision</i>	<i>1955</i>
<i>Roper Subdivision</i>	<i>1960</i>
<i>North Sunnyvale Acres</i>	<i>1950</i>
<i>N.W. Smith Addition</i>	<i>1946</i>
<i>Weaver Subdivision</i>	<i>1957</i>

NORTH AVENUE

The north side of North Avenue was chosen as the southern boundary for the majority of this survey. Originally a dirt/gravel two-lane road, it became one of the most important automobile routes in western Colorado when it was designated as part of Highways 6 & 24.

North Avenue was initially designated as the northernmost boundary for the original town square mile of Grand Junction in 1881. North Avenue runs on an east/west corridor and its length originally ran from 1st Street to 12th Street. Many individuals considered the land north of this area uninhabitable and very few pioneers braved the harsh desert to homestead there. After several large irrigation projects were completed north of this area, settlement slowly began to take place. North Avenue was treated as the edge of town for many decades, but has since become a main artery for the Grand Junction area. It is presently considered to be located near the center of town. From 1st Street to 12th Street it was always called North Avenue, but research of the Polk Directories indicates that for many years it was called the Upper Palisade Road east of 12th Street.

In December 1906, the area that now constitutes part of Lincoln Park was platted into Slocomb's Addition. This was a huge subdivision consisting of 28 Blocks, with a total of 704 lots. Blocks 25, 26, 27 & 28 of Slocomb's Addition

had North Avenue as the northern boundary of the subdivision. This constitutes the area between 15th and 19th Streets. It is unknown exactly when those blocks became what is now Lincoln Park but it is assumed to be between the death of Edwin Slocomb in 1910 and 1925 when the Lincoln Park Addition was platted.

The first main commercial hub of Grand Junction was concentrated near Main Street and Colorado Avenue, about ten blocks south of North Avenue. By 1926 there were 20 addresses listed in the Polk Directory on North Avenue. All were residences, shown on both sides of the street and concentrated in the 400 to 1200 blocks. Of those, only eight addresses were located on the north side of the street. By 1928 there had been a 50 percent increase in the addresses shown on North Avenue, with the boundaries extending into the 300 and 1300 blocks. At this time there were eleven addresses on the north side. There were no addresses given for the 700 block of North Avenue until about 1941.

Slowly, North Avenue began to be dotted with more and more residential buildings and the boundaries pushed to the 100 and 1600 blocks. In 1941 there were over 70 addresses shown with nearly half of them on the north side of North Avenue. There were also 20 non-residential addresses, mostly service stations and motels. One of the new sites on North Avenue was Martin's Mortuary. Professor Richard Tope

explains what the land looked like before there was any work done to the building site:

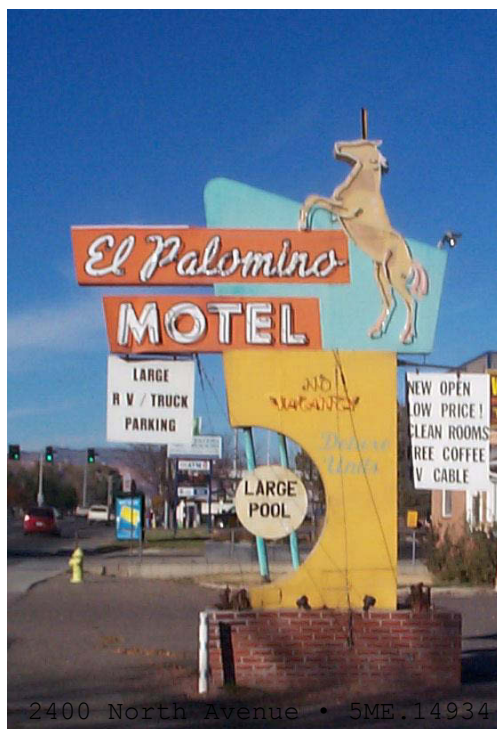
Where the Martin Mortuary is located was adobe flat, apparently worthless. The mortuary was not built on a knoll. That ground was filled in up to the height of the top of the first story with soil hauled from many places. The winding lake has its bottom on the top of the old surface and the shores were built by hauling tons of earth from elsewhere.⁹¹

After WWII the increased availability of private automobiles functionally expanded the city limits. By 1949 there were 120 addresses in the survey area shown from the 100 block to the 2400 block of North Avenue. Of these there were nearly 70 addresses on the north side, with 59 of those being non-residential. The auto service industry accounted for 16 addresses, while the number of motels increased to nine. Two lumber companies, two laundries, several restaurants, real estate offices, a mortuary, a church and Mesa [State] College were also included. There were an additional 60 addresses east of the survey area. Clearly North Avenue, especially in this survey area, was no longer considered the edge of town.

