

GREELEY 8TH AVENUE

Comprehensive Historic Resource Survey



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Cover

Top center photo: View of the Universal Motor Company / Garnsey and Wheeler Ford Agency Building, 1100 8th Avenue (5WL.7857), photo by Carl McWilliams, October 2015.

Bottom four photos, clockwise from upper left:

- 1) View of the Messer & Messer Building, 1024 8th Avenue (5WL.7856), circa late 1920s, photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums, accession no. C1_1970.22.263.
- 2) View of 8th Avenue looking north from near the south end of the 1100 block, circa 1940, photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums, accession no. AI-0207.
- 3) View of Texaco Service Station, probable location northwest corner of 8th Avenue and 16th Street, circa 1950, photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums, accession no. 2007.53.0023.
- 4) View of 8th Avenue looking north from near the middle of the 1100 block, 1929, photo courtesy of Bob Sanderson.

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Greeley 8th Avenue Survey Eligibility Map: (Located inside back cover, following page 51)

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1.0 INTRODUCTION

This report presents the results of comprehensive reconnaissance level surveys of 43 buildings and comprehensive intensive level surveys of 13 buildings located along a six block stretch of 8th Avenue in Greeley. Undertaken between September 2015 and May 2016, the project is part of the City of Greeley's ongoing effort to identify, preserve, and enhance historic neighborhoods and buildings which reflect the city's heritage. Previous residential neighborhood cultural resource surveys focused primarily on the Arlington, Cranford, and Sunrise neighborhoods. Previous commercial area survey work, meanwhile, focused on Greeley's downtown commercial core. This effort culminated in the "Downtown Greeley Historic District," listed in the Greeley Historic Register in 2002, and in the geographically smaller "Greeley Downtown" National Register Historic District, established in 2008.

This survey, of primarily commercial buildings along 8th Avenue between 10th and 16th Streets, was undertaken by the City as one aspect of an overall redevelopment plan for the neighborhood. Other aspects involve streetscape improvements such as new medians, landscaping, lighting, and public art, all designed to enhance the area's use as a pedestrian and vehicular corridor.

The project was funded, in part, by a History Colorado State Historical Fund (SHF) grant received by the City of Greeley. The SHF project # is 2015-M1-002. The project was completed by Cultural Resource Historians (CRH), of Fort Collins, Colorado, under contract to the City of Greeley.

Carl McWilliams, owner of CRH, served as the principal investigator. He completed the field survey and photography, archival research, and prepared the inventory forms and this report. Betsy Kellums, Historic Preservation Specialist with the City of Greeley, prepared the SHF grant application and managed the project on behalf of the City. Ms. Kellums also reviewed and edited the project deliverables, and consulted with Mr. McWilliams in evaluating the buildings' eligibility for listing in the National and State Registers and in the Greeley Historic Register. Jonathan Smail, a Geographic Information Specialist and intern with the City of Greeley, prepared the sketch maps for the inventory forms and the final overall survey map in this report. Staff with the Hazel E. Johnson Research Center at the Greeley History Museum facilitated the archival research.

The following sections describe the project area, provide a contextual history of the 8th Avenue corridor's historical development, and present the project's research design, methodology, and results. These sections are followed by a comprehensive survey log which lists each of the 56 buildings by its site number, address, historic name, and current name. The survey log also identifies which properties are evaluated as eligible for inclusion in the National and State Registers, and in the Greeley Historic Register. Forty-three "Colorado Cultural Resources Inventory Historical and Architectural Reconnaissance Forms" (OAH #1417), and thirteen "Colorado Cultural Resource Survey Architectural Inventory Forms (OAH #1403), annotated with photographs, sketch maps, and location maps, accompany this report.

