



HISTORIC PRESERVATION COMMISSION WORK SESSION

City Council Chambers, 448 East First Street, Salida, CO
April 06, 2022 - 4:00 PM

AGENDA

Please register for the Historic Preservation Commission Work Session:
<https://register.gotowebinar.com/register/4833698728740709643>

CALL TO ORDER BY CHAIRMAN

DISCUSSION ITEMS

1. Salida Historic Survey Plan - Historic Preservation Commissioners review and comments on the Historic Survey Plan Draft

ADJOURN

From: [Ryan Short](#)
To: [Kristi Jefferson](#)
Subject: Re: March 24th HPC meeting
Date: Thursday, March 24, 2022 6:11:55 PM
Attachments: [image003.png](#)

Hi Kristi,

Here are my comments that I spoke to if you are gathering a comprehensive list of the feedback:

1. Would like to see results of the public questionnaire included in the report (or as an appendix). Jake also made verbal mention of how some of the prioritization decisions were driven by that questionnaire and I think that is valuable to capture in the document.
2. Would be interested to see future public engagement recommendations included in the phased recommendations as well.

thanks,
Ryan Short

On Mon, Mar 21, 2022 at 9:28 AM Kristi Jefferson <kristi.jefferson@cityofsalida.com> wrote:

All,

The agenda and packet for Thursday afternoon's HPC meeting has been posted to the City's website at the following link: <https://www.cityofsalida.com/bc-hpc/page/historic-preservation-commission-regular-meeting-5>

The meeting will be in person in City Council Chambers at 4:00 pm and our consultants will be joining us via gotowebinar Please let me know if you will not be able to attend the meeting.

Kristi Jefferson

Senior Planner

City of Salida

448 East First Street

Suite 112

Salida, CO 81201

ph: 719-530-2626

City of Salida Historic District Survey Plan
(draft survey plan)
March 2022

Thank you for soliciting public comment.

Surveys are useful when a property owner brings the HPC an application for review. But surveys have other applications as well. We use them at the museum to plan exhibits and answer questions from visitors and from those who make contact with us on the museum website. People researching their families find clues in the surveys because they name previous business owners. A new property owner can find valuable information if a survey has been done on their property. The surveys are a great source of information for researchers, historians, writers and artists who want accurate historical context. To the extent that properties are surveyed and the information is made available online, anyone can find and make use of this information. It's another reason for doing this plan and following up with grants to survey more properties and re-survey properties that have been altered.

General comments

The draft plan makes reference in a number of places to properties to be evaluated, but does not identify those properties by location. It seems that HPC would want to know specifically which properties the experts located.

With regard to maps, one of the commissioners made a suggestion that historic maps be assembled to show the evolution of the town over time. Salida museum has some printed copies of early maps and the library has a number of Sanborn fire insurance maps that cover the early years, and those can be found online at SalidaArchives.

Photos of properties are left unidentified on pages 66, 68, 70, 72, 74, 76, 78, 79, 80, 81, etc. The plan says these images are of "Key Properties" and, if so, need identification and location captions. Again, leaving this information open-ended doesn't help HPC use the plan to focus where it will put its resources.

You might consider using a type font that makes a distinction between the uppercase letter "I" and the numeral "1." Salida has a 1st Street and an I Street.

Specific comments

p. 1

Would it be useful to explain the relationship between the HPC and Chaffee County Heritage Advisory Board? To what extent do responsibilities overlap and reinforce.

p. 4

You might add to the list of select properties outside the city limits the following:

- Cleora cemetery where some early pioneers are buried
- Former backshop shop in the railyard across the river from the Touber Building.

p. 25-36

These pages list and describe properties that are currently on the national and state registers, including one--Valley View School--which is outside city limits. It would seem logical to include the other nearby registered properties--Hutchinson Ranch, Poncha Springs schoolhouse, Maysville School and Pedro-Botz House in smelertown.

p. 41

Thank you for identifying the house at 210 Poncha Blvd. as belonging to J. A. Eddy. I did not know that.

p. 42

In connection with the Eddy Bros. addition, I would love to know how Nuño Park got its name. The other park in the addition, now called Thonoff Park, was originally named Halagueño Park on the 1887 Salida map and Halguno Park on the 1938 Salida map. Does this bear investigation?

p. 43

The pink granite such as was used in the Mormon Battalion Monument in Salt Lake City was dressed here, but I think it was likely quarried in the Texas Creek area in Fremont County, not the quarries near Salida.

p. 46

The old Salida Post Office (now Starpoint) at the corner of 2nd and E Streets is another direct benefit from the WPA. It was built in 1935 as Federal Works Project #183.



Salida Archives, Salida Regional Library, Salida Museum Negatives Collection

The 1938 WPA pool building (now Salida Hot Springs Aquatic Center) was not “replaced.” Rather it was rehabilitated with new roof and front façade after the roof suffered structural failure under the 50-inch snowfall in May 2001.

p. 46

Question the name “Homer Gatchell” in connection with Tenderfoot Mountain road, or Spiral Drive, as it is signed. The name in the local records is R. L. Hampson. The mountain across from the train station had always been an attraction for photographers and tourists and there were efforts through the years to get the money to build a road to the top. Finally, it became a labor of love for Ralph Leander “Lee” Hampson, a local grocer and chamber member. Accounts say he volunteered to start the work in 1922 and other volunteers joined in. It was completed the next year with additional help from the Salida Lions Club, inmates from the local prison and a crew with a steam shovel donated by the D&RG.

See: PASQUALE, Cynthia J. , et.al. *100 Years in the Heart of the Rockies*. Mountain Mail. 1980. P.83).

See: *One Man's Determination: Story behind building Spiral Drive Related*, The Mountain Mail, Nov. 18, 1965

See: *Granddaughter finds legacy on Spiral Drive*, The Mountain Mail, September 11, 2012

Tenderfoot Mountain also features the Haight Pavilion on top, a structure that was completed soon after the road was finished. It was donated by Isaac William "Will" Haight, a pioneer business man who wanted to give back to the city that helped him succeed. I. W. Haight also donated the lion sculptures in Alpine Park. They were erected in 1915.

You might also include Loyal Duke’s grave on the flank of Tenderfoot Mountain, but that’s another story. There are exhibits on all of this at Salida Museum.

p. 48

Salida in the 21st Century. 1st sentence. HPC was established in 2002 and design guidelines were adopted for the downtown district. I’m not sure if Sackett’s Addition had anything to do with the guidelines, unless I am misinformed.

p. 53

Not all the railroad buildings are gone and the mainline rails are still in place. Yes, much has been lost, such as the depot and steel truss bridge over the Arkansas, which makes it all the more important to preserve what is left. Salida was a division point on the D&RG with a huge yard, repair facilities, two roundhouses and facilities to transfer cargoes between narrow-gauge and standard-gauge freight cars. The following structures remain.

- The engine shop (backshop) still stands. As the commissioner said during the presentation of the plan March 24, the big engine shop dating to the 1920s is still there. It's had other uses since the railroad left. Apparently Calco is gone now. Someone said the door is open and it's being used as a homeless shelter. Now is the time to push for its preservation.
- The D&RG Hospital exists as the present day City and County Touber Building. The historic portion of this building at 448 EAST 1st St was locally landmarked by ordinance 2007-02, adopted march 22, 2007, as Denver and Rio Grande Railroad Hospital local Historic landmark. In 2005, the landmark was surveyed as Resource Number 5CF2032.
- Restoration of Caboose No. 0576 at the foot of F Street has been a continuing project of the City ever since 2014 when the caboose was moved from Centennial Park to the foot of F Street. It was locally landmarked by ordinance at the time it was moved. Since then the City has completed an historic structures assessment with grant money from the state historical fund. Actual restoration is due to begin this spring. The caboose is the only piece of original D&RG rolling stock publically owned in Salida. It is an early series, narrow gauge caboose that ran on the D&RG's narrow gauge system out of Salida. It deserves mention in this plan.
- The mainline tracks and some sidetracks remain in place--out of service, but not abandoned. In fact, the federal Surface Transportation Board is entertaining competing proposals to reactivate freight service on the Tennessee Pass Line, which runs from Dotsero through Salida to Pueblo.
- One of the commissioners mentioned the heavy wood loading docks that remain in place at the west end of the old RR yard. There was another loading facility at the downstream end of the yard. Still in place are the heavy cement foundations of the barrel transfer station at Barrel, Colorado. This was a one-of-a-kind mechanical facility into which narrow-gauge gondolas full of limestone from Monarch were pushed in and rolled over, one at a time, and emptied of their contents into standard gauge gondolas waiting on the track beneath. The barrel transfer operated for 32 years until 1956 when the Monarch spur line was converted to standard gauge.

p. 55

There is an incomplete sentence at the beginning of this page. Some wording seems lost in the transition from the preceding page.

p. 57

This map needs to be identified as to origin and needs to be reproduced at high enough resolution so that the map legend and labels are legible. The same is true for some of the other maps in the plan.

p. 59

Place a high priority for a Recon Survey of the downtown historic district. The Unique Theater, old Salida Opera House, for instance, needs to be re-surveyed since the back, theater portion was razed in 2007 and the front portion has since been converted to

condos, new storefronts and the front façade restored to its historic appearance. This property was locally landmarked in 2006.

p. 81

Please identify the 10 properties referenced as significant “recreational resources.” There are some seventeen named parks in the Salida park system and a number of named trails. Which of these are being identified as being significant and worthy of being surveyed? The presenters at the March 24 meeting gave as examples the Golf Course and Alpine Park. What were the other 8 properties?

Suggestions:

1. Centennial Park. The pool was a WPA project and there used to be a tourist train running in front of the pool pulled by a small-scale steam engine built by Amos Goddard. (The train was later moved and operated in Tiny Town, Colorado.) In 1953, the Porter tank engine that worked at the Koppers creosote plant in smelertown was donated to Salida Museum and put on display in the park. It is still there, though it got moved to the front of the museum a few years ago. The museum was started in 1954 by Harriet Alexander, Salida's first woman councilmember. Her collection was put on display in a room in the pool building. In 1972, it moved to the building now shared with the Chamber of Commerce. The park got its name in 1976 during the nation's Bicentennial and Colorado's Centennial. Its tourist and recreational attractions now include the pool, museum, Chamber visitor center, pickle ball courts and newly finished skateboard park.
2. Monarch Spur Park and Monarch Spur trail. The trail preserves a portion of the right-of-way of the D&RG's Gunnison extension, which became the first rail route west through the Rocky Mountains with connections to the west coast. The trail runs along the right-of-way from Sackett Av all the way through the City to beyond Walmart on Hwy 50.

March 31, 2022
Earle Kitleman
211 WEST 1st St. Salida CO

From: [EARLE KITTLEMAN](#)
To: [Kristi Jefferson](#)
Subject: add to comments on HPC plan
Date: Friday, April 01, 2022 9:52:55 AM

Kristi--

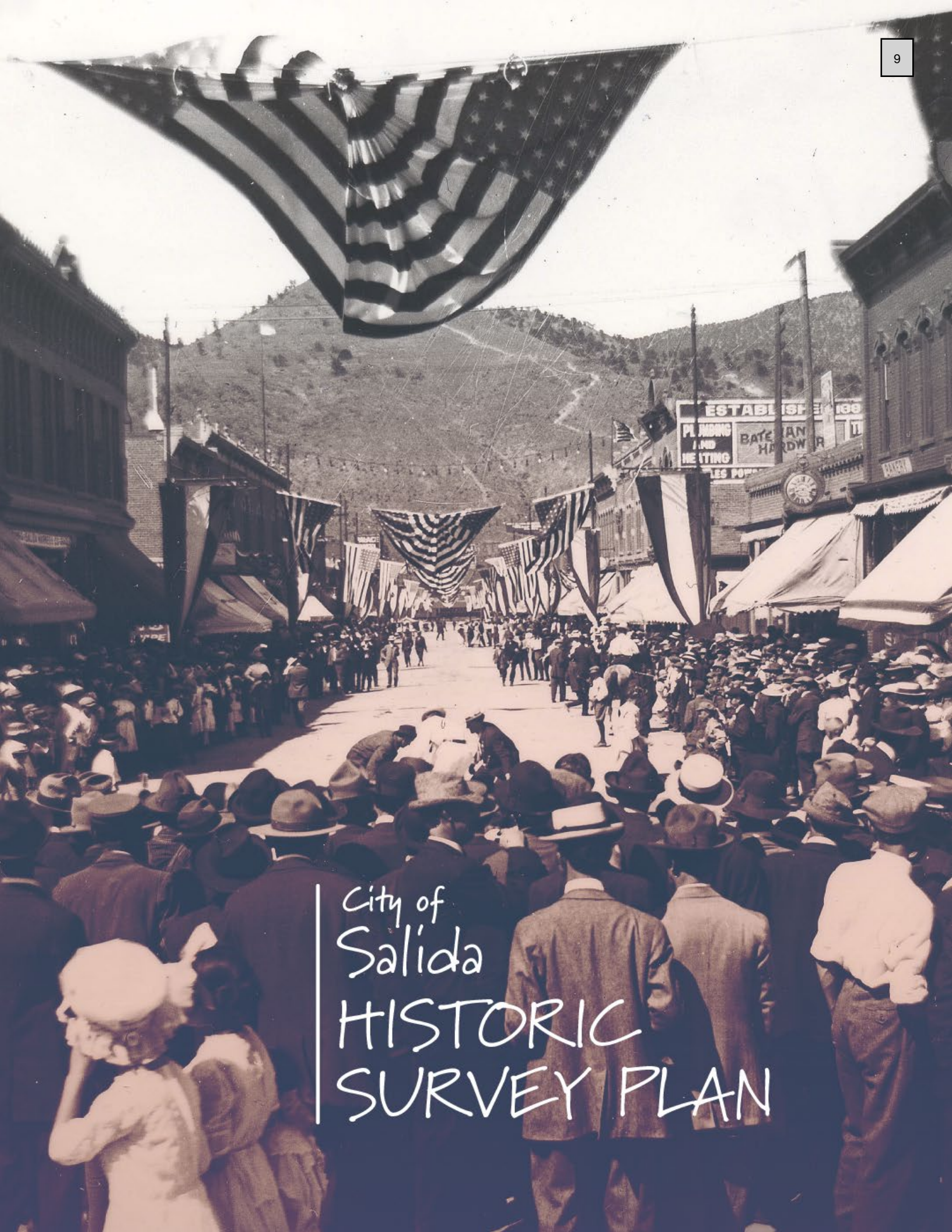
Please add to my comments on p. 25-36 the following registered properties:

- Cleora Cemetery, East U.S. Highway 50, Salida vicinity
- Salida Livestock Commission Company, 5005 E. US Highway 50, Salida vicinity.

Arlene's story in the Mtn Mail today about the sale barn reminded me that it was listed last year along with Cleora cemetery.

Thanks.
e

Earle Kittleman
Salida, Colorado
719-539-6153



City of
Salida
HISTORIC
SURVEY PLAN

Cover Image:
4th of July on F Street, ca. 1900
(Courtesy of Salida Centennial Committee, Salida Regional Library, Salida, Colorado)

City of Salida

Historic District Survey Plan

[DRAFT SURVEY PLAN]



Prepared for:

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CLG Project #CO-21-10006
March 2022

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All members of the Salida community that attended public review meetings and participated in the public questionnaire to voice your interests and concerns for the community’s history.

The activity that is the subject of this material has been financed in part with Federal funds from the National Historic Preservation Act, administered by the National Park Service, U.S. Department of the Interior for the State Historical Society of Colorado. However, the contents and opinions do not necessarily reflect the views or policies of the U.S. Department of the Interior or the Society, nor does the mention of trade names or commercial products constitute an endorsement or recommendation by the Department of the Interior or the Society.

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1.0 INTRODUCTION

This historic survey plan was compiled to provide a comprehensive overview of prior survey projects, historic resources, and potential opportunities for future survey work within the City of Salida, Colorado. The findings outlined within this report have been compiled to provide the Salida community with an understanding of where historic resources are located, where additional resources are likely to exist, and the strategies need for completing the full documentation of properties within the community. This review of past survey projects will provide the Salida Planning Department, Historic Preservation Commission (HPC), and general public with a better understanding of the wealth of historically significant properties that occur in the community. The survey plan also aims to provide the information needed to make sound preservation planning decisions in the future.

Historically significant resources are those buildings, structures, sites, districts, and objects that qualify for inclusion to the National Register of Historic Places (NRHP), the State Register of Historic Properties (SRHP) or designation as a Local Landmark per the City of Salida’s Municipal Ordinance [Section 16-12-40]. For the National Register, historic resources must retain sufficient integrity (of location, design, setting, materials, workmanship, feeling, and association) and meet one or more of the following significance criteria as specified in 36 CFR 60.4 (National Register of Historic Places Criteria for Evaluation):

- A. Be associated with events that have made a significant contribution to the broad patterns of our history;
- B. Be associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Like the National Register, the Colorado State Register of Historic Places (SRHP) uses similar criteria for evaluation, with an additional criterion added:

- A. The association of the property with events that have made a significant contribution to history;
- B. The connection of the property with persons significant in history;
- C. The apparent distinctive characteristics of a type, period, method of construction, or artisan;
- D. The geographic importance of the property;
- E. The possibility of important discoveries related to prehistory or history.

Further, the City of Salida’s Historic Preservation Ordinance identifies a set of criteria for designating Salida Local Historic Districts and Landmarks. These criteria are as follows:

- I. Historic District.
 - a. Whether the proposed district contains and is defined by a certain style of buildings, sites, structures and/or appearance associated with a significant period, person, event or architectural style in the City’s past.
 - b. Whether the buildings, sites, structures and/or appearance of the proposed district possess historical and/or architectural significance which identifies or differentiates the district from surrounding areas, and/or whether allowing variations or changes thereto would harm the unique historic character or value of the buildings, sites and structures within the district.
 - c. At least fifty-one percent (51%) of the property owners in the desired district must not object to the designation. A survey of support for the creation of the district must be solicited via certified mail, with each property owner in the proposed district permitted one (1) response. A lack of response will not be considered either an affirmation of support or a negative response to the creation of the

district. Certified mailings must be sent at least thirty (30) days prior to action by the HPC, with responses due at least fifteen (15) days prior to action by the HPC.

- 2. Landmark.
 - a. Exemplary Property. The subject property exemplifies or reflects the City’s cultural, social, economic, political, engineering or architectural history.
 - b. Historic Significance. The subject property is identified with a historically important person or persons, or with an important event in the history of the City, region, State or Nation.
 - c. Architectural Significance. The subject property embodies the distinguishing characteristics of an architectural style, type, or specimen valuable for the study of a period, type, or method of construction, or the use of indigenous materials or craftsmanship.
 - d. Noted Designer. The subject property is representative of the work of a notable or master architect, builder, engineer or designer whose work influenced architecture, building, design or development in the city, region, state or nation.

- e. Archeological Importance. The subject property contains or reflects significant archeological importance.
- f. Contributing building or structure. The Subject property

has been listed as a contributing building or structure within a historic district or nominated for inclusion and/or listed on the National Register of Historic Places or the State Inventory of Historic Places.



Photo 1. Downtown Salida, ca. 1950 (photo courtesy of Salida Regional Library, Salida, Colorado)

1.1 Purpose of the Survey Plan

With the passing of time comes the need to take stock of how the existing fabric of town is changing. This is more evident than ever as Salida’s population slowly increases and the community’s demographics shift from older to younger residents. This historic survey plan provides a comprehensive review of past historic survey reports that have been conducted since the first NRHP district was formed. Other research, including context studies, design guidelines, and the evaluation of individual buildings and structures needs to be reviewed to determine the level of information collected and if there are important themes from Salida’s past that have been underrepresented. Development of the survey plan will also identify where future survey efforts are most needed and will prioritize those future survey efforts that when the time comes, there is a clear plan on which surveys to implement first. Lastly, the survey plan helps identify potential funding opportunities by providing the background framework for future studies and identifying the objectives of the HPC as well as the greater community.

The goals and objectives of the historic survey plan are to identify historically important sites and areas of the city and to provide recommendations for future survey and recordation:

- Historic surveys provide those making preservation decisions with the information they need about what makes buildings historically

significant and how to identify the physical integrity of those buildings.

- Information from surveys can be used to make better decisions during design review of properties in the historic overlay district and what constitutes acceptable preservation practices based on the historic background and integrity of a particular resource.
- The survey plan will lay out best opportunities for future survey efforts, which are divided into two types: intensive-level and reconnaissance-level building surveys.
- Intensive-level surveys include more detailed information compiled from building permits, archival material, other historic documentation and make evaluations of significance based on that historic background.
- Reconnaissance surveys evaluate buildings as they currently exist without the in-depth research that’s typically conducted in more intensive type surveys.
- Many times, reconnaissance surveys are best suited for areas or buildings that have been intensively surveyed in the past and just need an update to see if building conditions remain the same and/or if buildings have been drastically altered or removed.
- While this survey plan project would not actually survey any individual buildings, the plan will provide a comprehensive plan to direct and

prioritize where surveys are most needed and what types of surveys would be most efficient and effective. The long-term goal is to get all buildings in the local historic district surveyed so that the city can reference those surveys when projects occur.

1.2 Survey Basics

This survey plan begins by analyzing existing data including prior building surveys, planning studies, and design guidelines. Building surveys have been conducted throughout the city for over forty years and provide useful insight into the evolution of the community and the locations throughout Salida that have been subject to the most change over time. Review of prior surveys also give a sense as to how well preservation efforts have worked and where other preservation priorities may be located. This survey plan provides a succinct review of past survey work and helps identify where additional survey work is most needed and where older surveys need updating as a result in changes to existing buildings and new standards in historic building documentation.