With the Uranium Boom in full swing, North Avenue became the main thoroughfare for wealth seekers and tourists alike. By 1951 the residential atmosphere had all but disappeared

⁹¹ Richard E. Tope, "Objective History Grand Junction, Colorado Part II," *Journal of the Western Slope*, vol.10, number1 (Grand Junction, Colorado: Mesa State College Historical Society, Spring 1996), 31. Article published posthumously.

from this now-busy commercial district. There were 125 addresses in the survey area, with 70 of those being on the north side of the street.



The auto service and guest service industries remained about the same, while there

was a rise in the number of restaurants, real estate offices, liquor stores, grocery stores, and lumber/hardware stores, bringing the non-residential addresses to 66. There were an additional 80 addresses east of the survey area.

In 1956, just two years before the uranium bust, North Avenue had grown to include land from 1st Street to 30 Road consisting of at least 300 properties. Of these, one-half were in the survey area and 80 percent of those were non-residential. In the survey area, twenty-six addresses were connected to the auto service industry and motels increased to nineteen. As North Avenue continued east past 23rd Street,

there were even more service stations, car lots and motels.

The histories of these buildings were researched to 1956. Some of these properties have a short history, as they did not come into existence until after WWII. Four properties were originally built at their present locations and have remained essentially the same throughout the years. Far East Restaurant (5ME.14930), Martin’s Mortuary (5ME.14917), El Palomino Motel (5ME.14934), and the Frontier Motor Lodge (5ME.14932) have not only retained their original names, but continue to operate in the same capacity today. Historically other buildings have been remodeled to meet contemporary demands, some have evolved or been demolished. Those buildings that are presently standing and show a certain degree of architectural integrity have been included in this survey.

PEAR PARK RURAL SITES

Elam Blain and sons planted one of the first orchards in the valley in 1883 in the vicinity of D Road and 27-1/2 Roads where the Grand Junction Regional Center (5ME.761) is now located. This area, still called Pear Park, is located three miles east of Grand Junction and originally consisted of 240 acres. In the early years several varieties of trees and fruits were

planted. Eventually orchards became more specialized, hence the name of Pear Park.

In 1890 there was a promotional piece printed with Pear Park showcased as one of the most desirable agricultural properties in the area. It was advertised as being “advantageously located for the purpose of sub-division into ten-acre tracts, having a good frontage on established county roads.”⁹² The pamphlet goes on to extol the wonderful benefits of the soil, the beneficial fall of the land and entices readers to join the fruit growing industry:

Adjoining farms are owned by C.W. Steele and E. Blain, prominent and successful farmers and horticulturists in Grand Valley for the past seven years. What they have done on their land, proves what can be done on this, and is a standing advertisement for the property. Water for this tract can be rented at a cost of \$1.75 per acre per year.⁹³

One of the most memorable residents of the area was **Miss Minnie Chatfield** [1880-1982]. Miss Chatfield arrived in Mesa County in 1903 and remained here until her death in 1982. She taught at the Pear Park School in 1906 until her retirement in 1951. Chatfield Elementary School located at 32 Road and D-1/2 Roads is named in her honor.

Written history for Pear Park is exceptionally rare. There are at least two WPA projects in this

⁹² Grand Valley Fruit Land Company, Grand Junction, Colorado, and Its Celebrated Fruit Lands, News Print, Grand Junction, Colorado, 1890.

⁹³ Ibid.

area. One is the Pear Park Teacherage (5ME.1861), which was erected in 1929 by WPA workers, the other is the Clifton School located south of Pear Park.