2.0 THE PROJECT AREA

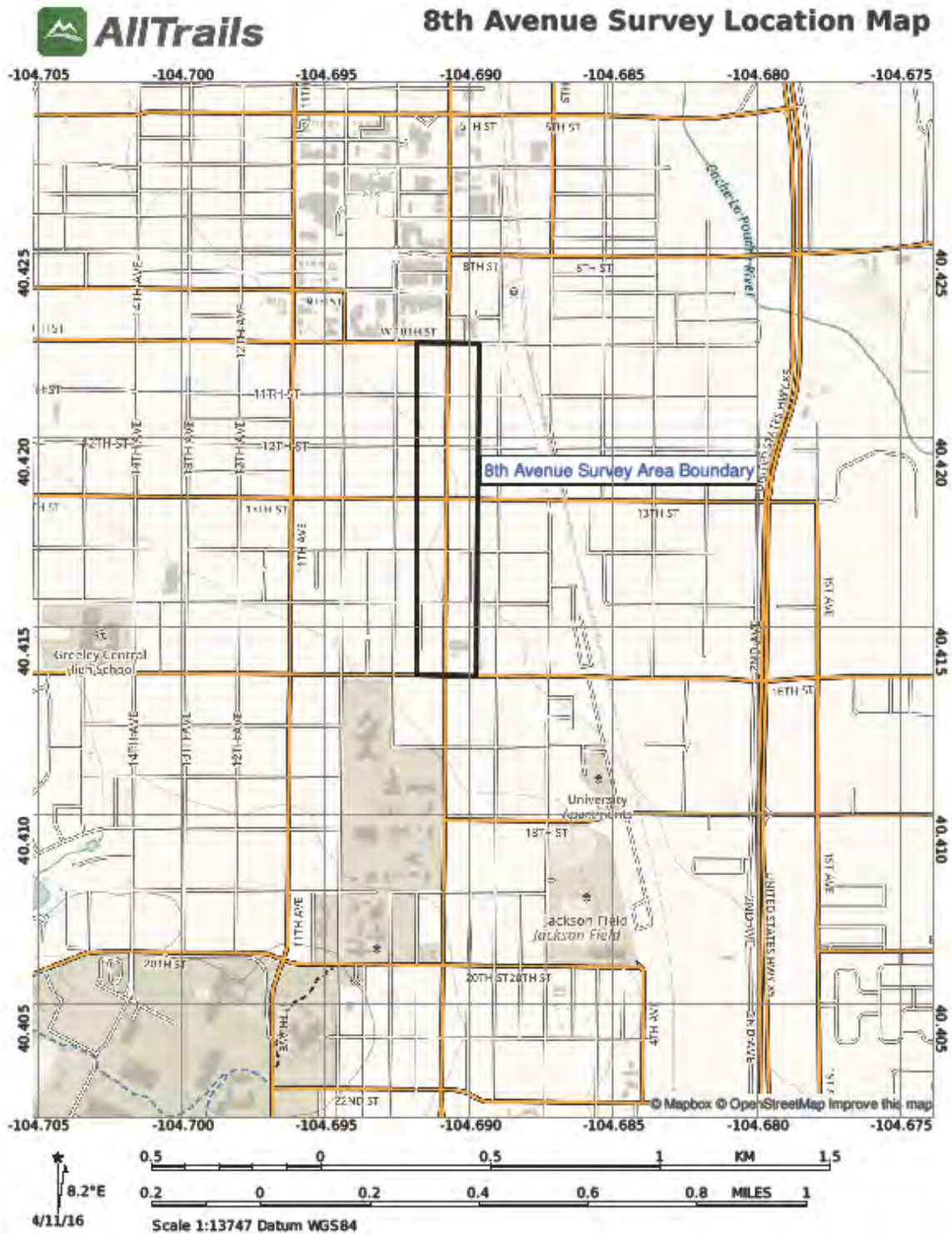
The City of Greeley is located in northeastern Colorado, in central Weld County, near the confluence of the South Platte River and its largest tributary the Cache la Poudre River. Denver, the state capital, is some 53 miles to the south. With a population of approximately 103,000 citizens, Greeley is the Weld County Seat. The city lies near the western end of the Great Plains at an elevation of 4658 feet above sea level. The rolling prairies of the Great Plains extend eastward, all the way to the Mississippi River, while the Front Range peaks of the Rocky Mountains are visible some fifty miles to the west.