Historic building surveys are defined by two primary types – *Intensive-Level Surveys* and *Reconnaissance Surveys*. These survey types are distinguished by the level of detail and information collected, analyzed, and presented in the final documentation. A summary of each is outlined below.

Intensive level surveys provide detailed architectural and historical information about a property, catalogued in an organized format utilizing the OAHF’s available site forms. Intensive level surveys also provide a detailed photo log that depicts the various elevations and details of the property being surveyed.

Reconnaissance surveys generally collect less information and may be used to provide an idea of the general distribution of resources in an area or updated information regarding the physical integrity of previously surveyed sites. Reconnaissance surveys may be used to record architectural styles, property uses, or to update historic contexts.

Finally, this survey plan prioritizes future survey recommendations into three phases – high, medium, and low. These varying levels of survey priority were based on several factors. First, properties were evaluated at a high-level based on existing condition and general physical integrity. Physical integrity is broadly defined as a property’s retention of original materials and design features that allow that property to convey its historic significance. Properties with high physical integrity were the most intact and contained the least number of alterations and design modifications. Other factors played a role in prioritizing future survey recommendations such as the level of information collected in previous building surveys, properties threatened by potential development, and properties identified by the community as having historic and cultural significance.

1.1 Project Study Area

Salida’s rich history began with the establishment of the regional division point of the Denver & Rio Grande Railroad in 1880, centered on the F Street crossing at the Arkansas River. From there, the city expanded southwest where a flat plain provided room for the young community to grow. After World War II, the residential community continued to expand to the south and west where residential land use merged with the commercial corridor along US 50. The historic survey plan covers the entire Salida community as identified by the City’s limits. This includes the downtown NRHP district as well as nearby residential neighborhoods and the US 50 commercial corridor.

Select properties were analyzed outside of the city limits where potential sites significant to the city’s past were located. This includes Fairview Cemetery, located on County Road 142 west of town as well as properties along County Road 177 east of the Arkansas River where the former D&RGW Railroad hub was located. Additionally, National Register of Historic Places resources outside of the city limits including the former Ohio-Colorado Smelting Company complex, the Chaffee County Poor Farm which later became the River Run Inn (now closed), and the Valley View School located on Airport Road. Please refer to **Figure I** for a map identifying overall project study area.

Figure 1. Salida Historic Survey Plan Project Study Area



2.0 METHODOLOGY

In order to develop an understanding as to the types of resources present and level of previous survey work conducted to-date, the consultant team analyzed several sources of information. The consultant team’s objectives include:

- The review of prior survey work to-date and the evaluation of existing survey data for completeness and accuracy.
- Recommend areas for survey based on data evaluation, windshield survey, and public input.
- Prioritize future surveys in phases (both intensive and reconnaissance levels).
- Recommend possible candidates for nominations based on future intensive level surveys.
- Provide information and historic data for the City’s future planning efforts.
- Provide guidance for future survey work/grant funding opportunities.
- Educate the city/public on the resources and history of the district and the value of historic surveys.
- Guide future updates and revisions to the City’s Design Guidelines.

To achieve the desired tasks, the project team consulted with History Colorado’s Office of Archaeology and Historic Preservation (OAHP) Compass database to determine whether any previously recorded National Register of Historic Places (NRHP) eligible or listed properties are located within the project area. The OAHP

database indicated the presence of 735 previously recorded resources within Chaffee County. to obtain data on previously surveyed properties such as past NRHP eligibility determinations, property location, and dates from most recent surveys to provide an understanding of the distribution and current standing of prior survey work.

Additionally, the Chaffee County Assessor’s Office records were consulted to provide an understanding of property dates on undocumented properties and the general distribution of potentially historic properties throughout the community. United States Geological Survey (USGS) historic topographical maps, Sanborn Fire Insurance maps, historic plat maps, and historic aerial photography provided information to the team on changes in land use and development over the second part of the twentieth century. USGS historic topographical quadrangle maps referenced include Cameron Mountain (1956), Poncha Springs (1956), Salida East (1983, 1994, 2011, 2013, 2016, 2019) and Salida West (1983, 1994, 2011, 2013, 2016, 2019).

2.1 Public Involvement

Engaging the public is a crucial step in the survey planning process. As this project aims to gather existing information on the location of historic resources and prior survey work, the public has the potential to provide anecdotal evidence of places significant to the community’s past. Public involvement was first initiated on August 26, 2021, when the City hosted the project kick-off meeting to discuss the overall goals and objectives of the project. The consultant team led the HPC and City Planners through the survey planning process and summarized what to expect throughout the course of the project. A press release was issued to the community through the City’s website in early August 2021 and notification of the meeting was advertised through the local Salida newspaper – The Mountain Mail – which is distributed to Salida and Chaffee County residents. No comments were received by the project team from the public or the HPC during the August kick-off meeting.

A public questionnaire was later distributed to the Salida community in December 2021 as the draft survey plan was being developed. The questionnaire was completed through SurveyMonkey.com and located on the City’s website and Facebook page. Additionally, the questionnaire was printed twice in the local newspaper (The Mountain Mail) in December as a follow and reminder to the community to participate and enter their input. The survey was open between December 14th-31st, 2021. A second public review meeting of the draft survey plan will occur during early 2022 and

will provide the community to see the progress made by the consultant team and provide any comments

3.0 SUMMARY OF FINDINGS

The Nation’s Bicentennial Celebration in 1976 inspired many communities across the country to look at their past with a new sense of pride. Just a decade prior, cities across the country were rapidly being transformed through urban renewal efforts and interstate highway construction. This ultimately led to the formation of the National Historic Preservation Act of 1966. The late 1970s saw select resource survey and evaluation in Salida. One of the first major undertakings was by a local group called the “Save Our Stack Committee” who petitioned the city to halt plans for demolition of the former Smelertown smokestack, known as the Ohio-Colorado Smelting Company Smokestack, in 1975. The following year led to Salida’s first National Register of Historic Places designated site. The Bicentennial Celebration spawned a new interest in historic preservation that continued to resonate over the following decades. A summary of survey projects conducted through the years is outlined below.

3.1 Prior Survey Projects: 1981-2013

3.1.1 (1981) First Comprehensive Survey Documentation

By 1980, interest in Salida’s history had grown from a few enthusiastic residents vying to stop property demolition to regional efforts to gain a better understanding of the area’s past. The Four Corners Regional Commission (FCRC), a State and Federal partnership aimed at the long-range planning and economic development of the four corners region of Arizona, Colorado, New Mexico, and Utah, funded the first survey of Salida’s commercial buildings located in the downtown area. The Colorado Preservation Office administered this survey and M. Taylor conducted the investigation of these properties.

A total of ninety-five (95) commercial sites were surveyed in downtown Salida as part of this first comprehensive survey documentation project. This includes properties along North F Street, F Street, G Street, Sackett Avenue, 1st Street, 2nd Street, and 3rd Street. The site form surveys indicate that alterations to several facades had occurred over time and many second-floor windows had been covered over. Recommendations were made to follow the Secretary of the Interior’s Standards in the event that building renovations occurred. Several black and white photos of buildings were included in the report, providing a rare glimpse into how the downtown has evolved over the past 40 years.

Survey documentation utilized the standard Architectural/Historical Component Form issued by the Colorado Preservation Office. These forms were the standard for building documentation at the time and provide very basic information on properties similar in level of detail to History Colorado’s current Reconnaissance Survey Forms. The site forms provide useful information in the form of building owners/building use in the 1980s as well as photos of the condition of the building exteriors. However, little information was provided regarding the history and evolution of each property.



Photo 2: Jones Block, 201 F Street (5CF.406.36).



Photo 3: Donmyer & Haley Restaurant, 106 N. F Street (5CF.406.12).

COLORADO CULTURAL RESOURCE SURVEY Colorado Preservation Office
1300 Broadway, Denver, CO 80203

ARCHITECTURAL/HISTORICAL COMPONENT FORM

IMPORTANT: USE IN CONJUNCTION WITH THE GREEN INVENTORY RECORD FORM FOR RECORDING HISTORIC STRUCTURES AND DISTRICTS. USE SEPARATELY FOR RECORDING STRUCTURES LOCATED WITHIN DISTRICT BOUNDARIES.

1) Resource No. _____ 2) Temp No. _____ 3) Name Various commercial structures

4) Address _____ 5) District Name Salida Commercial District

I. **INTEGRITY:** 6) Condition: Good Fair _____ Deteriorated _____

7) Original Use commercial properties 8) Present Use commercial properties

9) Original Site Moved _____ Date(s) of Move: _____

10) Unaltered _____ Altered Explain: Several of the original storefront have been extensively altered - window modifications, addition of various sidings.

II. **DESCRIPTION:** 11) Building Materials brick

12) Construction Date 1880-1910 13) Architect/Builder unknown

14) Architectural Style(s) late Victorian commercial buildings

15) Special Features/Surroundings: The majority of the buildings line F Street, the community's main business thoroughfare. These two story buildings are constructed of brick, although the original storefront areas, a number of which have been significantly altered, display a variety of surfaces. The buildings' upper stories, which are largely intact, provide a unifying pattern of cornice, window, and storefront alignment. Metal detailing, including cornices, window caps, and even entire facades, distinguish several of the structures and add to the architectural flavor of the city's commercial area.

16) Archaeological Potential: Yes No Unknown Explain: _____

III. **CULTURAL ACTIVITIES:** Key the resource type (ie: house, barn, shed, school, church, etc) to the cultural activity theme and sub-theme category associated with it.

17) THEME			
18) SUB-THEME			
19) TYPES			

Form No. 618

Photo 4: Example Site Form



Photo 6: Salida Opera House, W. 1st Street (5CF.289), later known as the Unique Theater.



Photo 7: Twitchell Building, 101 N. F Street (5CF.406.45).

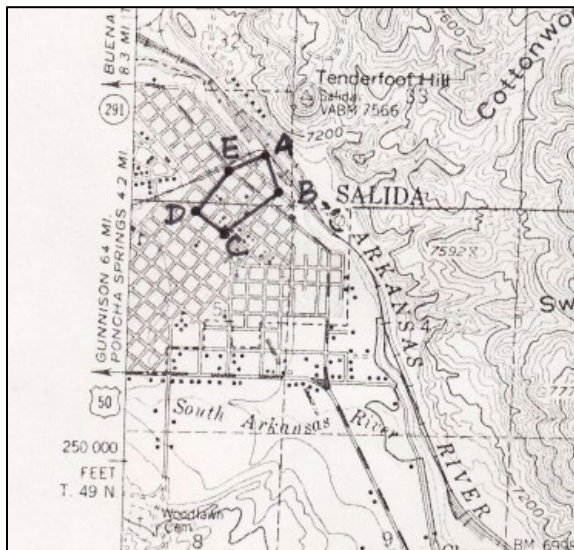


Photo 5: Map of 1981 Building Survey Area

3.1.2 (1983-1984) National Register District Nomination

Following the first comprehensive survey of downtown Salida, the City embarked on the designation of the downtown Salida National Register District, encompassing the bulk of the commercial area centered on F Street and Sackett Avenue. The designation was prepared by Sarah J. Pearce, a preservation consultant, on November 27, 1983. The designation lists 111 buildings with 79 determined significant under Criterion C, as good representations of late nineteenth century commercial architecture. The district's period of significance spans from the founding of Salida in 1880 through 1930 for Architecture and Commerce.

In addition to the downtown commercial core, the district boundary includes select residences east of downtown which represent the importance of boarding houses in the city's history.

The Salida National Register District was officially listed in 1984 and is known as resource 5CF.406. The documentation prepared for the National Register District provides base descriptions of periods of construction and development trends. A map of the district was also provided which clearly demarcates the district boundaries and contributing buildings as shown in Photo 11 below.



Photo 8: Hively-Mandeville Block, 112-114 E. 1st Street (5CF.406.52).

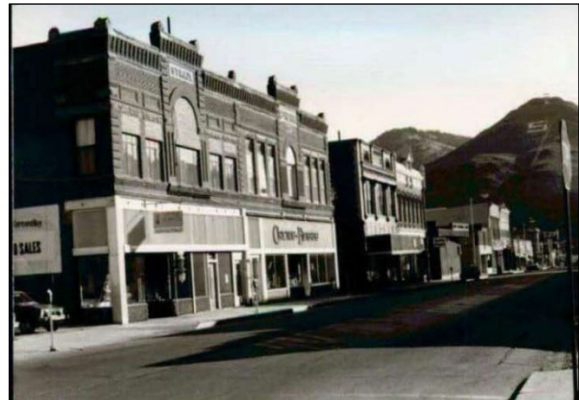


Photo 9: McKenna Building, 230 F Street (5CF.406.18).



Photo 10: Former Denver & Rio Grande Depot, F Street east of the Arkansas River (5CF.406.1). This building was demolished on January 24, 1985. Today, the area consists of a small gravel parking area.

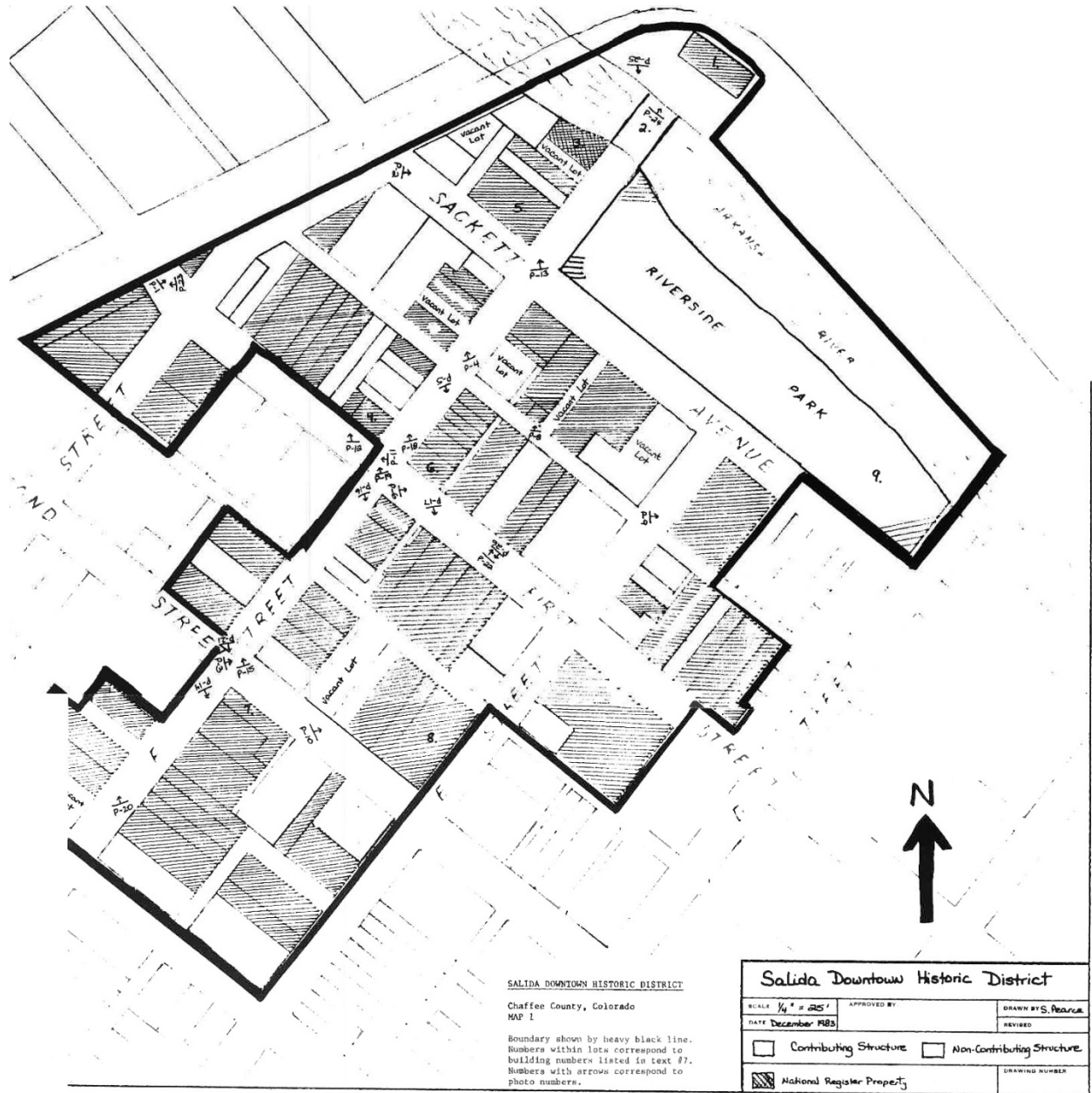


Photo 11: National Register District Boundary Map

3.1.3 (2001-2002) Downtown Salida Historic Building Survey

In 2001, the City of Salida contracted Front Range Research Associates, Inc. to conduct the first building survey work in over a decade. The project’s primary focus was to complete an intensive-level survey of the downtown National Register District. Funded by a State Historical Fund Grant, the survey began in 2001 and was completed by June 2003.

The project identified two goals: (1) conduct intensive-level survey to record and evaluate properties within and adjacent to the historic commercial district; (2) conduct a reconnaissance level survey of the remainder of the city. While the original 1981 survey of downtown only recorded specific properties, the intensive-level survey conducted as part of this project recorded all 136 properties in the downtown historic district on OAHF Form 1403. The intensive-level survey found that 81 properties were Contributing, while 43 properties were considered Non-Contributing to the historic district, and another 12 were outside of the National Register District boundary. Six individual properties were evaluated as potentially individually eligible for NR listing while four individual properties were evaluated as potentially individually eligible for State Register listing. At this time, the National Register District boundary was also reexamined and was found to be reasonably drawn.

A reconnaissance level survey was conducted for the remainder of the community to help identify other potential

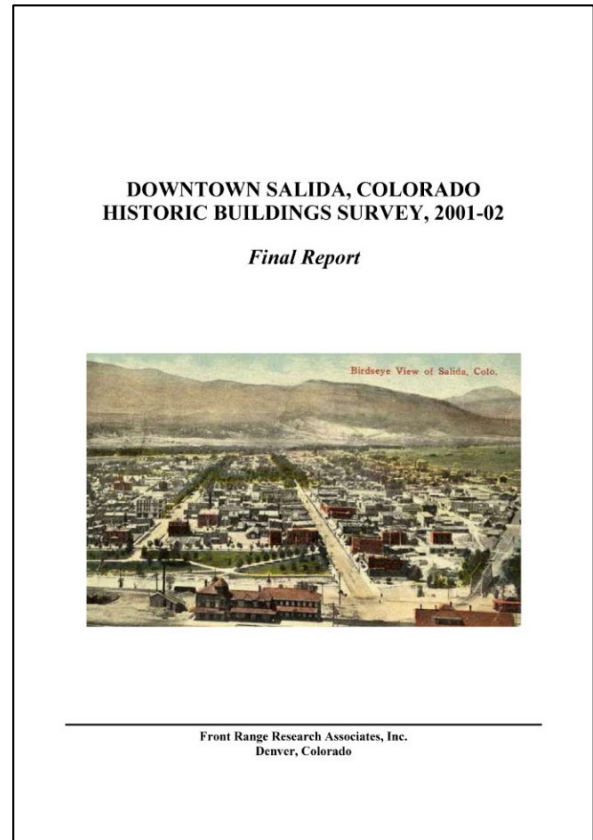


Photo 12: Report cover for the 2001-2002 Downtown Building Survey

areas of historic significance in the town. The reconnaissance survey consisted of a windshield survey that identified and prioritized seven subareas ranked by high, medium, or low priority for intensive-level survey.

The City of Salida also created the Historic Preservation Commission (HPC) in 2001. The HPC was charged with the goal of preserving, protecting, and enhancing Salida’s unique architectural heritage.



Photo 13: Robertson Block, 102-104 N. F Street (5CF.406.13).



Photo 14: Twitchell Building, 101 N. F Street (5CF.406.45).



Photo 16: Bon Ton/Manhattan Hotel, 228 N. F Street (5CF.213)..

3.1.4 (2005-2006) Salida Historic Buildings Survey

The 2005-06 Salida Historic Buildings Survey was the first systematic survey of residential properties in Salida. The project consisted of a selective intensive-level survey that examined approximately 10.2 acres of urban land in the central part of the city and recorded a total of thirty (30) resources. Most of the properties were residential in nature.

Like the 2001-2002 survey, this inventory of residential properties was prepared by Front Range Research Associates, Inc. The study was completed in March of 2006 and funded by a State Historical Fund grant.

The overall goal of the project was to collect detailed survey information of 30 properties in the central area of Salida. These properties were selected by the HPC and were located in areas that the 2001-02 survey identified as having the highest priorities for future intensive-level survey work. Properties were recorded on OAHF Form 1403 and evaluated in terms of potential eligibility to the National Register, Colorado State Register, or Salida Local Landmark.

Six individual properties were evaluated as potentially eligible for listing on the National Register, while seven were evaluated as potentially eligible for the Colorado State Register. Additionally, 13 properties were found to be potential Salida Local Landmarks.