**TELLER
INSTITUTE
[5ME.761]**

From 1886 to 1911 what is now locally called the Grand Junction Regional Center was known varyingly as the Indian School, the Teller Institute, the State Home and Training School for Mental Defectives (circa 1939), and the State Home and Training School (circa 1957). Originally built as an “off-reservation” school for Indians in 1886, it was the local version of the federal government’s attempt at introducing Native Americans to the “white man’s” way of life. The contract price of the first building was \$13,000 and the contract was awarded to the local firm of John Jack Lumsden, Dickie and Currie. The architect was William N. Bowman.

In November 1886 the first students arrived at the site located at 2800 D Road, which consisted of 160 acres of adobe and alkali located one and one half miles east of the original town mile. For the first four years the school was threatened



The Mandolin Players

Photo courtesy of the Museum of Western Colorado, Loyd

with closure but by 1891 the school was officially designated as the Teller Institute in honor of Senator Henry Teller. Slowly, more appropriations were sought and granted, the enrollment increased and several additional buildings were erected.⁹⁴

Henry Moore Teller (1830–1914) was a United States Senator from Colorado from 1876 to 1882 and from 1885 to 1909. He served as the Secretary of the Interior between 1882 and 1885. Teller was born May 23, 1830, in Granger, New York. He began his career as a Republican, but at the Republican National Convention of 1896 in St. Louis he was at the head of the revolt against the Republican platform. The silver

⁹⁴ Donald A. MacKendrick, “Cesspools, Alkali and White Lily Soap: The Grand Junction Indian School 1886-1911,” *Journal of the Western Slope*, Vol. 8, No. 3 (Grand Junction, Colorado: Mesa State College Historical Society, Summer 1993), 4-10.

Republicans, as they came to be known, favored his nomination for the Presidency, and Colorado voted for him on the first ballot at the Democratic Convention. Teller never returned to the Republican Party and served as a Democratic senator for the rest of his career, becoming one of few politicians to switch parties.⁹⁵

By 1908 the school had grown from one small building to twelve, five of which were of brick. The use of the buildings was assumed to include: boys dormitory, girls dormitory vocational building, blacksmith shop, large barn, milk house, school house, shop and harness shop, print shop, bee house, employees quarters, supervisors cottage, shop building and steam laundry building.⁹⁶ At this time a writer at The Daily Sentinel valued the property at around \$250,000.

Soon after 1908 a federal bill was introduced that would abolish all the non-reservation Indian schools. It was rumored that the school was to be closed since the federal government was preparing to turn the Teller Institute over to the State of Colorado. During several years of political wrangling ideas for reuse included converting the Teller Institute into a normal school and an agricultural experiment station. No funding for either enterprise materialized and by 1911, the school property was valued at only

\$158,000. At that time it consisted of 178 acres, 15 buildings and water rights worth \$7,000. Congress argued about the best use for the property yet failed to appropriate funds for operation and maintenance. Therefore, the vacant buildings experienced further deterioration.⁹⁷

Locally **Fred C. Clymer** [1882-1970], a well-known dairyman to the Western Slope and president of Clymer's Rose Glen Dairy and Clymer's Ranch and Livestock Company, decided to use the grounds himself. Clymer's business developed from a modest start after he bought out the dairy operated on the Indian School grounds in 1916. The headquarters for Clymer's Dairy was moved to the Orchard Mesa site in 1921, when the state took over the Indian School property.⁹⁸ Between 1916 and 1919, it was suggested that the Indian School be used to care for the "feeble minded". WWI intervened and not until 1919 did the Teller Institute become part of the State Home and Training School for Mental Defectives.⁹⁹

Ever-present drainage problems at the sites were finally addressed and in December 1920 what is now called Grand Junction Regional Center for Developmental Disabilities began accepting patients. Further deterioration and demolition has occurred over the decades; in 2004 only two

⁹⁵ Wikipedia: http://en.wikipedia.org/wiki/Henry_Moore_Teller

⁹⁶ MacKendrick, 23.

⁹⁷ MacKendrick, 31.

⁹⁸ "Pioneer West Slope Dairyman Fred C. Clymer Dies at 88," Grand Junction Daily Sentinel, 24 July 1979, 1.