Located just south of Greeley's downtown commercial core, the survey area extends for six blocks along both sides of 8th Avenue (U. S. Highway 85). Rectangular in shape, this

area encompasses a total of fifty-six buildings. Fifty buildings are located along either side of 8th Avenue, between 10th Street on the north and 16th Street on the south. The remaining six buildings front onto the cross streets (11th, 12th, 13th, and 14th Streets), however their property lines also border 8th Avenue.

Known historically as "Motor Row," the 8th Avenue corridor has a built environment consisting primarily of commercial buildings historically associated with automobile-related businesses.

Geographically, the survey area comprises approximately 38 acres, located within Section 5 and Section 8 of Township 5 North, Range 65 West of the 6th Principal Meridian.



Map adapted from Greeley, Colorado USGS Quadrangle Map, 1950, Photorevised 1980.

3.0 HISTORIC CONTEXT

Horace Greeley, Nathan Meeker, and the Founding of Union Colony

Founded in 1870 as the Union Colony of Colorado, the City of Greeley had its beginnings as a utopian agricultural community. Nathan Cook Meeker, the agricultural editor of the New York *Tribune*, is credited with the colony's conception, and was the driving force who made it a reality.¹ After an inspiring trip to Colorado Territory in the fall of 1869, Meeker returned to New York where he wrote an article proposing "A Western Colony."² Meeker's proposal was enthusiastically endorsed by the *Tribune's* esteemed editor and publisher, Horace Greeley, who published the article in several issues of the *Tribune* in December 1869.³

In what became known as "The Call," Meeker extolled the agricultural virtues to be found out west and proposed "...to unite with the proper persons in the establishment of a colony in Colorado Territory." Following the *Tribune's* extensive publicity, a public meeting was held at the Cooper Institute in New York City, on December 23, 1869. At this meeting, the Union Colony of Colorado

officially came into being. A constitution was drafted, and memberships priced at \$155.00 were offered for sale to "temperance men of good character." Meeker was elected president of the new venture, and Robert A. Cameron was elected vice-president. Greeley himself was selected as the Union Colony's treasurer, and was entrusted with the responsibility of managing the investors' money.⁴

Horace Greeley's enthusiastic support of the Union Colony was based in part on his own experience in the west. In the spring of 1859, Greeley had traveled to what was soon to become Colorado Territory to see first-hand the new mining towns established during the Pikes Peak gold rush. After returning to New York, Greeley was imbued with a sense of Manifest Destiny, and through the *Tribune* he extolled easterners to "go west."

Meeker's "call" to settle an agricultural community out west was met with an enthusiastic response. Following the organizational meeting at Cooper Institute, the Union Colony had inquiries from more than three thousand prospective settlers and investors. Within a few months, some seven hundred adventurous souls had each

¹ Meeker's concept for an agricultural colony in Colorado was influenced by the writings and ideas of the French socialist reformer Francois Marie Charles Fourier. Meeker and his wife Arvilla were members of the North American Phalanx, the organization which practiced Fourier's ideas in America. The Meekers had also participated in an ill-fated communal experiment at Trumbull County, Ohio during the mid-1840s. Meeker became the New York *Tribune's* agricultural editor in 1866. See "A Historic Background, Greeley, Colorado: Agricultural Mecca of the West," by Peggy Ford, on file at the City of Greeley Museums.

² James F. Willard, ed. "The Union Colony at Greeley, Colorado 1869-1871," University of Colorado Historical Collections Colony Series Volume 1, 1918, p. xx.