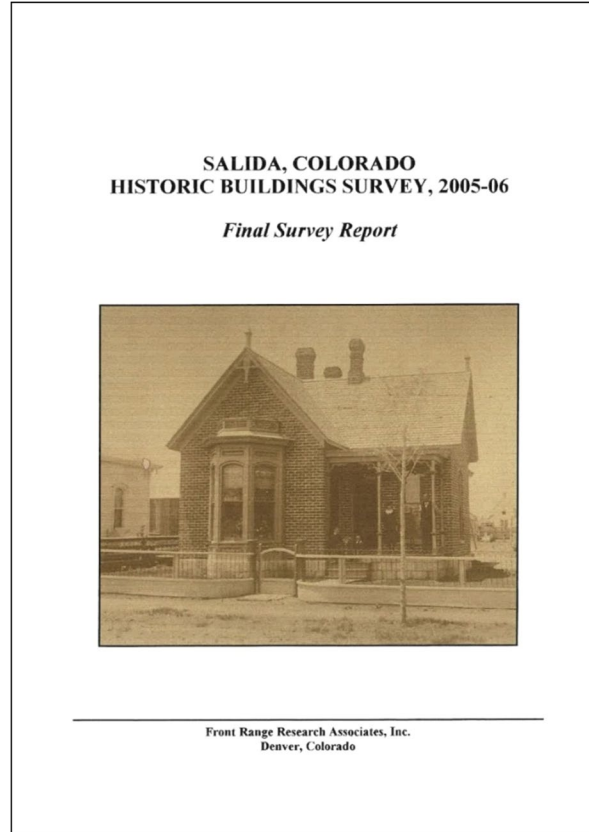


Photo 17: Report cover for the 2005-2006 Salida Historic Building Survey.

In 2005, the City of Salida became a Certified Local Government (CLG) and a local historic district ordinance was established.



Photo 18: Cochems House, 408 F Street (5CF.2042) found potentially Eligible to the NRHP.



Photo 20: Graff-McNamara House, 415 E. 2nd Street (5CF.2057) was found potentially Eligible to the NRHP.



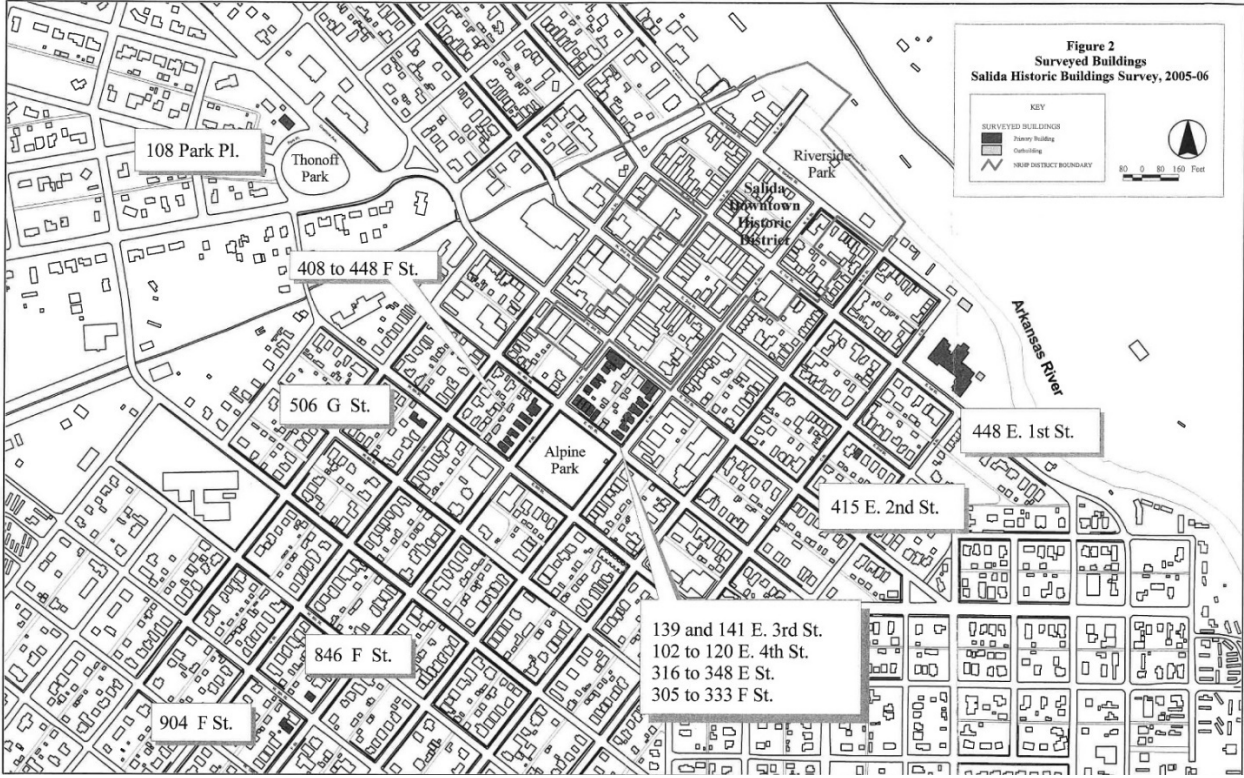


Photo 22: Map of 2005-2006 surveyed properties..

3.1.5 (2006-2007) Salida Historic Buildings Survey

In 2006-2007, another large intensive-level survey was conducted by Front Range Research Associates, Inc. This survey looked at properties located in the northeastern portion of the city, east of downtown. The survey was completed by January 2007 and funding was made possible through History Colorado’s State Historical Fund Grant program.

The primary goal of the project was to conduct intensive-level surveys of 100 properties in the northeastern portion of the city. These properties were mostly residential, and all were located in one of the areas that the 2001-02 survey identified as having the highest priority for future survey work. Properties were recorded on OAHF Form 1403 and evaluated in terms of potential eligibility to the National Register, Colorado State Register, or as a Salida Local Landmark.

The survey concluded that 10 individual properties were evaluated as potentially eligible for the National and State Registers while 20 properties were found to be potential Salida Local Landmarks. A few examples of the National Register Eligible properties are shown below.

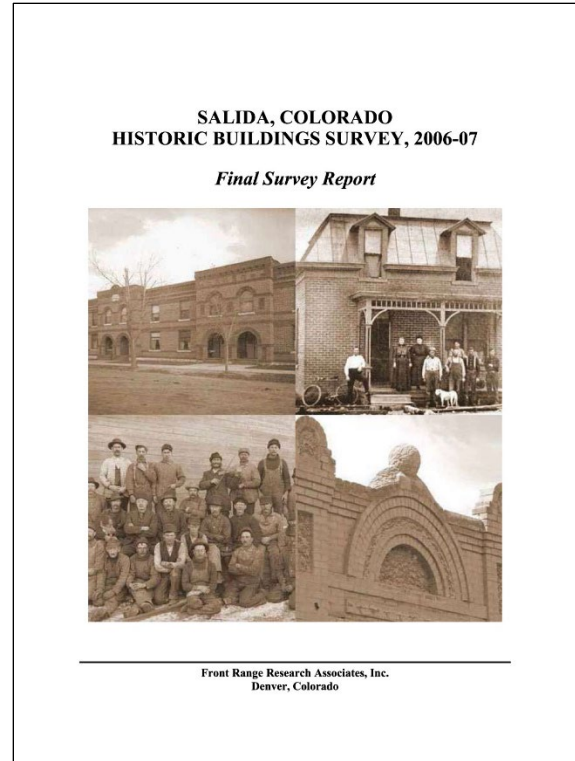


Photo 23: Report cover for the 2006-2007 Salida Historic Building Survey.



Photo 24: Parlin Terrace, 120-122 C Street (5CF.2216) found potentially Eligible to the NRHP.



Photo 26: Newell House, 235 E. Sackett Avenue (5CF.2266) was found potentially Eligible to the NRHP.



Photo 25: Martinis-Pierce House, 449 E. 2nd Street (5CF.2304) found potentially Eligible to the NRHP.



Photo 27: Comstock Terrace, 223-249 E. Street (5CF.2247) was found potentially Eligible to the NRHP.

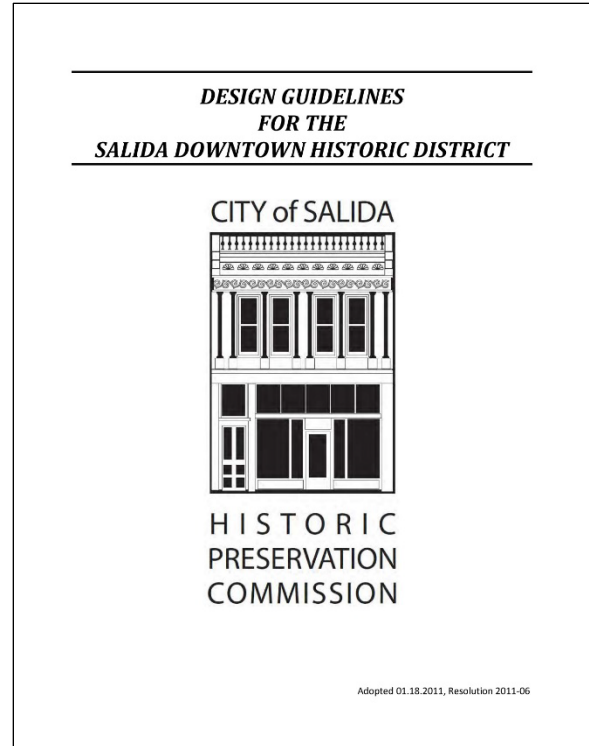


Photo 28: 2006-2007 Survey Map.

3.1.1 (2011) Design Guidelines for the Salida Downtown Historic District

Adopted by City Council on January 18, 2011, the Design Guidelines for the Salida Downtown Historic District were developed by the HPC to outline the design review process (as outlined by the Salida Municipal Code), provide an overview of Salida history, identify incentives for preservation, and ultimately foster an appreciation for the unique styles and design features of the different building types found throughout the downtown historic district. Specific building features are identified on visual graphics that assist the reader with the nomenclature used to describe various components of historic buildings. The guidelines follow the Secretary of the Interior’s Standards for the Treatment of Historic Properties. These standards were developed by the National Park Service over the course of several decades to promote the responsible preservation practices that help protect special places of historic value. The standards identify four distinct approaches to the treatment of historic properties – preservation, rehabilitation, restoration, and reconstruction.

Part I of the guidelines provides a succinct background of the history of the community and identifies the downtown historic district. Further, background is provided on the evolution of the Salida HPC and how preservation of historic properties leads to an improved quality of life and has economic and environmental benefits.

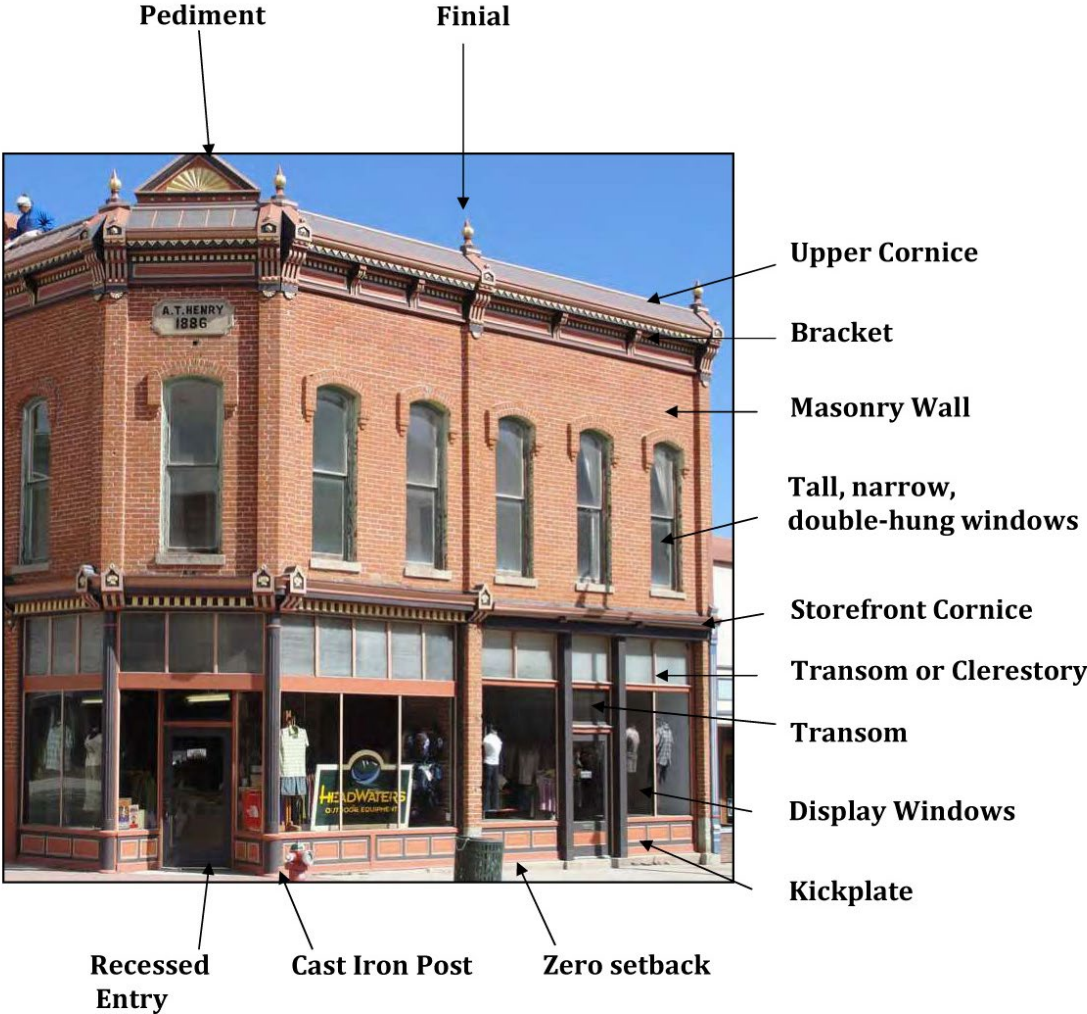


Part 2 covers the design review process and the submittal requirements for application of a Certificate of Approval for future building improvements.

Part 3 of the guidelines reviews the rehabilitation guidelines for building modifications and presents a review of the Secretary of the Interior’s Standards for the Treatment of Historic Properties as they apply to Salida’s historic building stock.

Part 4 presents guidelines for building additions and new construction with an emphasis on appropriate building materials for commercial buildings which make up the majority of property types in the downtown historic district.

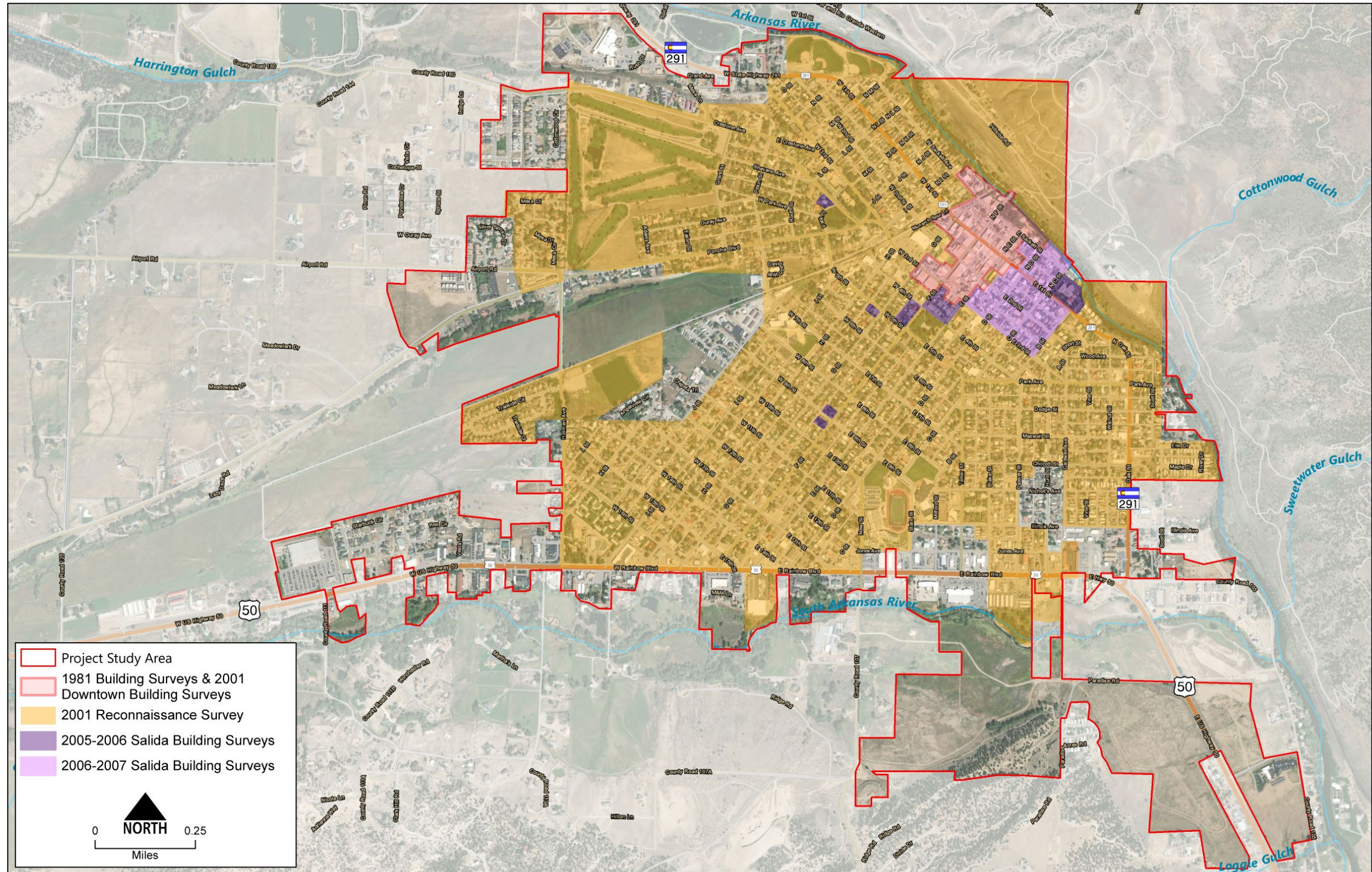
The design guidelines help expand the knowledge of the unique attributes of the downtown historic district and present appropriate ways for future building improvements.



Parts of a Typical Downtown Salida Commercial Building

A.T. Henry Building
1st and F Streets
Salida, Colorado
During rehabilitation May 2010

Figure 2 Prior Survey and Inventory Project Areas



3.2 Designated Resources

History Colorado’s Compass database and the National Park Service’s (NPS) National Register Digital Archive were consulted to identify resources listed in the National Register of Historic Places (NRHP) and State Register of Historic Properties (SRHP). Within Colorado, all sites listed in the National Register are automatically also listed in the State Register.

Eleven (11) properties within the City of Salida have been evaluated and nominated to the National Register of Historic Places. These include a wide range of building types and uses in the community. Additionally, Salida has six (6) properties that have been listed in the Colorado State Register alone that have not been designated to the NRHP.

3.2.1 Salida Historic Districts

Salida has one district designated to the National Register of Historic Places – the Salida Downtown Historic District (5CF.406), which was designated in 1984.

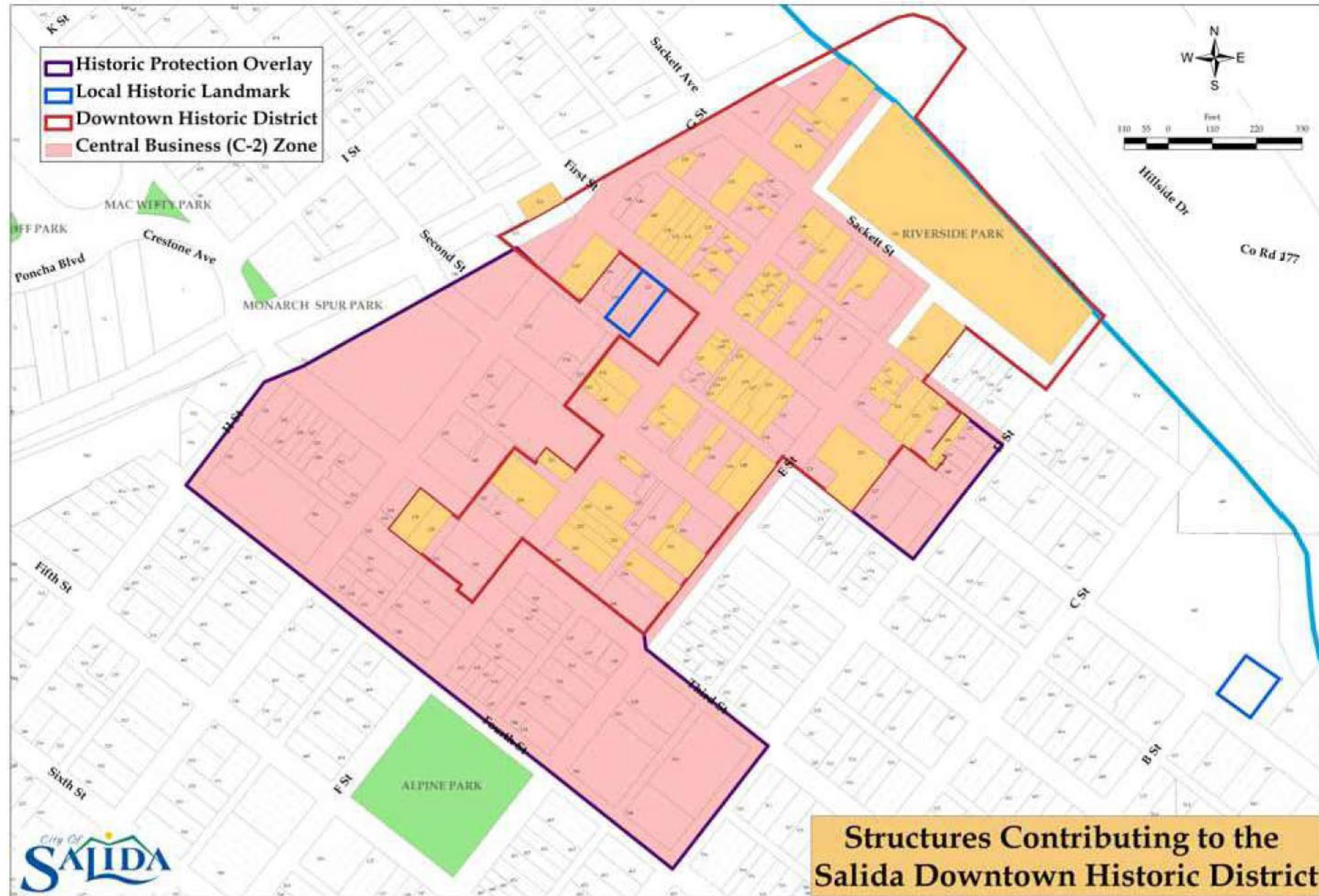
Salida Downtown Historic District, 5CF.406

National Register Listed 1984

The Salida Downtown Historic District was listed on the National Register of Historic Places in 1984 following the first comprehensive survey of the community three years earlier. The district primarily encompasses the downtown commercial district and has a period of significance of 1880, the year the town was founded, to 1930 at the beginning of the Great Depression.