⁹⁹ MacKendrick, 34.

buildings remain of the original 1890s

buildings.¹⁰⁰

100 Dave Fishell, Pathways 2004, (Grand Junction: Museum of Western Colorado Volume 2, Issue 1), 18.

FINDINGS AND RECOMMENDATIONS

The urban center of Grand Junction is comprised of a wide variety of buildings representing much of the history of settlement over the past 125 years. The commercial, industrial and residential character of the community still exists and continues to convey the major themes of its economic growth. For the most part, development has taken place in an additive manner, expanding outward from the original core of the City. This has resulted in little overlap between periods and the effective preservation of earlier development.

The boom and bust nature of Grand Junction's history is apparent not only in the range of high style and vernacular buildings, but also in the complexity of the economics of each period. The architectural styles represented include 19th and 20th century commercial, with both Victorian and modern influences. The residential buildings include some familiar Victorian houses, but a majority show influences from the west, such as the Craftsman and Mission styles. Elements of Pueblo Revival can also be seen. The mid-century buildings take their influences from both East and West Coast suburban development.

Due to the presence of buildings over a range of dates, the integration of the automobile into

residential development can be seen clearly in the architecture. The evolution of the garage indicates the role of the car in family life. It begins with the detached single car garage at the rear of the site, similar in shape and finish to the main house. Shortly thereafter, the garage becomes attached but still distinct in its volume; at this point the carport is also a popular solution with a similar attitude. The single car garage extends well into the 1950s and eventually is completely integrated into the roof line of the house, with little physical differentiation from the living spaces. Common modern day alterations to the houses of the 1940s and 1950s include the addition of a second car space, the enclosure of the garage for living space, expanded carports, and the enclosure of original carports into either garages or living spaces.

Grand Junction has one potential residential National Register District and several potential National Register sites relating to the industry and tourism of the area. Previous surveys have identified other potential National Register buildings, but it does not seem that any action has been taken on those.

This survey found that while the architecture represents a fairly complete picture of the development of the city's core, the written and

photographic resources are limited and rarely complete the details of the history and pattern of development.

While the development during the late 19th century up to the mid 20th century was additive for the most part, development since that time has begun to encroach on older neighborhoods. This is particularly true in areas where institutions have needed to expand beyond their original boundaries into existing neighborhoods. The impacts of Mesa State College are particularly visible in the area of North 12th Street. Parking areas and insensitive multi-family developments have begun to infiltrate smaller scaled neighborhoods and create conflicts in scale and character.

National Register Recommendations

The survey found four individual resources and one district which should be considered for National Register Designation. The four resources represent a range of buildings from the Victorian era to the Usonian style. The district represents an upper middle class suburban development which is intact in its original plan and contains a substantial number of buildings with a high level of integrity.

INDIVIDUAL SITES



2112 North First Street • 5ME.7638

Edwardian • circa 1906

This property was included in the 1996 Phase Two Survey. At that time the property was recommended for National Register Designation, but no action has been taken. This property is a significant Edwardian Style house that dominates the hill on which it sits. Once surrounded by farming and orchards this property has been encroached upon by growing suburban development.



1450 Elm Street • 5ME14641

Late Victorian • circa 1910

This building is an elegant example of the farm houses that existed in the early 1900s in this area of town. At one time, this house would have dominated a large agricultural area outside of the city limits. Now it is surrounded by mid-century suburban development. Though no specific information on the original owners was found as part of this survey, this house retains a high level of integrity and is the best example of this type of development that remains.

1917. The father, Clyde Martin, established the business at another site in Grand Junction. In 1937, the son, Edward Martin joined the family business. In 1940 the business moved to the present day site. Edward Martin was a significant figure in the field of mortuary science, authoring a book, *The Psychology of Funeral Service*. The masonry building was designed and built for the mortuary business. The design of the building reflects a sense of calm repose and the building is sited to reinforce that impression. The landscape is also carefully considered and has a significant presence on North Avenue.