³ Horace Greeley was born at Amherst, New Hampshire on

February 3, 1811. He settled in New York City in 1831, where he became a prominent journalist. In succession, he served as editor of the *New Yorker*, the *Jeffersonian*, and the *Log Cabin*, before founding the New York *Tribune* in 1841. He remained the *Tribune's* editor and publisher until shortly before his death on November 29, 1872. A champion of progressive causes, Greeley became an influential national leader. His political career culminated in a loss to Ulysses S. Grant in the 1872 presidential election. Among other causes, Greeley used his position as editor and the power of the press to oppose slavery, and to promote the settlement of the West. He is perhaps best remembered for popularizing the phrase "Go West Young Man," which was reportedly first published in 1851 by John L. Soule of the *Terre Haute, Indiana Express*.

⁴ James F. Willard, ed. "The Union Colony at Greeley, Colorado 1869-1871," p. xx.

invested \$155.00, in return for which they were promised a lot in a town which did not yet exist, and a parcel of farmland, all in a location somewhere out west that had not yet been determined.⁵

The Colony's leaders, though, wasted little time before seeking potential locations. In February 1870, a locating committee headed by Meeker came west to obtain land. The committee viewed sites in a wide geographic area, including the South Park region of Colorado, as well as in Wyoming and Utah. Eventually in early April the group was persuaded that the most fertile agricultural land was to be found in the central South Platte Valley of Colorado.⁶

Accordingly, Meeker and the others chose a site near the South Platte River and its largest tributary, the Cache la Poudre River, some fifty miles north of Denver. The town of Greeley was established on April 21, 1870, and by the first of May the new community was home to 250 colonists. During this time, the Colony acquired some 60,000 acres of land, primarily from the Denver-Pacific Railway, but also from the federal government, as well as from early settlers.⁷ The Union Colony was subsequently incorporated under the laws of Colorado Territory on May 29, 1870.

By early autumn, Greeley was home to over 450 hardy new colonists. Among other endeavors, they had surveyed the land, laid out the nascent community's first streets, built seventy houses, constructed a school, set aside land for a cemetery, and perhaps most

importantly, they had dug the region's first irrigation ditch. Also in the fall of 1870, the new town was honored by a visit from its namesake and biggest promoter, Horace Greeley.⁸

Widely viewed as a successful enterprise, Union Colony gave impetus to other agricultural colonies in northeastern Colorado. After the Union Colony, Colorado's second most successful agricultural settlement was the Chicago-Colorado Colony, established at present-day Longmont in 1870-71. Other agricultural colonies were established at Fort Collins, Brush, Fort Morgan, Sterling, Evans, and Wellington. Greeley, though, quickly developed a reputation as the model agricultural community. By 1877, Greeley had supplanted Evans as the Weld County Seat, and by 1880 it had become the most populous community between Denver to the south, and Cheyenne in Wyoming Territory to the north.

The Denver Pacific Railway

The South Platte Valley was selected as the Union Colony's location, not only because of the region's excellent agricultural potential, but also because the site was strategically located along the Denver Pacific Railway route between Denver and Cheyenne.

Preceding the founding of Union Colony by less than a year, in May 1869, the nation's first transcontinental railroad was completed by the Union Pacific and Central Pacific. In the mid-1860s, citizens of Colorado Territory were

⁵ Peggy Ford. "Historic Background, Greeley Colorado: Agricultural Mecca of the West," p. 4.

⁶ William N. Byers, editor of the *Rocky Mountain News*, was instrumental in persuading Meeker to locate the Union Colony in northeast Colorado. See Carol Rein Schwayder, ed. *Weld County Old and New, Volume 1*

Chronology Weld County, Colorado 1836-1983 (Greeley: Unicorn Ventures, 1983), p. A34.