See **Figure 3** below for the boundary of the historic district. Properties highlighted in yellow are contributing to the overall significance of the historic district.

Figure 3. Salida Downtown Historic District – Listed in the National Register 1984



3.2.2 Salida’s National Register Listed Resources

Ohio-Colorado Smelting Company Smokestack, 5CF.143

County Road 152, National Register Listed 1976

Standing tall above the Arkansas River valley, the 365-foot-tall brick smokestack serves as a symbol of the former Ohio-Colorado Smelting and Refinery Company’s influence on the region during the first decades of the twentieth century. The smelter was in operation between 1902 and 1920 when it was abruptly closed. The brick smokestack was designated to the National Register on January 11, 1976.

Construction of the structure commenced in 1916 and was finished by 1917. At the time, the structure was the tallest of its kind west of the Mississippi River. The foundation is comprised of solid concrete 40 feet wide and extending 30 feet into the ground to solid granite bedrock. The octagonal base of pressed, glazed brick rises approximately 70 feet above ground. At one, the City of Salida owned the smokestack and was preparing to remove the structure since the rest of the refinery had been previously demolished and the site was considered a liability. Local citizens formed the Save Our Stack committee in 1975 and petitioned to preserve the stack as a reminder of earlier days when Smelertown served the region’s mining industry.

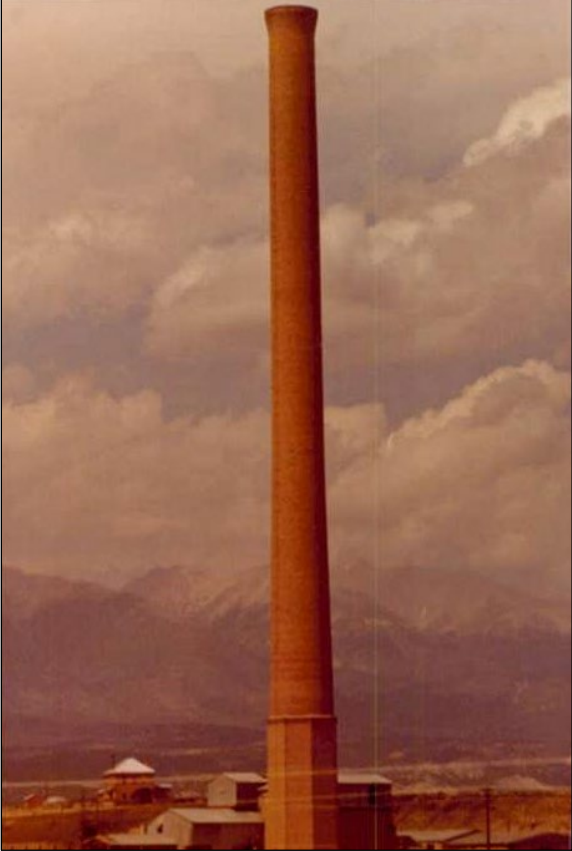


Photo 29: Ohio-Colorado Smelting Company Smokestack (5CF.143)

Garret & Julia Gray Cottage, 5CF.144

125 E. 5th Street, National Register Listed 1980

Built in 1882 by Garret R. and Julia J. Gray, this residence represents one of the earlier high-style Victorian homes in Salida. Aside from its architectural characteristics, the Gray Cottage is significant for its association with the Grays, who were early settlers in Salida. Julia Gray was the owner of Salida's first hotel, known as the New York House. G.R. Gray also co-owned the Smith and Gray Mine, later known as the Madonna Mine with George Smith.

The resource is also associated with Louis W. Craig, an important businessman who owned a dry goods store, the local opera house, and a banking business known initially as the Continental Divide Bank and later the First National Bank of Salida. Craig is also said to have been instrumental in helping bring the Ohio-Colorado Smelting and Refining Company to Salida.



Photo 30: Garret & Julia Gray Cottage (5CF.144)

Chaffee County Poor Farm, 5CF.190

8495 County Road 160, National Register Listed 1985

The Chaffee County Poor Farm is located outside of the city limits on County Road 160, northwest of town. In 1892, the poor farm was established on 120 acres by Chaffee County. Today, the property consists of approximately eleven acres where three of the original buildings still remain. These include a two-story masonry house, wood framed barn with vertical siding and brick foundation, and an original ice house, located east of the main house.

When the City of Salida purchased the poor farm in 1945, the main house was renovated for use as a Grange Hall and other community activities including 4H and county fair use. Despite these changes, the exterior of the building still retained its historic features.

The Chaffee County Poor Farm is significant in the cultural and social history of the state as one of the representative facilities established by Colorado counties in the 19th century to care for the indigent.



Photo 31: Chaffee County Poor Farm (5CF.190)

**Bon Ton Hotel, Manhattan Hotel,
5CF.213**

228 N. F Street, National Register Listed 1983

The Manhattan Hotel, constructed in 1901, is a two-story commercial hotel building on North F Street in the heart of downtown. The Arkansas River flows by its north façade. The building has many fascinating features including stone turret-like projections and cut stone stringcourses that correspond with the lower storefronts.

The hotel is significant as an outstanding example of turn-of-the-century commercial architecture with articulate detailing and masonry textures.



Photo 32: Bon Ton/Manhattan Hotel (5CF.213)

**F Street Bridge, Arkansas River Bridge,
5CF.406.75**

F Street at Arkansas River, National Register Listed 1985

Erected in 1906, the F Street Bridge over the Arkansas River consists of a segmental, reinforced concrete Luten arch bridge with two sixty-foot spans for a total length of 128 feet. The bridge has a paneled concrete balustrade and sidewalk at the surface with three lampposts on each side.

The bridge is a well-preserved example of the work of the Pueblo Bridge Company and is representative of the Luten arch bridges popular at the time. The bridge was found to be the oldest example of the Luten arch type concrete bridge constructed by the Pueblo Bridge Company remaining in the state.



Photo 33: F Street Bridge over the Arkansas River (5CF.406.75)

E.W. Corbin House, Hethlon, 5CF.849
303 E. 5th Street, National Register Listed 1996

The E.W. Corbin House consists of 1 1/2 stories with painted brick exterior and the unique mansard roof with flared eaves typical of the Second Empire architectural style. The majority of windows found in this residence are segmental arch, wood frame windows. The residence was originally built in 1884 and has a kitchen addition that was later added in 1895. In 1910, a wood coal shed was attached to kitchen addition.

The E.W. Corbin House is significant under Criterion A for its association with the early settlement of Salida. The house is also significant under Criterion C for its architectural significance as the best and earliest example of the Second Empire style in Salida.



Photo 34: E.W. Corbin House/Hethlon (5CF.849)

F.A. Jackson House, 5CF.939
401 E. 1st Street, National Register Listed 1999

Also in the Second Empire style is the F.A. Jackson House. This 1 1/2 story painted brick residence is considered more of a vernacular example of the style and no builder or architect has been identified. Built in 1890, by local physician Frederick A. Jackson, the residence has a high level of integrity, retaining most of its original features and detailing.

The Jackson residence is significant under Criterion C as a noteworthy example of vernacular Second Empire architecture. In addition to its intact exterior, the Jackson residence also retains much of its original wood interior detailing.



Photo 35: F.A. Jackson House (5CF.939)

Valley View School, 5CF.1598
8465 County Road 140, National Register
Listed 2003

Constructed in 1903, the Valley View School is nestled at the base of a low mesa on a pinon-studded rise with an unimpeded view towards Salida down the valley toward the east. The building consists of a 1 story, wood framed schoolhouse with a rectangular floor plan. In 1936, the Works Progress Administration constructed a hipped roof addition with concrete block walls to the north end of the building. There are two privies associated with the property located to the northwest and northeast of the schoolhouse.

The school is significant under Criterion A in the area of Education and Criterion C in the area of Architecture. The building meets the registration requirements of the Schoolhouse Property Type as defined in the Multiple Property Documentation Form Rural School Buildings in Colorado.



Photo 36: Valley View School (5CF.1598)

**Alexander House, Churcher House,
Gloyd House, 5CF.2048**
846 F. Street, National Register Listed 2007

Constructed in 1901, the Alexander House consists of a two-story brick, Queen Anne style residence with a rectangular plan and complex roof system. Two secondary structures stand behind the residence, including a 1 story garage and 1½ story carriage house matching the main residence.

The residence was shown to have been originally owned by Edwin R. and Mary E. Alexander in the early twentieth century. Edwin was president and manager of E.R. Alexander Mercantile Company, located at 127 F Street. The house was later home to the Frank B. Churcher family. Frank was a partner in the Churcher and Johnson firm, dealers of furniture, carpet, and undertaking services.

The Alexander House is significant under Criterion C for its architectural characteristics. The building is an excellent example of Queen Anne style architecture and retains a high level of physical integrity.



Photo 37: Alexander House (5CF.2048)

Bode-Stewart House, 5CF.2343

803 F. Street, National Register Listed 2008

The 1908 Bode-Stewart House conveys an excellent example of Edwardian style architecture in Salida. The residence is a 2-story brick residence with its characteristic features, including wrap around projecting front porch and decorative brick detailing. A rectangular, 1-story detached garage is located at the northeast corner of the site and was constructed between 1914-1929.

The residence is significant under Criterion C as an excellent example of Edwardian style architecture. The style evolved from the earlier Queen Anne style by replacing Victorian detailing with simpler features and classical detailing. The residence is a well preserved example both inside and out.



Photo 38: Bode-Stewart House (5CF.2343)

Heister House, 5CF.2366

102 Poncha Boulevard, National Register Listed 2008

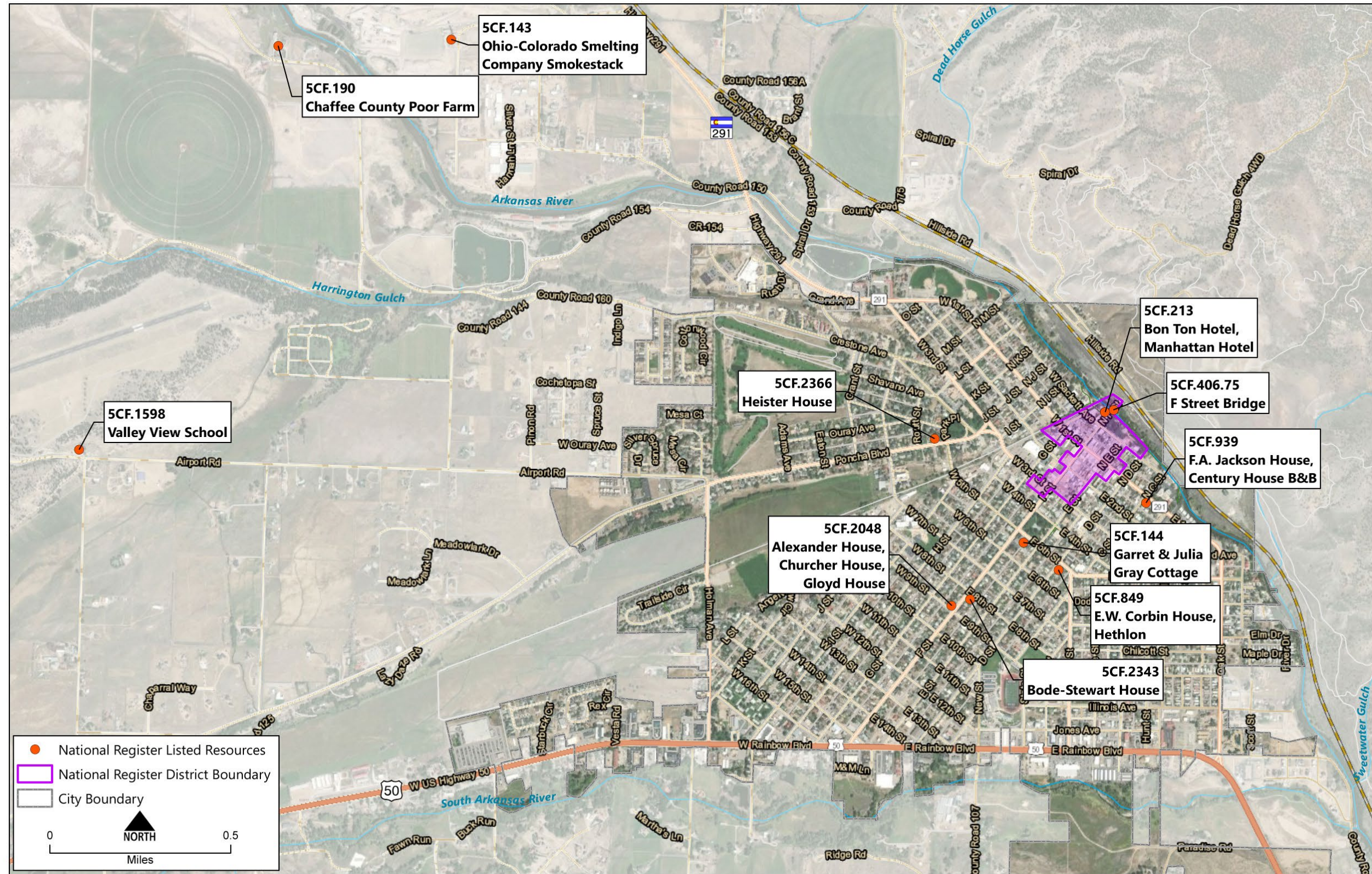
A unique building in Salida to be sure, the 1943-1954 Heister House has an irregular floor plan and exemplifies the Moderne style popular just prior to World War II. The building is 1-story in height and has brick and concrete block features with stucco exterior cladding and flat roof. A large, cantilevered metal canopy wraps around the south end of the residence from the main entrance to a secondary entrance. The residence exhibits unique materials such as exposed metal fascia, glass block, stucco cladding, and circle/porthole detailing on doors and structural columns. The west half of the residence was constructed in 1943 and the family lived in the residence until the east half was completed in 1954.

The Heister House is significant under Criterion C in the area of Architecture as a good example of the Moderne style with representative detailing including flat roof, stucco exterior, rounded corners and porthole detailing.



Photo 39: Heister House (5CF.2366)

Figure 4. Salida's National Register Listed Resources



3.2.1 Properties Listed on the Colorado State Register

Edison Electric Light Plant, Salida Steam Plant, 5CF.291

220 W. Sackett Ave., State Reg. Listed 1993

In 1887, a group of local entrepreneurs met to organize a company to put in an electric light plant. The result was the incorporation of the Electric Illuminating Company of Salida, directed by R.M. Ridgway, S.M. Jackson, W.W. Roller, Thomas Ryan, A.J. Truesdell, Ben Disman, and J.M. Collins. The name was changed within a few months to the Edison Electric Light Company and construction began on a new electric light plant by September of that year.

The original plant consisted of a 1-story frame building twenty-eight feet square with a sloped roof. By 1892, the building had been expanded with the current brick facility at the north end of the building. In 1926, an addition was constructed on the south side of the building adjacent to W. Sackett Avenue.

The electric plant was listed on the Colorado State Register for its role in the early electrification of Salida.



Photo 40: Edison Electric/Salida Steam Plant (5CF.291)

Church of the Ascension, 5CF.344

349 E Street, State Register Listed 2000

Constructed in 1885, the Church of the Ascension is significant under Criterion C in the area of Architecture as a surviving example of early vernacular church facilities that were commonly erected following the initial establishment of towns in Colorado. The original structure retains its tall side windows, wood clapboard siding, and gable roof entry wing. In subsequent years, the church has been expanded, most notably in 1981 when a new congregation hall was constructed to the north of the original structure.



Photo 41: Church of the Ascension (5CF.344)

Salida Carnegie Library, 5CF.346
405 E Street, State Register Listed 1995

Development of the library was made possible by the efforts of the Tuesday Evening Club. The club, which originally consisted of eleven local women when it was formed in 1894, held fund raising events for the procurement of books as well as the lots on the corner of E and 4th Streets for the development of a local library. The club also spearheaded coordination with Andrew Carnegie of whom provided \$9,000 toward the construction of the library. By 1908, the library was constructed. The building was designed in the Neoclassical style, as can be seen by the ionic portico columns, simple building form, large one-over-one windows, and exposed corner brick quoins.

The Salida Carnegie Library is significant under Criterion A in the area of social history for its association with Andrew Carnegie’s nationwide public library movement. The building is also significant for its association with community planning and development, as it represents the efforts of both the community and the Tuesday Evening Club to provide a public library to the Salida community.



Photo 42: Salida Carnegie Library (5CF.346)

Salida Methodist Episcopal Church, 5CF.505

228 E. 4th Street, State Register Listed 1999

Constructed in 1899, the Salida Methodist Episcopal Church is significant under Criterion C for Architecture as a good local example of an ecclesiastical building executed in the Gothic Revival style. The exterior is clad in red bricks which were made locally. Additionally, the interior, which is adorned in eloquent woodwork was crafted by local artisans. In 1999, the church was designated to the State Register, and in 2005 the building was restored.

The Salida Methodist Episcopal Church measures 3,860 square feet and has a steep, cross-gabled roof. A large square brick bell tower rises above the narthex where the main entrances welcome visitors from the street. In all, thirteen large gothic stained-glass windows adorn the building.

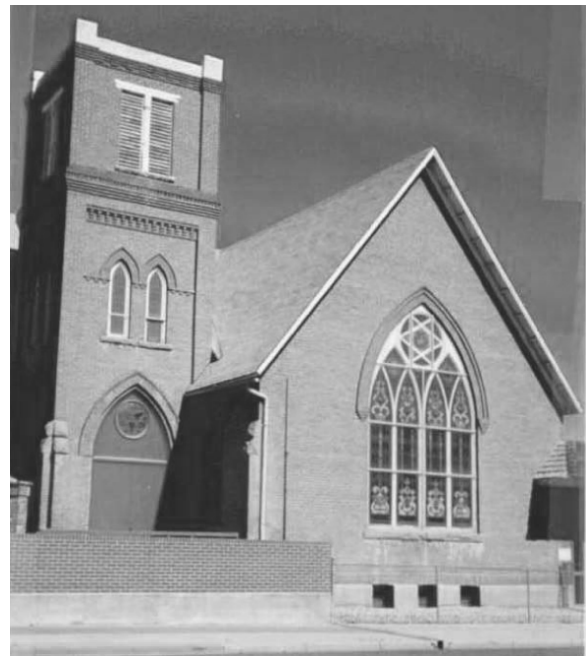


Photo 43: Salida Methodist Church (5CF.505)

Chaffee County Courthouse, 5CF.850
*104 Crestone Avenue, State Register Listed
1996*

Designed by architect Walter DeMordaunt, the Chaffee County Courthouse is an excellent representation of the Art Deco style, which was popular in the late 1920s and 1930s. In 1928, voters decided to move the county seat from its former location in Buena Vista to Salida, where the building was erected on the mesa in 1932, four blocks west of downtown. The Ray Lines American Legion Post 64 undertook construction of the courthouse and conveyed the building back to the County over a 25-year lease. The Chaffe County Courthouse is significant under Criterion C for Architecture as the building is one of the few Art Deco buildings in Salida. The property was designated to the State Register in September of 1996.

In 1968, the courthouse was expanded to the north. The 1968 addition is considered an early example of compatible building expansion that is sensitive to the historic portion of the building while avoiding common mistakes such as duplication or replication of historic design features and detailing. This was a significant milestone considering that the guidance established by the Secretary of the Interior’s Standards for the Treatment of Historic Properties wasn’t published until 1976.



Photo 44: Chaffee County Courthouse (5CF.850)

Kesner Memorial Building, Salida Junior/Senior High School, 5CF.1507

9th and D Streets, State Register Listed 2003

Constructed between 1922-1923, the Kesner Memorial Building represents the most intact historic educational building in the city. The Kesner building was part of an original complex that housed the junior high, high school, and gymnasium. The Kesner building was originally shared between the high school and junior high classes until 1936 when the second floor was remodeled and dedicated specifically to the junior high. The original school complex faced north toward the intersection of 9th and D Streets. In 1962, the main high school building at the north end of the complex burned down, though the Kesner building remained. A new school was constructed around the Kesner facility the following year and remained until 1999 when the current school complex was constructed. The Kesner building has remained all these years.