1301 East Third Street • 5ME.14843

Usonian Style • 1955

This the only multi-family complex designed in the International Style in Grand Junction. The architect, Robert Van Duesen, was based in Grand Junction and was well versed in the style. The complex has a series of interlocking units with living space, outdoor courtyards and carports organized under a series of flat roofs and enclosed by brick and wood walls. The



550 North Avenue • 5ME.14917

Modern Movements • circa 1940

This building houses Martin's Mortuary and has done so since its construction in 1940. The family business began in Grand Junction in

windows, chimneys and structural elements are all expressive of the Usonian Style. Few alterations have been made to the buildings over the years, but the site sits between quiet suburban streets and the commercial development of the North Avenue corridor. This complex was originally developed with a corporate ownership structure. Each unit buyer became a member of the development corporation as they bought into the project. This was the first development in Grand Junction using this ownership structure. (*clarification on the appropriate addresses should be made for the designation*)

DISTRICTS

Bookcliff Park Subdivision District

Subdivision Established 1946

The Bookcliff Park Subdivision is a series of curving streets intersecting the existing City grid. The subdivision was created out of the La Court Hotel Dairy Farm property. The overall character of the landscape is intact in its original form. The curving streets, lawns and street trees convey the original intent seen in the subdivision plat map. The individual houses reflect a transition of architectural styles over the ten years of development in the district, concentrated in the early 1950s. The houses consist of several basic architectural styles with common design elements. A majority of the houses in the district still contribute to the

overall character of the area. (see Appendix D for a list of sites included in this survey).

It should be noted that this survey did not include all the houses that are located in this district. The buildings that were excluded were determined to have lost their integrity or to have been built after 1956 during the reconnaissance portion of the survey work. These buildings have only been documented through the reconnaissance survey phase. This information is available for any future designation applications.

Local Landmark Recommendations

INDIVIDUALS

Several individual buildings have been identified by the survey as singular and /or excellent examples of their architectural style. These sites should be considered for local landmark status:

1237 N 16th Street • 5ME.14602

1373 N 17th Street • 5ME.14621

1635 N 18th Street • 5ME.14593

1373 N 23rd Street • 5ME.14818

303 Bookcliff Court • 5ME.14740

432 Elm Court • 5ME.14856

540 Hall Avenue • 5ME.14866

560 Hall Avenue • 5ME.14868

1342 Hall Avenue • 5ME.14651

116 Hillcrest Avenue • 5ME.14757

123 Hillcrest Avenue • 5ME.14760

1549 W. Sherwood Avenue • 5ME.14906

3170 D ½ Road • 5ME.1861

3062 E Road • 5ME.14936

Several other buildings in the survey area retain a high level of integrity. These buildings are listed under the neighborhood in which they are located.

DISTRICTS

Local district designations should be considered for a few of the subdivisions included in this survey.

The Sherwood Park Neighborhood has a considerable number of reasonably intact buildings and demonstrates a variety of buildings over a short period of time. The buildings represent middle to upper class development and several unusual designs skirt Sherwood Park.

Teller Acres, Prospect Park, Arcadia Village and Elmwood Plaza all have groups of repetitive building types that are reasonably intact and demonstrate specific approaches to suburban development. These subdivisions are not as intact as the Sherwood Park area, but still have considerable information to contribute to the history of the community. They also represent a broader range of economic positions in the community.

Other sites of interest

A number of buildings built in 1920 or before were identified as part of this survey. While numerous similar buildings have been surveyed by previous efforts, these outlying buildings should be reviewed in the context of other designated buildings in the community to determine an approach to preservation of these buildings. (see also Appendix B)

The best examples of these buildings are:

5ME.14646 • 1240 Glenwood Avenue

West Elmwood Plaza • 1900

5ME.14828 • 2336 Elm Avenue

Wilcox & Bixby • 1910

5ME.11711 • 1213 N. 15th Street

Grandview Subdivision • 1913

5ME.14636 • 1345 Elm Avenue

Grandview Subdivision • 1915

5ME.8957 • 1512 Ouray Avenue

Slocomb's Addition • 1919

The survey identified a group of individual buildings whose primary exterior material is a terra cotta block. The use of this material is found in a number of architectural styles and over a range of approximately 20 years. Buildings of the same material are also located outside of the survey area, these have not been reviewed. The appearance of the terra cotta block seems unique to the area and the group is distinctive for its variety. Other buildings of this material should be sought out and catalogued. Once the extent and variety of these buildings is known, a preservation plan should be initiated.