⁷ *Ibid.*

⁸ Carl Ubbelohde. *A Colorado History* (Boulder: Pruett Press Inc., 1965), p. 129.

optimistic that the transcontinental route would come through Denver, thereby heightening the region's economic growth and prosperity. But after surveying the mountain passes west of Denver, the U. P. engineers opted instead to build the line through southern Wyoming. The decision to avoid Colorado's mountainous terrain was undoubtedly wise, but it naturally did not sit well with local citizens. Ceding grudgingly that the U. P. would build through Wyoming, Colorado business leaders soon began efforts to build a line northward from Denver to link with the main U. P. line in Cheyenne. Led by ex-Governor John Evans and the Denver Board of Trade, the Denver Pacific Railway and Telegraph Company was formed, and a million-plus acre land grant was obtained for a railroad right-of-way between Denver and Cheyenne. Construction began in May 1868, and the line was quickly built northward. By 1880, the Denver Pacific line between Denver and Cheyenne had become part of the Union Pacific's network of railroads.⁹

In the following years, towns along the Denver Pacific route were established at Hughes (now Brighton), Evans, Greeley, Eaton, McAlester (now Ault), Pierce, Manard (now Nunn), and Carr. Among these and other communities, Greeley developed as the region's principal agricultural service center. From bringing the original colonists in 1870, to providing passenger service for decades, to freighting all manner of goods

and supplies, throughout Greeley's history, the railroad would play a key role in shaping the city's historical development.

Downtown Greeley, the State Normal School, and Early Residential Neighborhoods

With its economy based firmly in agriculture, Greeley evolved into the largest regional service center along the Denver Pacific line. The original town plat was signed by Nathan Meeker, President, and William C. Post, Secretary, of the Union Colony of Colorado, and was filed with the Weld County Clerk and Recorder's office on June 29, 1871.¹⁰ Streets (which ran east-west) and avenues (which ran north-south) were laid out in a grid pattern, and were evenly spaced so that each block measured 400 feet square. The streets and avenues were platted with 100-foot widths, while the alleys had 20-foot widths. The avenues were named for famous Americans, while the streets were named for types of trees, initially with the hope that each street could be planted with several of the trees for which it was named.¹¹

Greeley's commercial downtown began to take shape during the 1880s. Consisting of wood frame and brick commercial blocks, the downtown district was concentrated on 7th, 8th, and 9th Streets, between 7th Avenue and the Denver Pacific Railway tracks on the east, and 9th Avenue on the west. The heart of downtown was on 8th Street (formerly Main

⁹ Carl McWilliams. "Greeley Union Pacific Railroad Depot" National Register of Historic Places Registration Form, June 23, 1993.

¹⁰ "Map of the Town Greeley, Weld County, Colorado, June 29, 1871." On file at the Weld County Clerk and Recorder's office, Greeley, Colorado.

¹¹ *Ibid.* The avenues, from east-to-west, were named Beecher, Taylor, Harrison, Lincoln, Washington,

Jefferson, Madison, Monroe, Adams, Jackson, Grant, Sherman, and Scott. The streets, from north-to-south, were named Magnolia, Vine, Olive, Oak, Spruce, Maple, Main, Walnut, Pine, Chestnut, Linden, Cherry, and Plum. After Greeley was incorporated in 1885, the street and avenue names were discontinued and replaced with numbers. 8th Avenue was originally named Madison Avenue.

Street), in the block between 8th and 9th Avenues.

Along with commercial growth, the 1880s also saw the development of new residential neighborhoods, as Greeley evolved from a fledgling agricultural colony into a permanent city. Important milestones during the decade included the completion of Greeley's first county courthouse (1883), the opening of an electric light plant (1885), the city's incorporation (1885), the opening of a library (1886), and the establishment of the State Normal School (1889). After it was incorporated, in 1886 Greeley became a town of the second class with a mayor and town council form of government.¹²

The earliest residences were built within the original townsite, west and south of downtown. By the 1890s, however, newly-platted neighborhoods were under development south of the original townsite. Residential subdivisions platted in this area included Arlington Heights (also known as Freeman's) (1887), Cranford (1887), Boomer's (1889), West & Thayer's (1889), and Elmwood (1890).