The building was designed by well-known architects Leo A. Desjardins and Francis W. Cooper. Desjardins' architectural practice was based out of Denver where in 1910 he became the first licensed architect through Colorado's architecture license examination program. He was a Fellow in the International Congress of Master Architects and was an organizer of the Independent Architects Association (IAA). Desjardins strongly promoted the value of architect involvement in the erection of buildings over contractor-designed or plan book structures (Leo A. Desjardins Biographical Sketch, History Colorado). Desjardins

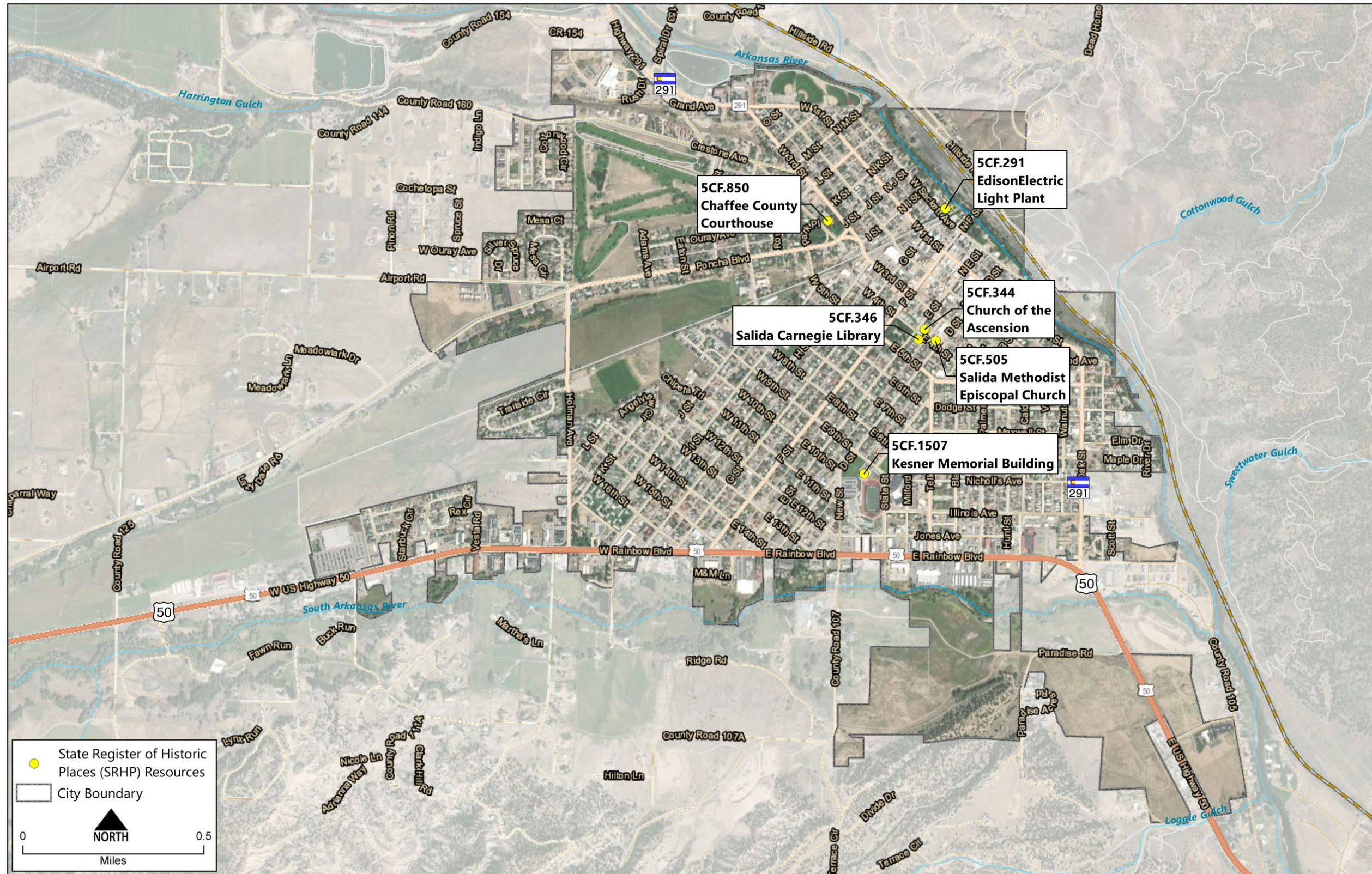
designed several well-known structures in Denver and other Colorado towns, including Canon City, Trinidad, La Junta, and Florence.

A native of New York, Francis W. Cooper graduated from Cornell in 1874 and practiced architecture in Ohio and Wyoming before moving to Pueblo in 1881 where he established his architectural practice. Many of his commissions were for prominent citizens of Pueblo, where he designed many stylish homes. Cooper was the President of the State Board of Architect Examiners for sixteen years and later a Fellow in the American Institute of Architects (AIA).



Photo 45: Kesner Memorial Building (5CF.1507)

Figure 5. Properties Listed on the Colorado State Register



3.3 Limited Reconnaissance Survey Results

Reconnaissance surveys are visual or predictive surveys that identify the general distribution, location, and nature of cultural resources within a given area. These surveys are generally low intensity and record only selective resources, including a representative site that best illustrates specific architectural styles, construction and material uses, property use, and historical themes.

The project team conducted a limited reconnaissance survey of the City in October of 2021. The survey was used to collect current and updated information on the physical integrity of buildings and any notable changes from prior survey work. No survey forms were prepared during this exercise, though representative photographs of various neighborhood are provided below.

Overall, the observations from the limited reconnaissance survey determined that the general physical integrity of buildings immediately surrounding the downtown commercial district have been retained, while areas adjacent to high traffic areas such as U.S. Highway 50/Rainbow Boulevard, West 1st Street, and Oak Street have been subjected to more alterations and loss of historic properties.

3.4 Historic Contexts

Past survey reports have provided historic contexts for a great deal of Salida’s early development, commercial endeavors, founders, and other influential factors. Opportunities remain to expand our understanding of Salida’s history, specifically with regard to residential development, industries, and the impact of nation-wide trends. The following information briefly covers these areas and is intended to serve as a starting point for future intensive survey work.

3.4.1 Area Settlement and Early Enterprises (1779 – 1880)

The Upper Arkansas Valley was a popular summer hunting and camping spot with indigenous peoples, particularly the Utes, due to its plentiful game, numerous hot springs, and mild climate. Pushing north from New Mexico, Spanish explorer Gov. Don Juan Bautista de Anza led a party assisted by Utes and Apaches that crossed the San Luis Valley and passed over Poncha Pass in an effort to quell Comanche disturbances. The expedition traveled just north of the future site of Salida in the summer of 1779. The area also experienced much activity during the period of American exploration, serving as a natural pathway to several mountain passes. Among those examining the region was Lt. Zebulon Montgomery Pike, assigned to explore the Louisiana Purchase and locate its southwestern boundary. Pike camped near the future site of Salida on December 26, 1806 after descending Trout Creek Pass.

The gold rush, which attracted thousands to the Pike's Peak area in 1859, resulted in some prospectors penetrating the Upper Arkansas Valley. The first post office within the boundary of future Chaffee County was located at Cache (or Cash) Creek in 1862. Mining related enterprises quickly became an important part of the region’s economy. Between 1859 and 1925, Chaffee County produced approximately \$22 million in gold, silver, copper, lead, and zinc. A number of other small settlements associated with mining sprang up throughout Chaffee County. Garfield and Maysville were established along the upper South Arkansas River. Maysville, founded in 1879 and the starting point for the Monarch Pass Toll Road to the Tomichi Mining District in Gunnison County, boasted two smelters, two newspapers, and a reported population of 1,000 in 1881. When mining declined in Maysville, most of its buildings were moved to Salida.

Agricultural enterprises in Chaffee County developed shortly after placer mining appeared in the area. Some of the earliest farms and ranches were located in the northern portion of the county, in the vicinity of present-day Buena Vista. Farms initially developed to meet the demand of the mining camps, producing crops of hay, potatoes, peas, and turnips. There were a number of early farms and ranches along the South Arkansas River west of Salida. In the 1870s, the southern portion of the county was seen as particularly suited to cattle ranching. By the early 1880s, settlement had increased in the county and the range was more restricted, resulting in a retraction of cattle raising.

3.4.2 Salida in the Late 19th Century (1880 – 1899)

Chaffee County had been a transportation corridor for early travelers long before its creation in 1879. The decision to locate the route of a major railroad through the county had profound and lasting impacts on its development. The Denver and Rio Grande (D&RG), a narrow-gauge line incorporated by General William Jackson Palmer in 1870, originally planned a main line from Denver to El Paso and thence southward to Mexico City. Mineral discoveries in the Colorado mountains led the railroad to project lines westward into the high country. The railroad engaged in a fierce competition with such rival lines as the Atchison, Topeka, and Santa Fe (AT&SF) and the Denver, South Park, and Pacific (DSP&P) to reach the rich mining camps. The D&RG had laid track from Denver to Pueblo by 1872 and then headed south and west over La Veta Pass. A branch line was placed to Cañon City in 1874, and when Leadville emerged as the state's leading silver region, the D&RG began surveying a line westward through the Royal Gorge.

By April 1880, the D&RG line had emerged from the west end of the Royal Gorge and, proceeding along the east bank of the Arkansas River, reached the junction of the South Arkansas River. The D&RG ignored the existing AT&SF town of Cleora, a mile south of the confluence, which the Santa Fe Railroad had laid out in 1878. A D&RG subsidiary land company platted a 160-acre townsite at the confluence of the South Arkansas and Arkansas rivers and named it

“Arkansas” or “South Arkansas.” Former Territorial Governor Alexander Cameron Hunt, who worked as a civil engineer for the railroad, acquired land from local ranchers and supervised the layout of the new town.

3.4.2.1 The Railroads and Downtown

The town’s original plat was filed on August 12, 1880, and it showed Front through Fifth Streets, D through L, an area reserved for the railroad, and a park between Fourth and Fifth from E to F streets (Alpine Park). Blocks were 325 feet square, with lots measuring 25’ X 150’. The site of the town was described as “most desirable,” and the surface of the ground was indicated as level. The location of the town insured its success. The Barlow and Sanderson stage line operated between Cañon City and Salida before the railroad arrived, and between Salida and Leadville and Salida and Gunnison until the iron horses reached those communities. The town’s potential role as the supply and service hub for the surrounding region and for those who would pass through on the railroad quickly attracted a variety of businesspeople and merchants who purchased lots and erected buildings. The railroad arrived on May 1, 1880 and, within a few weeks, the town experienced substantial growth, much of it coming from people abandoning Cleora.

In the early summer of 1880, the name of the town was changed to Salida. Spanish for "exit" or "gateway," in recognition of the town’s location at the upper end of the Arkansas Canyon, Salida was in accordance with the D&RG's practice of giving its

towns Spanish names. The June 1880 U.S. Census showed Salida with 300 residents, and the community voted to incorporate in October of that year, holding the first municipal elections in the same month. As Salida developed during the next 50 years, F Street became the heart of the commercial district, with 1st Street and Front Street (Sackett) attracting businesses and residences. The corner of F Street and 1st Street became the most prominent commercial address in the city, drawing some of its most successful businesses. F Street south of 1st Street was home to drugstores, banks, clothing and shoe stores, mercantiles, department stores, dry goods stores, office buildings, groceries and meat markets, paint and wallpaper firms, and hardware stores.

North or Lower F Street’s location nearer the railroad facilities made it a popular spot for hotels, rooming houses, restaurants, saloons, barbers, and tobacconists, as well as a variety of other businesses. 1st Street attracted a diverse selection of businesses, including furniture and undertaking establishments, restaurants, a newspaper office, several boarding houses, a grocery, a harness shop, millinery and shoe stores, a barber shop, saloons, offices, an opera house and a theater, a secondhand store, a general mercantile, a laundry operation, and a hotel. Front Street (Sackett) would garner several hotels and boarding houses, a saloon, storage buildings for businesses, a large red-light district, and some of the city’s earliest dwellings.

Salida was destined to become a major railroad hub and population center as a

result of geography and business decisions by the D&RG Railroad. Tracks were constructed from Salida to Leadville, over Fremont Pass and into Dillon; a line over Marshall Pass westward to Gunnison was completed in August 1881, its route was extended to Grand Junction in 1882 and reached Salt Lake City in 1883, thereby becoming part of a transcontinental line. Another D&RG route was built southward over Poncha Pass into the San Luis Valley, reaching Villa Grove and the mines at Orient by 1881 and extending to Alamosa by 1890. A branch line to Maysville was completed in 1881 and accessed the Monarch Mining District two years later.

Salida's strategic position and the decision to make it a major division point resulted in the D&RG’s construction of several structures on the north bank of the Arkansas River. A stone depot was completed in October 1880, and a six-stall roundhouse was under construction. In 1881 a 14-stall brick roundhouse was completed. By the fall of 1882 a 25-stall roundhouse had been completed, and work on the D&RG shops began. The construction of the shops marked a milestone in the history of Salida, insuring “its permanency as one of the most important railroad points in the state.”

In October 1881, Haskell’s Addition was platted, and the following year the town built a municipal water system. A bond issue passed by residents in 1882 provided for the erection of a two-room stone school at the corner of Third and D streets. Between the fall of 1881 and 1883, the hose company was formed and met in the town’s new

firehouse on 1st Street. In 1883, the D&RG connected with the Denver & Rio Grande Western Railway (D&RGW), and Salida became a division point on the major east-west railroad. The railroad employed a force of 150 men, and new machine shops and stockyards were erected with Salida becoming a feeding and transfer point on the railroad.

Despite having a hose company, a two-and-a-half block area was destroyed by a fire that started on March 25, 1886. After acquiring appropriate equipment for fighting fires and enacting stricter ordinances to ensure safe conditions, the town was devastated by a more destructive fire that started on January 2, 1888. Four-and-a-half blocks were destroyed by the fire, and nearly 60 businesses were damaged. Business owners and the town quickly rallied and began to rebuild. By the end of the 1880s, Salida was described as a Phoenix rising from its own ashes, “renewed, rehabilitated, restrengthened.”

3.4.2.2 Residential Development and the Eddy Bros.

Early commercial development primarily occurred in present-day downtown, just west of the Arkansas River, and residences were constructed in the vicinity. On November 15, 1887, a plat was recorded for the “Eddy Brothers Add.” to the northwest and situated at a slightly higher elevation. The following year, the entirety of the area was referred to as the “Town of Salida-On-Mesa.”

John Arthur Eddy and his younger brother, Charles B., raised livestock to the north in the South Park area and recognized the real estate opportunities in the recently founded railroad town of Salida. Their purchase of over 200 acres for development was written about in local newspapers with great anticipation. It was referred to as a “new part of the town” and was expected to be the site of “elegant residences”, with John Eddy confirming to *The Salida Mail* in September 1887 that their purpose was to make it a desirable residential location. He went on to express that he and his brother believed “the great resource from which Salida must derive her prosperity, above those of her mining, farming and railroad industries, will be her climate and the wonderful natural beauty and grandeur of her surroundings.”

The Eddys hired H.C. Lowrie, a landscape engineer from Denver, to survey the acreage prior to laying out the lots for purchase. Over the next few years, the addition was a flurry of activity with crews surveying, installing fences, planting trees, and homes being constructed. Advertisements for vacant parcels, as well as completed homes, appeared in the local paper during this time. The completed homes were listed for \$3,000 and boasted brick construction, furnace heat, bathrooms, electric light, and the option to construct a barn for an additional \$1,500. By August 1888, 70 lots on the mesa reportedly had been sold. One of the homes that appears on the 1894 plat map is marked “J.A. Eddy”, and it still stands at 210 Poncha Blvd.

The Eddy Brothers were influential in the development of early Salida, and they planned to extend beyond real estate development by bringing a national bank to town with a capital of \$125,000. In February 1889, they announced their intention of building the bank on lots they had purchased at the corner of F and Third Streets. However, it does not appear that plan came to fruition. The brothers remained in Salida through at least 1892, but by 1897 a newspaper article referred to them as being “formerly of this city” but still part-owners in the Suckerville Mine. They had moved to Denver, where they set up shop as investment brokers in the Boston Building.

The Eddy Brothers’ original vision of developing the entirety of the 200 acres for residential properties was not realized, as a nine-hole golf course was built in the early 1920s on approximately 78 of those acres. However, the properties that were developed include public parks, as well as a diverse collection of architectural styles from the late 1880s through the 1950s. These include Late Victorian, Craftsman, Moderne, Ranch Type, and Minimal Traditional residences, as well as the Art Deco Chaffee County Courthouse.

3.4.3 Salida in the Early 20th Century (1900 – 1930)

In October 1893 Congress repealed the Sherman Silver Purchase Act, resulting in plummeting silver prices and a nationwide depression, known as the Silver Panic, or the Panic of 1893. Colorado, whose prosperity was heavily dependent on the production of silver, was profoundly

impacted. Although some railroads declared bankruptcy, the D&RG was able to weather the economic downturn, transporting other freight, including coal, lumber, and agricultural products. Salida, although its growth slowed and one of its banks failed, was also buffered from the most severe effects of the Panic due to the diversified nature of mining in the area.

A banner year for Salida came in 1900 with the recovery of the railroads, mining, and agriculture. Despite the economic problems of the previous decade, Salida’s population had grown by nearly 44 percent over its 1890 total, with 3,722 people recorded by the census in 1900. Population growth continued during the 1900s, reaching 4,425 in 1910. Housing was in scarce supply, and it was asserted that the residences being built were larger and more expensive than those erected previously. Many commercial buildings constructed during this period included furnished rooms on their upper stories. The large number of railroad employees living in Salida provided an ample supply of lodgers for these rooms and other types of dwelling units, such as terraces and boarding houses.

3.4.3.1 Smelting Industry

The Ohio and Colorado Smelting Company, a new independent smelting facility, erected a plant just northwest of Salida in 1902. The Salida smelter was an outgrowth of a mining venture, the New Monarch Mining Company, formed in 1897. During its first years, the Monarch Mining Company hauled its production to local smelters or to valley processing facilities. However, the company’s owners disliked sharing their

profits with reduction companies. In 1901, the Ohio and Colorado Smelting Company organized, composed principally of the owners of the New Monarch Mining Company. As small smelter facilities historically had been expensive to operate and low in yield, the Ohio and Colorado decided to erect a major smelter with 25 ore bins with a capacity to hold 50,000 tons and four blast furnaces which could process 600 tons of silver-lead ore daily. In addition, the facility included two units to process 500 tons of copper-bearing rock each day. When erected, it was reported that the Ohio and Colorado smelter would be one of the largest and most complete in the state, second in size only to the Arkansas Valley Smelter in Leadville.

3.4.3.2 Granite Industry

In addition to mining activities focused on precious metals, the area surrounding Salida was discovered as being rich in permanent building materials. In the early 1900s, investors from the East Coast, who had experience mining granite deep in the mountains of the Northeast, were attracted by quality granite that held the promise of being easier to access and in (perceived) limitless quantities. The first quarry to open was the Benson Quarry in Cottonwood Gulch, followed by the Salida Granite Company in 1904 just below the Benson Quarry, Salida Barre Granite Company, and the Stratton Gold and Copper Mining Company. Wealthy individuals followed with their own claims, including J.A. Binns of Manoa Springs, a Dr. Phillips from Turret, and James Davis of Salida.

The finishing plant of the Salida Granite Company was located at the northeast corner of 5th and I Streets in Salida. It was noted in early newspapers that theirs was “superior to any which was being shipped from the East.” It was also noted that the plant in town handled six tons of granite each day and that the facility had the latest saws, cutting, finishing, polishing, and drilling machines. The Salida Granite Company generated \$3,000 per month, and much of the granite was quickly put through the gang saws then shipped on the railroad to Colorado Springs and Denver for finishing. The property was eventually sold and became a lumber yard (Hylton Lumber Company).

Granite from the area was award-winning on the national level and was used throughout the country for monuments and headstones, including for the monument to Chief Ouray and Chipeta near Montrose; Mormon Battalion Monument on the lawn of the State Capitol Building in Salt Lake City, Utah; and a memorial to Governor Steunenberg in Boise, Idaho. On a local level, a visit to the cemetery reveals memorials and a number of headstones made of granite from the surrounding mountains. These include the memorial to those who served and died in World Wars I and II, as well as the headstone of J.C. Benson, founder of Benson Quarry, who hand-selected the piece from which it was carved.

3.4.3.3 Automobiles and Tourism

During the early twentieth century, tourism became an increasingly important factor in

the economic health of both the D&RG and Salida, which turned into a major stopping point for tourists. When the influence of railroads and mining later declined in importance, tourism and recreation emerged as major factors. In 1881, E.R. Emerson had taken note of the area's plentiful supply of trout and game, the tourist potential of the local hot springs, and the spectacular scenery "grand and beautiful beyond the power of description." Completion of automobile roads during the twentieth century facilitated tourist access between Salida and other parts of the state and nation, drawing visitors.

When the horseless carriage arrived in Denver in the late 1890s, it quickly captured the imagination of several would-be entrepreneurs and customers. Out of countless failed small companies and associated operations, the automakers that are synonymous with the history and industrial development of our country emerged. The first all-automobile show in Colorado was held in Denver's Coliseum Hall in 1902, and it was reportedly the first such show held west of Chicago. There are numerous accounts of people ordering automobile kits and building their own to sell out of their liveries and bicycle shops.