The terra cotta buildings included in this survey are:

2124-36 N 6th Street • 5ME.14727 • 1955

1330 N 12th Street • 5ME.14588 • 1943

1215 N 15th Street • 5ME.11710 • 1940

1217 N 15th Street • 5ME.14590 • 1936

1373 N 23rd Street • 5ME.14818 • 1950

1313 Bunting Avenue • 5ME.14631 • 1941

1933 Elm Avenue • 5ME.14825 • 1950

768 North Avenue • 5ME.14921 • 1931

1342 Texas Avenue • 5ME.14699 • 1948

616 Walnut Avenue • 5ME.14797 • 1948

Recommendations by neighborhood

In general, many buildings exist which are unaltered or minimally altered from their original form and the overall pressure of redevelopment appears low. There are many individuals and groups of buildings which, if they continue to retain their integrity, will be significant examples of the architectural styles and building types associated with the history of Grand Junction. At this time, the City should consider recognition and preservation of the 1940s and 1950s suburbs.

Orchard Avenue School Neighborhood

The largest of the areas surveyed, Orchard Avenue School, has been significantly impacted on its western edge. North 12th Street is the site of Mesa State College and the adjacent

residential streets have seen a random development of apartment and multi-family buildings. Future planning efforts in this area should emphasize the preservation of intact neighborhoods and the older buildings along the historic arterial street, such as Elm Avenue. A master planning process could be undertaken to limit the impacts of the necessary development on areas which continue to retain a considerable amount of integrity.

The buildings in this area which retain the highest levels of integrity are:

Avalon Gardens

5ME.14595 • 1634 N. 15th Street • 1929

Eastholme in Grandview:

5ME.14652 • 1343 Hall Avenue • 1951

5ME.14654 • 1353 Hall Avenue • 1951

5ME.14655 • 1363 Hall Avenue • 1951

5ME.14668 • 1334 Mesa Avenue • 1951

5ME.14651 • 1342 Hall Avenue • 1952

Elmwood Plaza Amendment

5ME.14619 • 1401 N 18th Street • 1949

5ME.14620 • 1410 N. 18th Street • 1949

5ME.14621 • 1421 N. 18th Street • 1949

5ME.14617 • 1333 N. 18th Street • 1950

5ME.14618 • 1400 N. 18th Street • 1950

5ME.14622 • 1441 N. 18th Street • 1950

5ME.14538 • 1630 N. 18th Street • 1950

5ME.14536 • 1615 N. 18th Street • 1951

5ME.14628 • 1353 N. 19th Street • 1951

5ME.14537 • 1625 N. 18th Street • 1953

5ME.14614 • 1700 N. 17th Street • 1955

5ME.14539 • 1635 N. 18th Street • 1955

Grandview Subdivision

5ME.14591 • 1433 N. 15th Street • 1951

5ME.11711 • 1213 N. 15th Street • 1913

5ME.14636 • 1345 Elm Avenue • 1915

5ME.14661 • 1444 Kennedy Ave. • 1923

5ME.14590 • 1217 N. 15th Street • 1936

5ME.14640 • 1443 Elm Avenue • 1951

Henderson Heights

5ME.14587 • 1322 N. 12th Street • 1940

Park Place Heights

5ME.11702 • 1218 N. 15th Street • 1930

5ME.11703 • 1240 N. 15th Street • 1936

5ME.14610 • 1333 N. 17th Street • 1955

5ME.14612 • 1373 N. 17th Street • 1955

5ME.14602 • 1237 N. 16th Street • 1956

Paulson Subdivision

5ME.14593 • 1530 N. 15th Street • 1955

Prospect Park

5ME.14641 • 1450 Elm Avenue • 1910

5ME.14592 • 1511 N. 15th Street • 1922

5ME.14633 • 1320 Elm Avenue • 1939

5ME.14589 • 1639 N. 14th Street • 1944

5ME.14685 • 1225 Texas Avenue • 1948

5ME.14699 • 1342 Texas Avenue • 1948

5ME.14686 • 1227 Texas Avenue • 1949

5ME.14663 • 1203 Mesa Avenue • 1950

5ME.14683 • 1215 Texas Avenue • 1950

5ME.14694 • 1309 Texas Avenue • 1950

5ME.14667 • 1325 Mesa Avenue • 1951

5ME.14700 • 1343 Texas Avenue • 1955

North Sunnyvale Acres

5ME.14658 • 1530 Hall Avenue • 1955

Sunnyvale Acres

5ME.14596 • 1654 N. 15th Street • 1936

5ME.14598 • 1704N. 15th Street • 1946

5ME.14615 • 1703 N. 17th Street • 1950

West Elmwood Plaza

5ME.14646 • 1240 Glenwood Avenue • 1900

Southeast Lincoln Park Neighborhood

This area has a mix of buildings from approximately 1900 to the present day. A number of buildings from the early days of suburban development exist in this area and currently do not seem to be under much pressure of redevelopment. In this area, if it continues to be preserved, there are a number of good examples of the period that will become more important as time progresses.