Once it caught on, though, vehicle ownership in Colorado grew at a fast pace. Some speculate this was partially due to the scenic beauty of the state and tourists wanting to access areas that were easy to travel to from Denver. The estimated number of automobiles in the state in 1900 was 90; by 1910 the number of registered vehicles reached 5,220 in Denver alone.

The sparks created by the dream of automobile ownership were fanned into full-on flames in the early 1900s when individuals set out to cross the country by automobile and demonstrated its capabilities. One of the first, E.T. Fetch, drove from San Francisco to New York in 1903, passing through Colorado by way of Grand Junction, Glenwood Springs, Colorado Springs, and Denver. As a result of the growing automobile industry, dealerships, service stations, garages, and other associated businesses quickly appeared in commercial centers and along primary routes throughout the state.

Those who drove their automobiles outside of the established streets of cities quickly realized the difficulties of traveling through the state, and more uniquely to Colorado, the mountains. Small motor clubs were formed by auto-enthusiasts, and they soon grouped together to form larger organizations including the most well-known, the American Automobile Association (AAA). For the better part of a decade, AAA and local motor clubs lobbied for funding for better roads and infrastructure improvements. In 1916, the principal of federal aid to highways was initiated because of their efforts.

The roads throughout Colorado were rustic, with many following older wagon and stagecoach routes. Present-day U.S. 50, which travels along the south side of Salida, was one such route that connected with a stagecoach route in Cañon City to the mountains in the west. By 1880, a rough toll road was used to navigate over Monarch Pass and became part of the vision by Otto

Mears to create a “Rainbow Route” between Pueblo and Montrose to serve as a continuation of the old Santa Fe Trail. By 1916, Mears’ endeavors were successful, and the Colorado Highway Commission completed the immense task of constructing a mountain road over Monarch Pass in 1922 with the help of labor provided by returning servicemen from WWI. Less than 20 years later, the road would be abandoned for a new, more easily maneuverable route less than one mile to the southeast. Of the 34 mountain passes in Colorado’s highway system, Monarch Pass was one the most traveled, along with Berthoud, Cochetopa, La Veta, Rabbit Ears, Raton, Poncha, and Tennessee.

In 1926 the old stagecoach route south of Salida was designated US 50, a transcontinental route that extends from Ocean City, Maryland to Sacramento, California. This distinction was crucial for the federal funding it would receive and various re-routes, including the one in Salida in 1934. When the New Deal was enacted, Colorado’s roads were finally given the attention that motorists felt they deserved. From July 1936 to December 1939, Works Progress Administration (WPA) employees were responsible for building or improving 5,760 miles of highways and well over 1,000 bridges. As the roads improved in the more rural, natural, and formerly less-accessible areas of the state, auto-tourism began to grow and opened the area to new visitors. In 1937, AAA embarked on an initiative to field inspect restaurants and lodging along popular routes and added the information to their already successful guidebooks.

Like many mountain towns in Colorado, Salida focused on its position as a service and supply center for the surrounding agricultural community and as the heart of a region abundant with opportunities for tourism and recreation. Located near the junction of U.S. Highways 50 and 285, the city served as the principal provider of lodging, restaurants, and other services to the tourism and recreation industry. The rapids of the Arkansas River attracted growing numbers of rafters and kayakers after World War II. In 1949, Salida created a summer boat race as a means of increasing tourism. During the 1950s the railroad ran special trains from Denver that arrived in Salida by lunchtime and then turned around to follow the kayakers down the Arkansas Canyon.

3.4.3.4 WPA and Pre-World War II

In October 1929, the stock market crashed and set off a devastating chain reaction of events that would impact the entire country for a decade. At its lowest point, the Great Depression saw 15 million Americans unemployed and failure of nearly half of the country’s banks. For parts of Colorado and other Southern Plains states, the problem was compounded by extreme droughts that resulted in dust storms that sometimes lasted for days. The droughts, although directly related to land management practices, impacted agriculture at a time when the price of wheat and other such commodities had plummeted.

In response, President Franklin Roosevelt initiated a series of relief and recovery programs called the New Deal. These

programs were intended to provide meaningful work and income for the thousands of unemployed throughout the country due to the Great Depression. Among the many programs under the New Deal, the most well-known are the Civil Works Administration (CWA), WPA, Public Works Administration (PWA), and Civilian Conservation Corps (CCC). In April 1933, the *Fort Collins Coloradoan* published the article, “Likely Public Works Projects In State Given”, and gave a partial list of statewide improvements that had been prioritized by the Colorado trade recovery committee for submittal to the national committee for consideration once public works program for unemployment relief was made public in Washington, D.C.

The state requested \$35,000,000 to assist with construction of projects that included bridges, tunnels, highways, sewerage and sewage disposal, irrigation extensions, miscellaneous municipal work, schools, libraries, and institutional buildings. As exhibited by the state’s partial wish list, the programs left a tremendous impact on the landscape and communities of Colorado. At its peak, the WPA alone employed over 40,000 individuals throughout the state, and Salida benefitted directly from such projects. In 1937, the WPA constructed an aquatic building along US 50 to the southwest of downtown Salida, pools, and an underground hot water transmission line to pipe spring water from eight miles away. The public facility was completed in 1938 but is no longer extant, having been replaced with a more modern building in recent years. Two years later, Monarch Mountain was completed as a WPA project

and given to the city of Salida (and sold to private ownership in 1955), adding another tourist draw.

Just as Salida had benefited from railroad development in the nineteenth century, changes in D&RG operations affected the town during the 1920s and 1930s, slowing growth in the downtown area. The construction of the Moffat Tunnel in 1927 and the Dotsero Cutoff 150 miles north of Salida in 1934 created a direct mainline for the D&RG between Denver and Salt Lake City. Tourists were able to use their cars to climb Tenderfoot Hill after Homer Gatchell built a road up to the top using a shovel on rails in 1924. As families increasingly toured the state in their own automobiles, trains suffered attendant declines in passenger traffic. Passenger service between Gunnison and Montrose ceased in 1936, but the D&RGW attempted to save the service on the narrow-gauge line between Salida and Gunnison with a refurbished and upgraded “Shavano” train. Despite these efforts, travelers preferred their family cars, and the Shavano service ceased in 1940. The railroad also altered its facilities in Salida, demolishing a roundhouse and its original blacksmith shop. In 1941 the historic stone depot was demolished, as well as the once elegant Monte Cristo Hotel. In their place, a new streamlined Art Moderne style depot was built (later demolished in the 1980s).

For the first time in its history, Salida recorded a negative population change from 1930 to 1940. This trend reached its height when the 1950 census showed a decrease of 8.4 percent in the town’s population. With the advent of World War

II, many Salidans departed for military service around the country and abroad, which also resulted in local labor shortages. At the same time, the Salida railroad shops were operated at full capacity around the clock in order to maintain rolling stock. The city experienced wartime rationing, bond drives, and greater numbers of women entering the workforce. Construction in the downtown area virtually ceased as attention turned to the war effort.

3.4.3.5 Post-World War II

After the war, a series of decisions by the railroad, as well as continuing changes in American lifestyles impacted Salida.

Generally, American society became more affluent in post-war years. One impactful government program that accelerated upward mobility was the 1944 GI Bill of Rights, through which veterans could receive funding and assistance to attend college, purchase homes, and buy farms. However, it was the white male veterans who benefitted the most, leaving their Black, Hispanic, and female counterparts at an ever-increasing disadvantage.

A number of buildings were constructed from the late-1940s to the mid-1960s, generally on lots scattered throughout the city, but there are some areas with greater concentrations. The majority of homes along the south side of Poncha Blvd. within the Eddy Brothers Addition were built in the late 1950s and early 1960s. The properties are modest, single-family houses in typical Post-World War II building types, such as Minimal Traditional and Ranch Type.

In the same period, US 50 saw a development boom in the form of motels, restaurants, and support businesses for the increase in tourism. During the war years, Colorado’s tourism industry was its third-largest industry (after agricultural and manufacturing). Several large-scale Highway Department projects once more provided easier access to Colorado’s outdoor playground and led to an increase in tourism. This was also aided by the “Colorful Colorado” tourism campaign in the 1950s and 1960s, which continued to draw people to communities throughout the state. Today, several buildings constructed between 1950 and 1965 remain along US 50 in Salida.

The switch from steam engines to diesels beginning in the 1940s resulted in the need for fewer maintenance employees in the Salida engine shops. Trucks began hauling many of the products that had previously been carried by trains. Just as before the war, Americans preferred to travel by car. The railroad began abandoning sections of the lines important to Salida’s vitality as a railroad center in 1949. In 1955 the D&RG scrapped the narrow-gauge line from Poncha Junction to Gunnison over Marshall Pass, eliminating Salida’s transfer function. In 1967, the last passenger train passed through Salida, ending more than 80 years of passenger service. In 1971, the railroad dropped Salida as a division point for crew changes, the branch line to the Monarch quarry above Maysville was suspended in 1982, and the depot that had been erected in 1941 was demolished in 1985.

In 1984 the Salida Downtown Historic District was listed in the National Register of Historic Places. The downtown historic district increasingly attracted artists and small business owners toward the end of the century, and Salida was selected as one of the “Best Small Art Towns” in the United States. Recreational opportunities in the area, including skiing, hiking, biking, horseback riding, rock climbing, fishing, hunting, hot springs, rafting, and kayaking, continued to abound and lured new residents. Between 1990 and 2000 the city experienced its greatest population growth since its period of rapid expansion at the beginning of the twentieth century.

lifetime and long-time residents, families, retirees, second homeowners, working class, recreation enthusiasts, conservatives, liberals, and all age groups.

3.4.3.6 Salida in the 21st Century

The Salida Historic Preservation Commission was established in 2002, and design guidelines were adopted for Sackett’s Addition. The historic downtown continues to be a focal point and the heart of the community, with numerous events held throughout the year. The Planning Commission and City Council approved a number of subdivisions and planned developments in response to the population growth, and development continues to increase with new construction, additions to existing structures, and replacement of older buildings. The redevelopment of Riverside Park, SteamPlant Theater and Events Center, and creation of the Riverwalk and whitewater park offer improved amenities to residents and visitors on previously underutilized properties. Salida continues to be a year-round tourist destination, and the community is a mix of

3.5 Property Types

3.5.1 Commercial Buildings

The majority of Salida’s older commercial properties are located in downtown, within the boundaries of the National Register district. These properties were generally built within the period of significance, 1880-1930. Primarily constructed of brick, they are typically one-, two-, and three-story representations of Nineteenth Century Commercial and Early Twentieth Century Commercial styles. Historically, the buildings were primarily used for commerce and trade and included mercantiles, department stores, groceries, restaurants, newspapers, telephone companies, brothels, hardware stores, and hotels. The Manhattan Hotel (NR listed, 5CF.213) was built at 228 N. F St. in 1901 along the Arkansas River and represents the Early Twentieth Century Commercial style.

Completion of automobile roads during the twentieth century facilitated tourist access between Salida and other parts of the state and nation, drawing an influx of visitors. A more modern concentration of commercial properties began to spring up along the US 50 corridor. These services included auto courts, restaurants, gas stations, and specialty stores. The auto courts and motor lodges were first developed in the 1910s and ‘20s as the automobile became more common and affordable for the middle class. Far more modest than the town’s grand hotels, and more private than boarding houses, these accommodations were oriented around a single family traveling by automobile for short stints of sightseeing. The remaining auto tourism-related

resources along US 50 that are still extant were built following World War II, between 1950 and 1965.

These include the commercial properties with varying degrees of integrity at 645 E. Highway 50 (built 1950), 1220 E. Highway 50/Rainbow Blvd. (built 1958), 640 E. Highway 50 (built 1962), and 210 W. Highway 50 (built 1963). Some more intact examples of the auto courts include the Salida Inn & Monarch Suites at 7310 W. Highway 50 (built 1958), American Inn Classic at 7545 W. Highway 50 (built 1962), and the Silver Ridge Lodge at 545 W. Highway 50 (built 1965).



Photo 46: Manhattan Hotel (Source: NR Nomination)

3.5.2 Residential

Salida’s residential properties represent a broad category that covers a variety of time periods, building types, and architectural styles. Such resources are scattered throughout Salida and consist primarily of single-family homes, along with some duplexes and apartment buildings. The majority of older properties are located near or adjacent to downtown in Haskell’s Addition, platted in 1881, and Sackett’s Addition, which was platted three years later.

In keeping with trends across the country, early styles and types from the 1880s-1900 were primarily Italianate (506 G St.), Queen Anne, Edwardian, and Second Empire (Hughes House at 237 D St., 5CF.2235). New styles and types became popular from 1900-1940 and included the Terrace Type (Parlin Terrace at 120-22 C St., 5CF.2216), Dutch Colonial Revival, Prairie Style (Cochems House at 408 F St., 5CF.2042), and Craftsman (414 E. Second St., 5CF.2297).



Photo 48: Italianate Style residence, 506 G Street.

Later periods of development occurred farther from downtown and the historic



Photo 47: Second Empire style house at 237 D Street (Source: Chaffee County Assessor).

core or within previously undeveloped pockets of older plats, such as in the Eddy Brothers Addition. Other Post-WWII buildings were infill construction on lots scattered throughout the city. Representative styles include the Ranch Type, such as the houses at 549 Poncha Blvd. (built 1954) and 407 Grant St. (built 1965), as well as Minimal Traditional as seen at 948 G St. Scattered resources dating from 1948 to 1962 that resemble small log cabins possibly built from kit homes or by the same contractor were also identified throughout the city, such as the property at 1031 G. St.



Photo 49: Prairie style house at 408 F Street (Source: Chaffee County Assessor)



Photo 51: Minimal Traditional type house at 948 G Street (Source: Chaffee County Assessor)



Photo 50: Ranch type residence at 407 Grant Street (Source: Chaffee County Assessor)



3.5.3 Civic/Community Buildings

As was common in historic downtowns, the greatest concentration of civic and social resources were located near the commercial core. Salida had a number of early social organizations that were common at the time, and many constructed their own buildings to host their members and hold events. In downtown Salida, the Odd Fellows, Elks, Knights of Pythias, and Boy Scouts all maintained a presence in their respective buildings/halls. The D&RGW Railroad Hospital at 448 E. 1st St. (Local Landmark) was completed in 1885 in the Italian Renaissance style. The stately building is located on the west side of the Arkansas River and within close proximity to former railroad operations.



Photo 53: Italian Renaissance style Denver & Rio Grande Hospital at 448 E. 1st Street (Source: Salida Archive)

With the majority of downtown lots developed by the early 1900s, civic buildings were still constructed close to the central business core. In 1907-1909, the Classical Revival Salida Carnegie Library was built in the Sackett’s Addition at 405 E St. (SR, 5CF.346). The Colonial Revival post office was constructed in 1935 at 203 E St. (potentially NR eligible, 5CF.1579). One significant exception was the decision to locate the new Chaffee County Courthouse across the railroad tracks and elevated on the mesa in the Eddy Bros. Addition. In 1932, the Art Deco building (SR, 5CF.850) was constructed at 104 Crestone Ave. overlooking the downtown and most of Salida’s residences. Also removed from the older town plats but within a residential area, the American Legion building at 235 W. 10th St. was built in 1935 and serves as an example of the Rustic style.



Photo 54: Rustic style American Legion Building at 235 W. 10th Street

3.5.4 Religious

The downtown area was not only the commercial, social, and civic center of Salida, it was also the gathering place for many religions and their congregations. Several excellent examples of religious properties are located within a four-block radius of the Sackett’s Addition, and they represent different architectural styles from the 1880s through the 1920s. In 1885, the Late Victorian style Church of the Ascension was built at 349 E St. (SR, 5CF.344). A Gothic Revival structure, the Methodist Episcopal Church was built in 1899 at 228 E. 4th St. (SR, 5CF.505). In 1909, the Late 19th and Early 20th Century Revival St. Joseph Catholic Church was built at 320 E. 5th St. In 1920, the First Christian Church (5CF.2156) was built at 306 E. 4th St. and also represents Late 19th and Early 20th Century Revivals.



Photo 55: Methodist Episcopal Church (left) and First Christian Church (right) at the corners of E. 4th and D Streets (Source: Salida Archive).

3.5.5 Manufacturing/Industry

Historically, the D&RG operations were located along the northeast bank of the Arkansas River with some associated buildings extending across the river and into downtown., However, all of the railroad’s

associated properties were systematically removed over time, including the roundhouse, depot, machine shops, and even the rails and ties themselves.

Given the proximity of the railroad and its operations to downtown, the few manufacturing and industrial operations in Salida that relied on the D&RG were located nearby. At one point, the Salida Electric Light Station (SR, 5CF.291), Salida Bottling Company (Contributing to NR district, 5CF.406.71), and Stivers Automatic Cover Manufacturing Co. (5DV.292) were located in downtown. Each of the buildings were constructed of brick in varying forms that represented their unique needs. The former site of the finishing operations for the Salida Granite Company (348 H St.) is also one of the few extant properties that represents this period of Salida’s history and, until recently, operated as a lumber yard.



Photo 56: Former location of the Salida Granite Company at 348 H Street (Source: Salida Archive).

3.5.6 Transportation

Although Salida has a unique geographical spot with topography that discourages development in some of the surrounding areas, it has been connected for over a

century to the greater region by two significant transportation resources that remain intact and viable. US 50 travels along the south boundary of town and is a National Register eligible resource with local and state significance under the areas of Cultural (associated with a significant event) and Engineering (prominent project of the Colorado Highway Department, associated with a significant event, associated with federal work relief programs, associated with engineering achievement). The highway’s period of significance is from 1890 to 1945 and includes the Automobile Age and Depression/WWII.

Traveling northwest/southeast on the north side of the city and becoming 1st Street within Salida, State Highway 291 possesses local significance under Engineering as a farm-to-market road and an early and/or prominent project of the Colorado Highway Department. The period of significance for the resource is 1890-1930 and captures the Automobile Age.

Another significant and unique resource within Salida is the F Street Bridge. The reinforced concrete arch bridge was built in 1906 and carries F Street from downtown over the Arkansas River (NR listed, 5CF.406.75). With the only land along the northeast bank of the river feasible for development historically occupied by the railroad and its many resources, there was no reason to have multiple crossings and bridges.



Photo 57: F Street Bridge (Source NR Nomination).

3.5.7 Parks and Recreation

Salida has been a recreation hub for more than a century, and its passion for the outdoors is obvious in the parks and recreation spaces. Alpine Park is one of the oldest parks in the community. Located adjacent to downtown and part of the original 1880 town plat, it occupies an entire block and is associated with the early development of Salida. The open grassy area also holds a basketball court, picnic tables, playground, and numerous mature trees. It is surrounded by some of the oldest and most intact residential and civic properties in the city. Riverside Park is also an older addition to the community and was originally known as Sackett Park. The property was associated with George Sackett’s 1884 plat for Sackett’s Addition and occupied the width of two city blocks along the riverbank east of F St. Today, the park has open space, picnic tables, a bandshell, and trees.

architectural style and periods of construction due to the history of development within the addition. The park has open space and mature trees. Also located within the Eddy Bros. Addition is the Salida Golf Club. The nine-hole golf course was developed in the early 1920s on approximately 78 acres of vacant land within the addition. The property also has a 1925 clubhouse built of logs that serves as another example of the Rustic style (404 Grant St.) and remains in use.

In 1937, the WPA constructed an aquatic building, pools, and an underground hot water transmission line to pipe spring water from eight miles away. The public facility was completed in 1938. Known today as the Hot Springs Aquatic Center, located at 410 W. Rainbow Blvd. (US 50), it boasts one of the largest indoor hot springs pools in the country.

3.5.8 School/Educational Facilities

Few early buildings associated with Salida’s school system and educational history remain. The most significant is the Edgar Kesner Memorial Building/Salida Junior-Senior High School (SR listed, 5CF.1507) at E. 9th and C Streets. The brick building was designed by Colorado-based architects Cooper & Desjardins. It was constructed in the early 1920s and is representative of the Italian Renaissance style, with key features being the tile roof and projecting central pavilion.

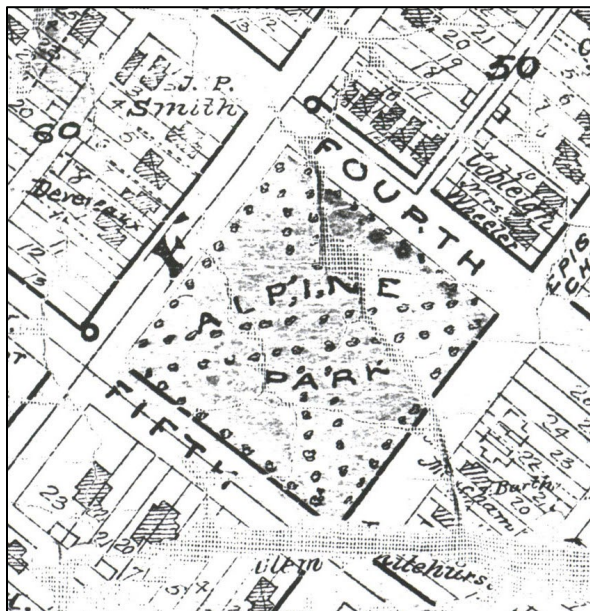


Photo 58: 1894 plat map showing Alpine Park (Source: Salida Archive).

3.6 Preservation Goals and Objectives

Like many of Colorado’s mountain towns, Salida has experienced rapid growth in recent years as the state attracts new residents from beyond its borders. With growth comes new challenges and a responsibility to preserve the character and unique personality that makes Salida the charming place it is. Fortunately, the city has taken a proactive approach in recent years and has embarked on several key planning projects to help manage the town’s projected growth in a collaborative way with the residents of the community.