The buildings in this area which retain the highest levels of integrity are:

Slocomb's Addition

5ME.8957 • 1512 Ouray Avenue • 1919

5ME.8966 • 430N. 15th Street • 1922

5ME.7482 • 1702 Grand Avenue • 1924

5ME.14805 • 1559 Chipeta Avenue • 1937

5ME.14801 • 510 N. 16th Street • 1940

5ME.8912 • 620 N. 17th Street • 1947

5ME.14544 • 626 N. 17th Street • 1947

5ME.14803 • 521 N. 19th Street • 1952

5ME.14540 • 447 N. 19th Street • 1953

Hillcrest & Brownson Neighborhood

This area contains the majority of the high style buildings seen on the survey. For the most part, buildings appear to be intact in their original condition or with minor alterations. The Bookcliff Park Subdivision has been recommended for National Register Historic District designation. Other subdivisions in this area contain individual buildings that have both integrity and important connections to individuals in the community. The topography of the area does protect it from some of the pressures of the adjacent St. Mary’s Hospital complex, but planning should be in place to preserve this area from significant changes in use and scale of development. Local landmarking tools should be used to preserve the important individual buildings in this area.

Possible local landmarks:

116 Hillcrest Avenue • 5ME.14757

123 Hillcrest Avenue • 5ME.14760

303 Bookcliff Court • 5ME.14740

Other buildings in this area which retain the highest levels of integrity are:

Hillcrest Manor

5ME.7638 • 2112 N. 1st Street • 1906

5ME.14760 • 123 Hillcrest Avenue • 1932

5ME.7637 • 2102 N. 1st Street • 1937

5ME.7641 • 2204 N. 1st Street • 1937

5ME.14759 • 121 Hillcrest Avenue • 1938

Mt. View Addition

5ME.14532 • 1916 N. 3rd Court • 1953

5ME.14534 • 1926 N. 3rd Court • 1953

5ME.14704 • 1927 N. 3rd Court • 1955

Bookcliff Park properties are listed in Appendix D

Sherwood Park Neighborhood

The Sherwood Park neighborhood also contains well preserved neighborhoods of good quality construction. The edges defined by North 1st Street and North 7th Street have seen the development of more commercial buildings and uses side by side with older residential buildings. This area, if it continues to see little change, could also have considerable significant buildings in the future. This area should be considered for a Local District designation.

The buildings in this area which retain the highest levels of integrity are:

High School Addition

5ME.14888 • 555 Orchard Avenue • 1951

5ME.14866 • 540 Hall Avenue • 1955

5ME.14867 • 550 Hall Avenue • 1955

5ME.14868 • 560 Hall Avenue • 1955

Sherwood Park Addition

5ME.14843 • 1301 E. 3rd Street • 1955

5ME.14848 • 1803 N. 4th Street • 1953

5ME.14898 • 420 N. Sherwood Ave • 1954

5ME.14901 • 461 N. Sherwood Ave • 1954

5ME.14857 • 442 Elm Court • 1955

5ME.14841 • 1550 N. 1st Street • 1955
5ME.14912 • 141 Texas Avenue • 1955
5ME.14913 • 220 Texas Avenue • 1955
5ME.14903 • 1421 W. Sherwood Ave • 1955
5ME.14906 • 1549 W. Sherwood Ave • 1955
5ME.14856 • 432 Elm Court • 1956
5ME.14881 • 161 Orchard Avenue • 1956

Delmar Park & Hickman

5ME.14812 • 1525 N. 21st Street • 1953
5ME.14814 • 1545 N. 21st Street • 1953
5ME.14631 • 1313 Bunting Avenue • 1941
5ME.14830 • 2542 Elm Avenue • 1940
5ME.14829 • 2508 Elm Avenue • 1941

North 23rd Street Neighborhood

This area has a mix of isolated turn of the 20th century buildings and intact groups of suburban houses. The repetition of a single house type in contained areas makes this area interesting in terms of its mid-century development. This also applies to some areas of the Orchard Avenue School neighborhood. Some of the subdivisions in this area could be considered for Local District designation. Several groups of generally intact, or slightly modified buildings exist in this area and these intact groups could have significance in the near future.

The buildings in this area which retain the highest levels of integrity are:

Arcadia Village

5ME.14818 • 1373 N. 23rd Street • 1950
5ME.14826 • 2121 Elm Ave. • 1954
5ME.14832 • 1940 Kennedy Ave • 1954
5ME.14835 • 2120 Kennedy Ave • 1954
5ME.14809 • 1380 N. 20th Street • 1954
5ME.14819 • 1910 Bunting Ave • 1952

Teller Acres

5ME.14820 • 2313 Bunting Avenue • 1948

5ME.14822 • 2344 Bunting Avenue • 1951

5ME.14934 • 2400 North Avenue • 1955

Wilcox & Bixby

5ME.14828 • 2336 Elm Avenue • 1910

5ME.14840 • 2426 Texas Avenue • 1950

North Avenue Commercial

North Avenue is a mixture of commercial development, with some residential remnants. This area does seem to be under considerable pressure of redevelopment and the motor lodges and mid-century strip malls seem to be on the edge of viability. These lodges and auto oriented shopping areas are unique in scale and character. Modern purpose-built commercial operations are continually encroaching on these older developments, changing the character of the streetscape. Some planning efforts should be in place to allow the continuing use of these buildings in their current form. Some sort of assistance from the city could be essential to their survival.

North Avenue also has several excellent free standing signs from the 1940s and 1950s. For the most part, the signs are still associated with the original businesses. The signs at Fabricare (5ME.14915), El Palomino (5ME.14934), and Far East (5ME.14930) continue to convey the

character of North Avenue from that period and efforts should be made to preserve those signs.

The buildings in this area which retain the highest levels of integrity are:

Rose Park Subdivision

5ME.14922 • 902 North Avenue • 1951

Shafroth Rogers

5ME.14914 • 240 North Avenue • 1931

5ME.14917 • 550 North Avenue • 1940

5ME.14916 • 340 North Avenue • 1946

Pear Park Area

The large orchard tracts of land in the Pear Park area are prime areas for new development. A number of new subdivisions have gone in and fill half mile to one mile tracts. A number of turn-of-the-20th century buildings have been surveyed in the area over the years. Many of them have been completely altered or demolished. The remaining historic buildings often retain their settings on larger lots, but are in danger of experiencing inappropriate development close by, therefore altering the original character of the landscape. A neighborhood plan for this area was recently adopted and includes action steps for the preservation of the remaining historic buildings. In addition, some protections for the character of the landscape have been considered. The actual orchards have almost completely disappeared

but the open space does give some indication of the original character, which should continue to be emphasized.

Two buildings retain a considerable amount of integrity and should be considered for local landmark status.

5ME.1861 • 3170 D ½ Road • 1929

5ME.14936 • 3062 E Road • 1914

The Teller Institute (5ME.761) has an important place in our cultural history. There are not many built examples of the shifting attitudes toward Native Americans or people with mental and physical disabilities present in this region. This complex has few original buildings remaining and the current group of buildings display a variety of states of integrity.

Other Recommendations

Several interesting sites were observed during the process of this survey. Due to the scope and complexity of the Phase Three Survey, they were not included in the survey area.

One major group of buildings that should be surveyed are the mid-century schools that were built along with the subdivisions discussed here. These schools are interesting both for their architectural styles and for their role in the suburban development of the period of this survey.

Two small school buildings were identified during this survey that were outside of the construction date criteria. These small buildings have unusual architectural styles and are both located on the east side of town. One is located in Slocomb's Addition and one in the North 23rd Street Neighborhood. These schools present an interesting anomaly in the patterns of development and should be investigated.

Finally, the KREX Radio Station Building on Hillcrest should be surveyed. This building represents the Art Moderne style and is generally intact in its original form. This style is rarely found in Grand Junction. The owner of the radio station was a pioneer in the development of radio in western Colorado and a prominent member of the community. This site should be evaluated for National Register eligibility.