In 2013, the Salida Comprehensive Plan was officially adopted by City Council. The plan is a strategic tool for providing direction for new development and investment decisions in the community. This will help guide future land use decisions affecting growth, transportation and public services, and preservation of open space and cultural resources.

The 2013 Comprehensive Plan builds upon the previous version created in 2000. The plan identifies areas of rural residential expansion to the north and south of town. Future nodes of economic activity have been identified at the intersection of US 50 and Oak Street on the south end of town as well as along SH 291/E. 1st Street to the north. These areas are expected to see the greatest change over time and properties along both the SH 291/E. 1st Street and US 50 corridors are subject to the greatest change.

In 2018, the City of Salida conducted a community survey to identify additional goals and objectives for future land use decisions. This survey solicited feedback on desires for future land use, economic development goals, cultural interests, and community program investments.

Affordable housing and the preservation of the small-town character were identified as two of the most important issues that face Salida in the coming years. Future historic survey projects will help foster a greater appreciation of the wealth of historic resources still represented in the community and will help make future planning decisions that help preserve these unique attributes that make Salida one of a kind.

In 2019, the Future 50 Planning Study was developed by the city in collaboration with Community Builders, the Community Leadership Committee, the Highway 50 business owners, and residents of the community. The corridor was identified as the area subject to the greatest developmental pressures into the future and the location of town most adaptable to change. Utilizing these planning studies, the historic survey plan can gauge where preservation efforts may be potentially needed in coming years and helps design the recommendations section of this report.

4.0 RECOMMENDATIONS

Historic resource surveys were first conducted in Salida following the national Bicentennial celebration in 1976. This led to more comprehensive survey work throughout the community in ensuing years which highlighted the special architectural and cultural aspects of Salida. Future survey work should continue to highlight the unique attributes of town both for the knowledge and appreciation that this work brings, but also to provide guidance for future land use and redevelopment decisions. The following recommendations identify the neighborhoods and areas of town that have not been surveyed and evaluated for historic significance and that help portray the unique story of the development of the community. Recommendations were prioritized into three separate phases based on the level of perceived significance and integrity of each area.

High priority areas focus on areas of town with the highest density of buildings retaining good physical integrity, followed by other select individual property surveys where development pressure is anticipated to be highest.

Medium priority areas look at areas with buildings that have retained their overall form but have some physical alterations such as changes to front porches, doors, and/or windows and minor additions. Door and window opening alterations on medium priority surveys retain scale and placement of original fenestrations.

It should be noted that these are only recommendations for prioritizing survey projects and the execution of individual projects may change according to available funding and the circumstances present at the time of the actual survey.

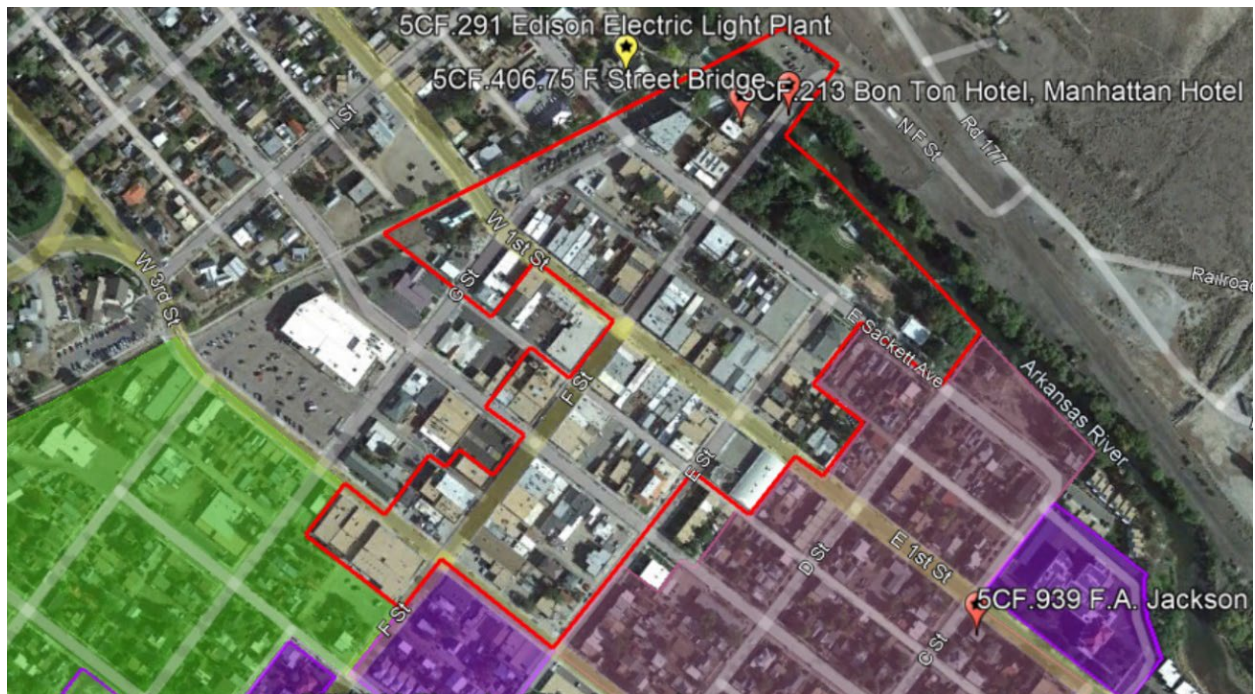
4.1 Phase 1: High Priority Survey Work

4.1.1 Downtown National Register Historic District Reconnaissance Survey

The National Register District was originally nominated in 1984 following earlier surveys that identified unique architectural and historical assets in the community. In 2001, Front Range Associates conducted a comprehensive intensive-level survey of all properties within the district. The 2001

survey recorded properties within the National Register Historic District on OAHF Form 1403, which catalogues extensive details of each property. Due to concerns regarding changes to buildings in the district since the 2001 survey, a reconnaissance survey of the district would provide an update to these properties. This survey would provide the status on current building condition and provide a benchmark on how local preservation efforts, including the design guidelines (2011) and local preservation ordinance, have been working over the past 20 years.

Downtown National Register District Reconnaissance Survey Location Map



Properties Before/After:



Photo 59: 207 F Street (October 2021)

The Downtown district survey contains approximately 136 buildings. Since an intensive-level survey was already conducted for these properties, a reconnaissance survey would be most appropriate and would provide updated information on the condition and changes of each property in a cost-effective matter.

An estimated cost for this type of intensive-level survey would range between approximately \$25,000-\$30,000.



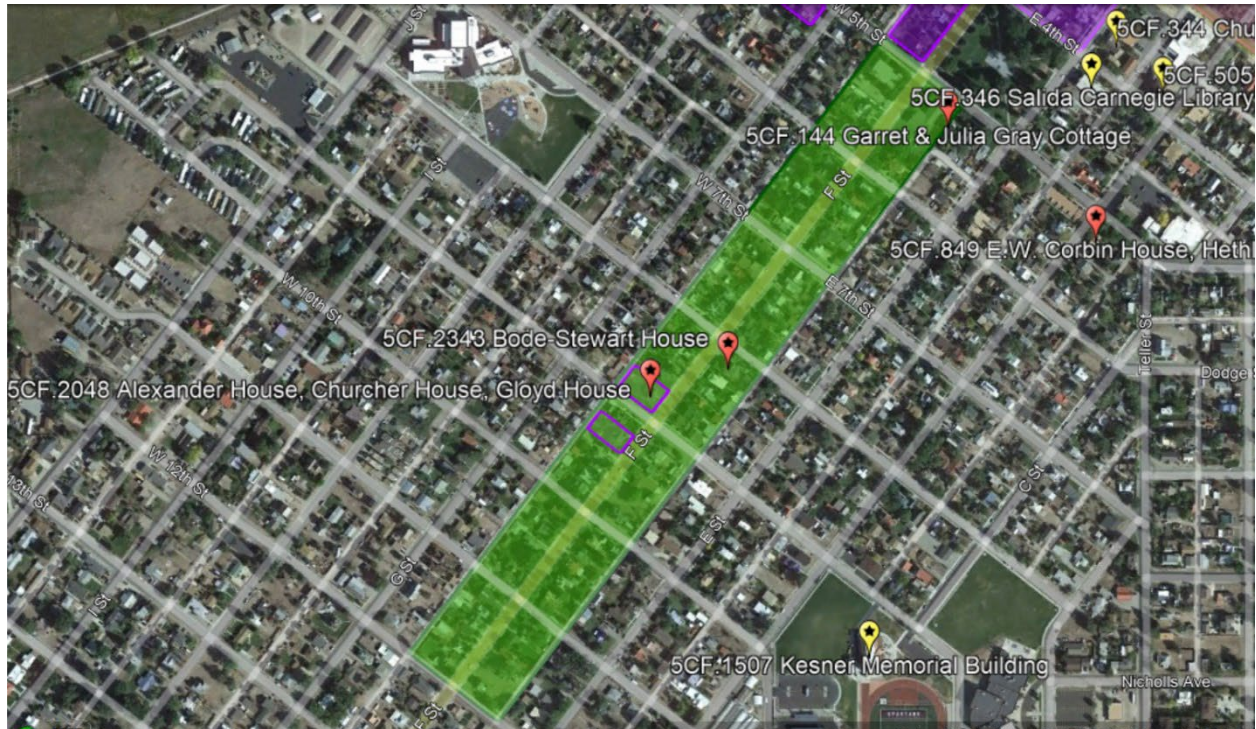
Photo 60: 207 F Street (2001 Downtown Survey)

4.1.2 F Street Southwest Intensive-Level Survey

The F Street corridor southwest of the downtown historic district, from 5th to 12th Streets contains several residential buildings from Salida’s early development (1880-1910) that retain excellent integrity. Select

buildings have been surveyed in the past and some nominated to the NRHP. However, the vast majority have not been surveyed. The F Street corridor survey provides a unique opportunity to obtain valuable information on one of Salida’s high integrity corridors connecting US 50 to downtown.

F Street Southwest Location Map



Key properties include:



Photo 61: 700 Block F Street looking north

The F Street Southwest corridor contains approximately 70 buildings. Due to presence of intact buildings and potential historic resources along this portion of F Street that have not been surveyed, an intensive-level survey of all properties along this portion of the corridor would have the greatest benefit to the community.

An estimated cost for this type of intensive-level survey would range between approximately \$72,000-\$80,000.



Photo 62: 831 F Street



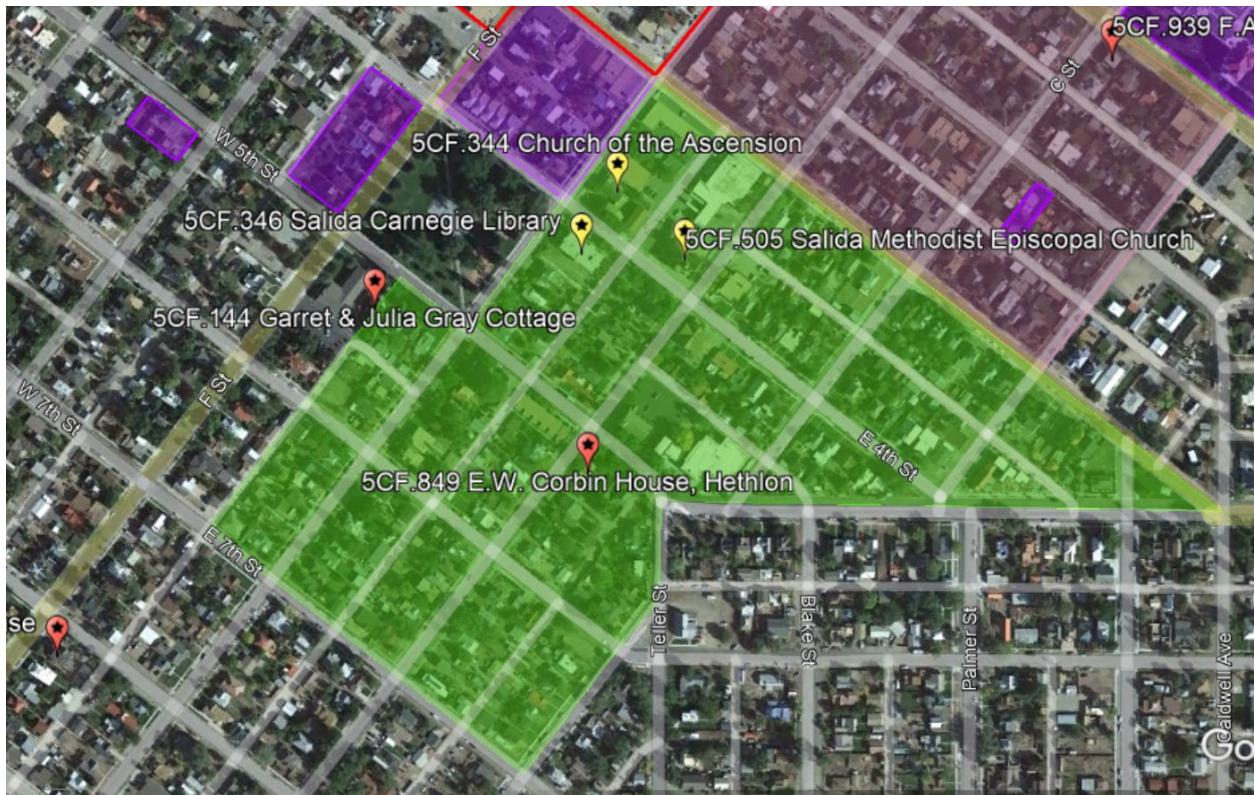
Photo 63: 802 F Street

4.1.3 Sackett's Addition Southeast Intensive-Level Survey

This survey area would be the next natural extension of the 2006-07 intensive-level surveys, which recorded a block of residences to the southeast of the historic

district. Further, this area was also identified as a high-priority area of survey in the 2001 reconnaissance survey. The Sackett's Addition SE survey area is bound by E. 3rd Street to the north, E. 7th Street to the south, E street to the west and Park Avenue/Teller Street to the east.

Sackett's Addition Southeast Location Map



Key properties include:



Photo 64: 619 E Street

The Sackett’s Addition Southeast corridor contains approximately 75 buildings. Due to the high presence of intact buildings and potential historic resources, an intensive-level survey of all 75 properties would be most appropriate.

An estimated cost for this type of intensive-level survey would range between approximately \$75,000-\$90,000.



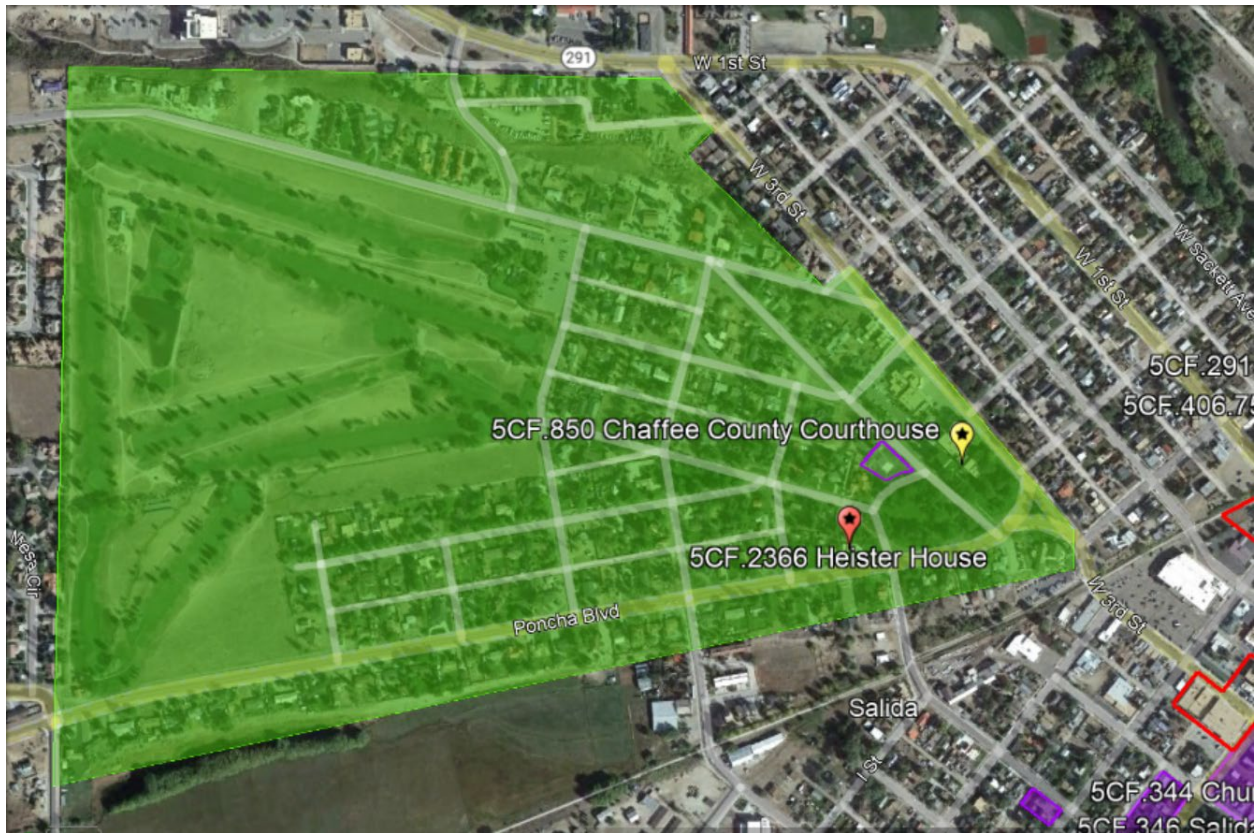
Photo 65: 411 E. 4th Street

4.1.4 Eddy Brothers Addition Post-World War II Reconnaissance & Intensive-Level Survey

While pre-World War II (WWII) and early twentieth century residences are found scattered throughout the Eddy Brothers Addition, this survey would look at the larger overall development of the 200-acre Eddy Brothers Addition after WWII. This area has seen little survey work in the past and most prior historic survey projects evaluated individual properties as opposed to looking at the larger development and expansion of the area for residential use.

Salida's best examples of the Ranch-type single-family residence are found here. Survey and evaluation of this area would help develop a better understanding of the city's transition from railroad to tourism center following WWII.

Eddy Brothers Addition Location Map



Key properties include:



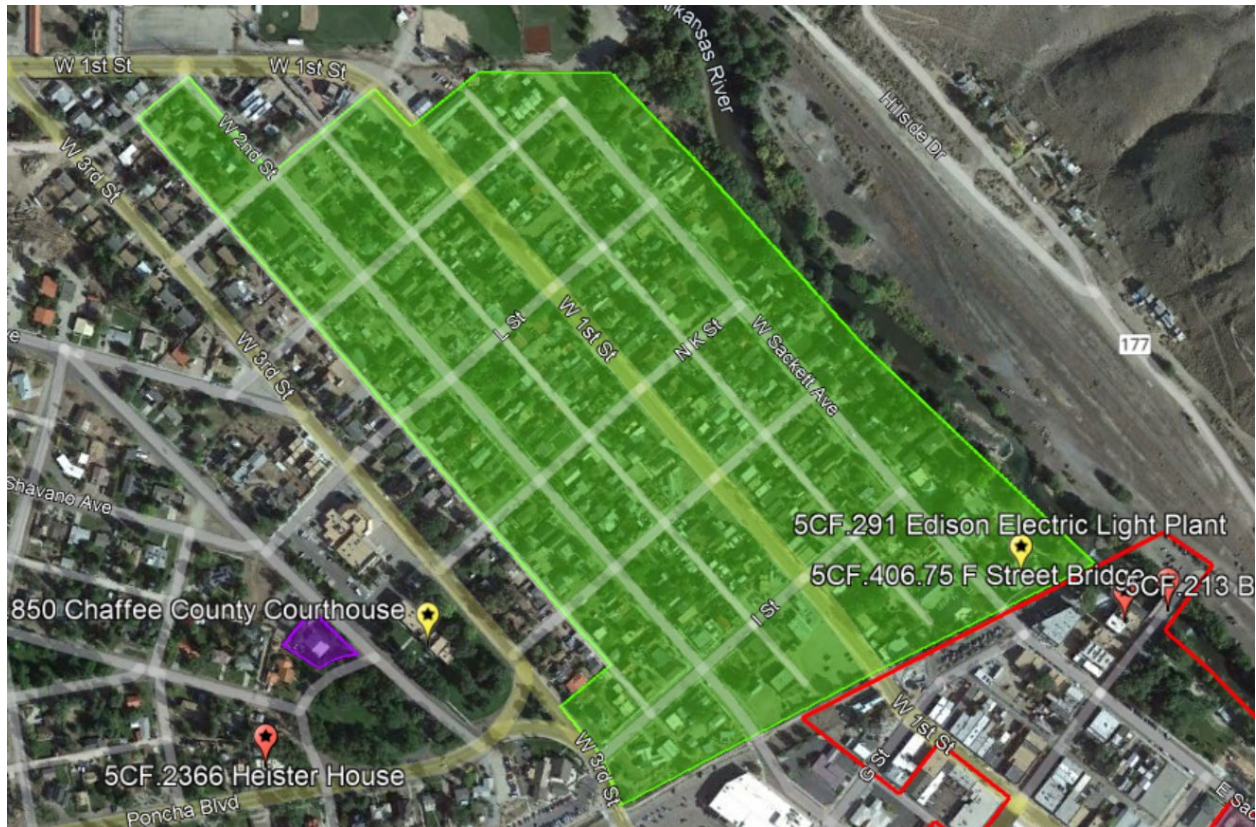
The post-WWII Eddy Brothers Addition survey contains approximately 90 properties with buildings constructed after 1945. Since little prior survey work has been conducted on post-WWII resources, this project would focus primarily on a reconnaissance survey with select properties (~12) being evaluated at the intensive level. The project would also conduct research on the development of post-WWII residences in the Eddy Brothers Addition on the north end of town. An estimated cost of this type of mixed survey would range between approximately \$30,000-\$40,000.

4.1.5 West 1st Street/Sackett Avenue Reconnaissance Level Survey

This area located directly northwest of the downtown historic district is dominated by one-story working-class homes from Salida’s early period. This area of town has potential for understanding more about Salida’s working class population, including a

potential Italian ethnic enclave as well as other potential minority groups. A reconnaissance survey would be appropriate due to the size of the survey area (approx. 200 buildings), as well as the fact that the buildings here have diminished integrity and lack adequate context to necessitate intensive-level surveying.

West 1st Street/Sackett Avenue Survey Project Location Map



Key properties include:



The West 1st Street/Sackett Avenue survey contains approximately 200 buildings. A good approach would be to conduct a reconnaissance survey of all 200 buildings.

An estimated cost for this type of intensive-level survey would range between approximately \$30,000-\$40,000.

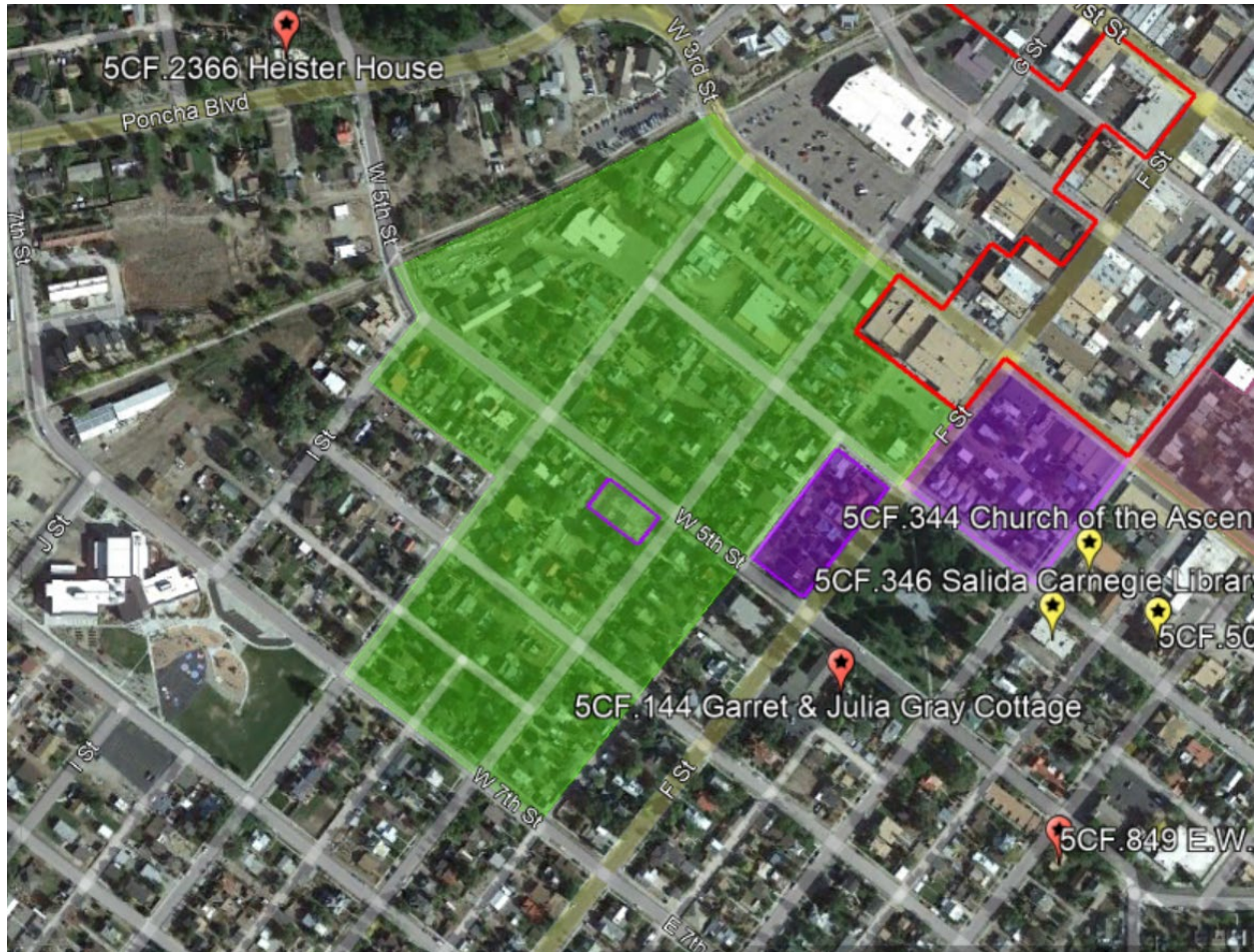


4.1.6 Sackett's Addition Southwest Mixed Survey

This survey area is located directly southwest of the downtown historic district and is defined by W. 3rd Street to the north, W. 7th Street to the south, the Monarch

Spur Trail/H Street to the west and G Street to the east. This area was identified as a high-priority area of survey in the 2001 reconnaissance survey and retains a significant proportion of high-integrity properties from Salida's early period.

Sackett's Addition Southwest Survey Project Location Map



Key Properties include:



The Sackett’s Addition Southwest survey contains approximately 80 buildings with generally high physical integrity. Several buildings were identified as having alterations or diminished physical integrity and as a result, a mixed intensive-level and reconnaissance survey would be most appropriate for this project area.

A good approach to conducting a mixed survey would be to conduct a reconnaissance level survey of 75% of the properties (~60 properties), while 25% of the properties (~20 properties) could be intensively surveyed. The estimated cost of this type of mixed survey could be achieved for approximately \$35,000-\$45,000.

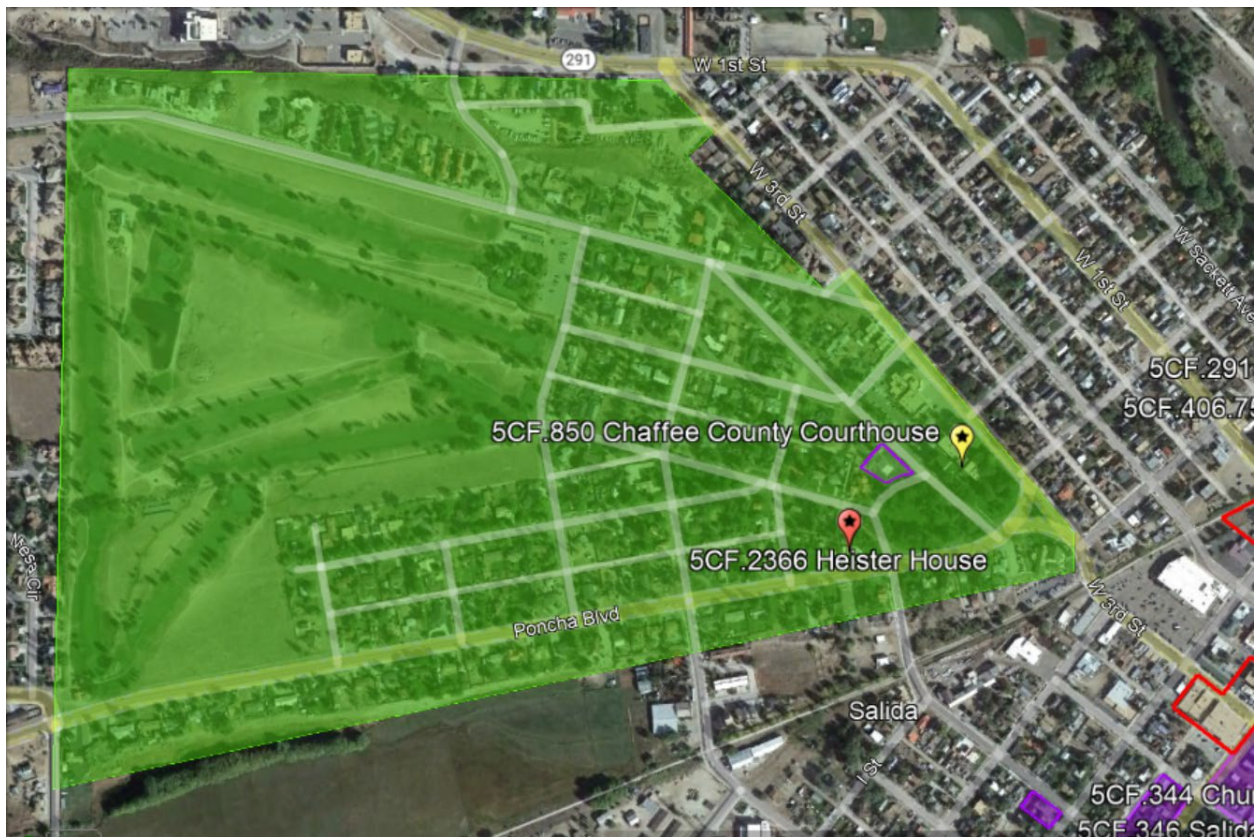
4.2 Phase 2: Medium Priority Survey Work

4.2.1 Eddy Brother's Addition Pre-World War I Intensive-Level Survey

While dominated by post-WWII residences, approximately 14 pre-WWI residences that

have not been previously surveyed as part of prior survey projects. These properties date to Salida's early period and represent an important area of town that has had little prior evaluation, the Town of Salida-On-Mesa, which was located north of the downtown area. These properties retain good to excellent physical integrity.

Eddy Brothers Addition Location Map



Key properties include:



Potential historic resources built before World War I in the Eddy Brothers Addition account for approximately 15 buildings. Due to the high level of physical integrity associated with many of these properties and the small overall number of unsurveyed properties from this time period, a good approach would be to conduct intensive-level surveys of all 15 properties.

The estimated cost of this type of mixed survey could be achieved for approximately \$22,000-\$30,000.

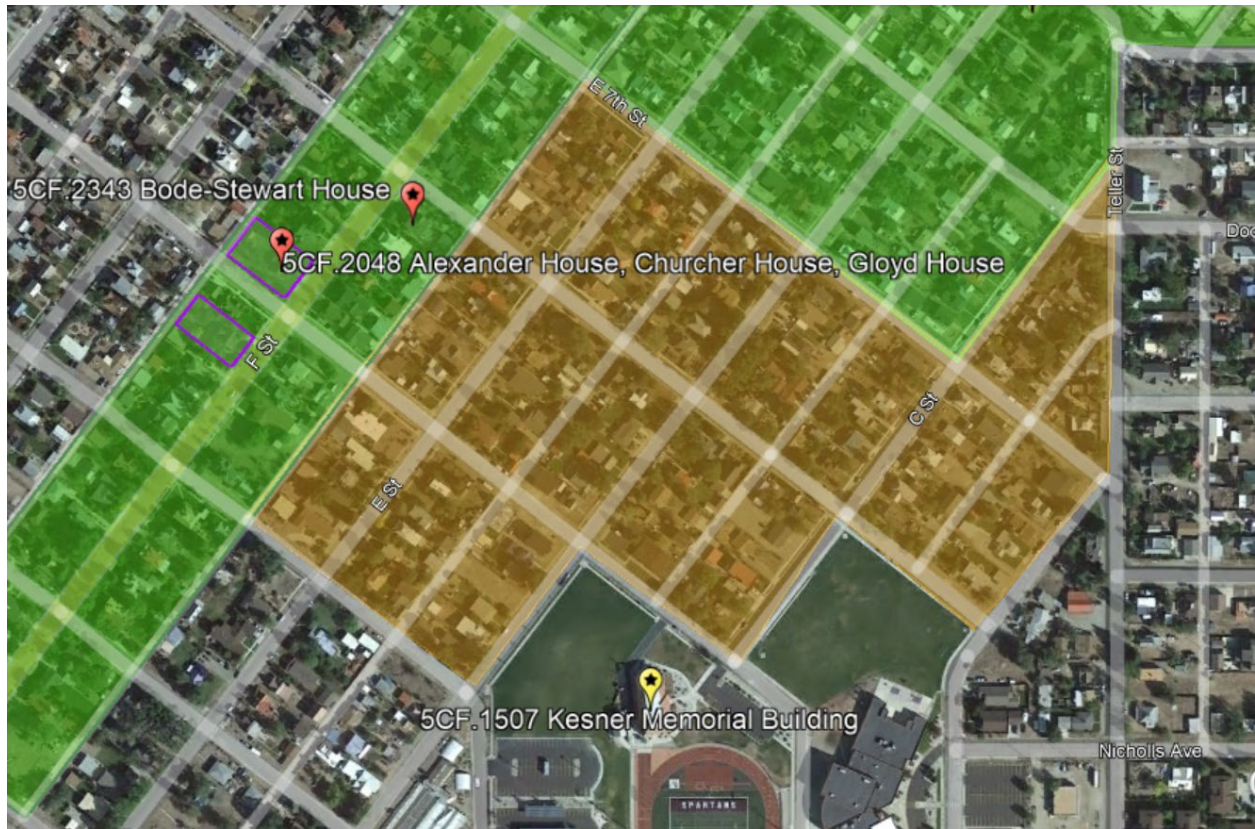


4.2.2 Haskell's Addition Southeast Mixed Survey

This survey is defined by the area between 7th and 10th Avenues and from the alleyway behind residences fronting F Street to the eastern border at Salida High School and B

Street. The area contains a mix of high and medium integrity residences, none of which have been previously surveyed. This area would be a natural extension to the Sackett's Addition SE Intensive Survey but would be second priority due to lesser physical integrity.

Haskell's Addition Southeast Location Map



Key properties:



Resources in the Haskell's Addition Southeast include approximately 95 buildings. A good approach to conducting a mixed reconnaissance and intensive survey would be to conduct a reconnaissance level survey of 75% of the properties (~70 properties), while 25% of the properties (~25 properties) could be intensively surveyed.

The estimated cost of this type of mixed survey could be achieved for approximately \$40,000-\$55,000.



Key properties include:



Resources from the period between World War I and World War II (1945) include approximately 10 buildings.

Due to the high level of physical integrity associated with many of these properties and the small overall number of unsurveyed properties from this time period, a good approach would be to conduct intensive-level surveys of all 10 properties.

The estimated cost of this type of survey could be achieved for approximately \$15,000-\$20,000.

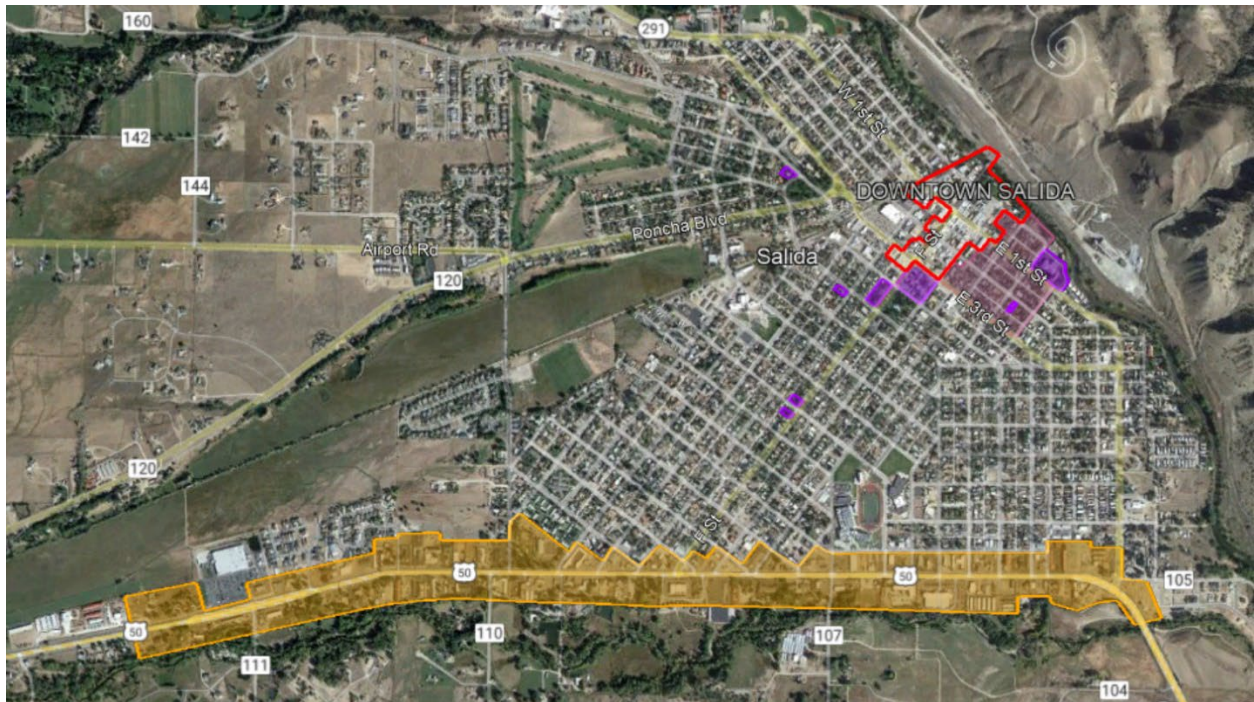


4.2.4 U.S. Highway 50 Corridor Reconnaissance Survey

US 50 has played a significant role in the development and expansion of the Salida community, especially following WWII. A reconnaissance survey of the corridor would help identify the types of resources present and the physical integrity of those

resources. This type of survey would also provide an opportunity to research and expand the existing historic context to Salida’s post-railroad economy and the expansion and development of recreation and tourism-based businesses that developed during the latter part of the twentieth century.

U.S. Highway 50 Reconnaissance Survey Location Map



Key properties include:



U.S. Highway 50 resources include approximately 15 buildings. Since little is known about the breadth of development periods, building types, and architectural styles along the corridor, a reconnaissance survey would be the best approach toward developing a better understanding of the building stock in this area. Additionally, the reconnaissance survey should develop upon the post-WWII historic context previously developed by other projects from this period of time.

The estimated cost of a reconnaissance survey of historic resources associated with the U.S. Highway 50 corridor could be achieved for approximately \$12,000-\$20,000.

4.3 Phase 3: Low Priority Survey Work

Low priority survey projects were identified as those subdistricts in which intensive-level survey work has been previously conducted, few properties meeting the minimum age requirement for NRHP eligibility, or those neighborhoods which contain properties with low physical integrity as a result of building renovations, alterations or expansions.

4.3.1 Post-World War II Reconnaissance Survey

A post-WWII reconnaissance survey would provide an opportunity to expand the historic context and research database for post-WWII properties and potential resources throughout the community. Several areas, particularly along Oak Street between US 50 and the downtown historic district and other areas north of US 50 contain post-WWII resources, many of which have diminished integrity. However, little is known or has been evaluated from the post-WWII period in Salida.



A post-WWII reconnaissance survey of town would help identify potential enclaves of properties constructed after WWII. This may include a reconnaissance of approximately 200 properties throughout the community. Additionally, development or expansion of an historic context related to this development period should be included in this survey to gain a better understanding of how the town evolved from a railroad-oriented town to one with an economy based upon tourism.

The estimated cost of a reconnaissance survey of post-WWII resources associated with the U.S. Highway 50 corridor could be achieved for approximately \$35,000-\$50,000.



4.3.2 Salida's Post-World War II Rustic Kit Homes Intensive-Level Survey

One unique building style that was identified during the windshield survey includes a log cabin style kit home that was found scattered around town. These properties are similar to the Sears Nipigon model homes and may represent a building style offered by a local or regional builder.



The Post-WWII Rustic Kits survey would evaluate approximately 10 buildings throughout the city.

Due to the high level of physical integrity associated with many of these properties and the small overall number of unsurveyed properties from this time period, a good approach would be to conduct intensive-level surveys of all properties which is estimated to be approximately 10 total.

The estimated cost of this type of intensive-level survey could be achieved for approximately \$15,000-\$20,000.



4.3.3 Salida Recreational Resources Intensive-Level Survey

Several resources related to outdoor recreation found throughout Salida, including the Salida Golf Course, Alpine Park, and Riverfront Park. A survey of these resources would highlight the significance recreation has played in the quality of life of Salida residents from the community's inception in the 1880s.



A survey of Salida's recreational resources would evaluate approximately 10 properties throughout the City.

Since the number of surveys is relatively limited and most appear to retain excellent integrity, a good approach would be to conduct intensive-level surveys of all properties which is estimated to be approximately 10 total.

The estimated cost of this type of intensive-level survey could be achieved for approximately \$15,000-\$20,000.

4.4 Potential Funding Sources for Future Survey Work

This historic survey plan aims to shed light on past historic survey efforts that have been conducted throughout the City of Salida and combine the information into a single document that is easy to navigate to gain an understanding of the prior work that has been completed. The recommendations for future survey work provided here help to prioritize the City’s goals and objectives for future preservation planning and will guide survey projects in the future.

Potential funding sources may be available through History Colorado’s preservation grant funding programs, including the Certified Local Government (CLG) grant program which is administered once a year. CLG grant applications are accepted annually in mid-January and grants are awarded at the beginning of March. Another program that provides more substantial funding is History Colorado’s State Historic Fund program which accepts applications twice a year – once in April and again in October. Depending on the SHF grant requirements, some local match may be required from the city. CLG grants do not have a match requirement. Future project efforts should begin by contacting History Colorado staff to discuss potential funding opportunities.

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