Residential development, particularly in the Cranford and Arlington Heights neighborhoods and south of downtown, was profoundly influenced by construction of the State Normal School. Efforts to establish a training school for teachers in Greeley began in 1888 when A. B. Copeland proposed the

idea to school board president Albert E. Gipson. Together, they lobbied State Senator James W. McCreery to sponsor a bill for the school in the Colorado legislature. McCreery's bill was met with approval by his fellow legislators, and on April 1, 1889, Colorado Governor Job A. Cooper signed Senate Bill 104, establishing a State Normal School at Greeley.¹³ At about the same time, several citizens had formed the "Normal School Land Association," with the goal of acquiring "a site in or near the City of Greeley for the State Normal School."¹⁴ Then, in late April, the newly-formed State Normal School Board of Trustees met to select a site for the new school.¹⁵

On April 22, 1889, the trustees selected a forty acre parcel located due south of downtown. Portions of the land, which included eastern portions of the Cranford subdivision and the western part of Freeman's subdivision, were owned by three different parties – the Cranford family, an entity known as the English Company, and West and Thayer (who had platted West and Thayer's subdivision in January 1889) – all of whom were willing to donate land for the Normal School with the expectation that their remaining adjacent holdings would increase in value and become ripe for development.¹⁶ Residential growth then began to occur in the Cranford neighborhood to the west, and in the Arlington Heights area, to the east and southeast of the college's as yet

¹² Betsy Kellums. "Greeley Downtown" (Historic District) National Register of Historic Places Registration Form, November 9, 2007, p. 8-28. The "second class" designation was based on the town's population.

¹³ The law included the following proviso: "...provided, that a donation shall be made of a site for said State Normal School, consisting of forty acres of land, with a building erected thereon according to plans and specifications furnished by the State Board of Education, and to cost not less than twenty-five thousand dollars of which shall be

paid by the State as hereinafter provided." See Morris Pierce, "A Century of Campus Planning and Construction at the University of Northern Colorado," M. A. Thesis, University of Northern Colorado, June 1988, p. 7.

¹⁴ *Ibid.*

¹⁵ *Ibid.*, p. 9

¹⁶ *Ibid.*, pp. 24-27, 30.

undeveloped land. In the meantime, construction also began on the Administration Building, the first structure to be erected on the new State Normal School campus.

On June 13, 1889, a gala ceremony was held to mark the Administration Building's completion. The ceremony culminated in the laying of the cornerstone, a large block of gray granite engraved with Colorado's coat of arms, and the words "State Normal School a. d. 1890." The day's festivities also included a parade with marching bands, speeches by several dignitaries, and the placing of a copper time capsule box behind the cornerstone.¹⁷

When it opened its doors in the fall of 1890, the State Normal School had a staff of six teachers headed by Dr. Thomas J. Gray of St. Cloud, Minnesota. Gray, who had previously been in charge of the Minnesota State Normal School was hired at an annual salary of \$3000. Other members of the college's first faculty included: Dr. Gray's wife, Margaret Morris, an English and history teacher; Paul H. Haunus, a former principal of West High School in Denver, who was placed in charge of the college's education program; Mary D. Reid, a mathematics and geography teacher; and John R. Whiteman, who headed the choral music program. Whiteman, interestingly, was the uncle of Paul Whiteman the renowned jazz musician

¹⁷The Administration Building was designed by architect Robert S. Roeschlaub in 1889-90. J. A. Woodbury of Greeley was the contractor and builder. What became the center portion of the building was erected by J. L. Holland in 1892, and a west wing was completed in 1903. In August 1931, the building was renamed Cranford Hall in honor of John P. Cranford. The building was razed in 1972. See "First College Building Cornerstone Laid." (*Greeley Tribune* article located in clipping file at City of Greeley Museum Hazel E. Johnson Research Center.)

¹⁸ Robert W. Larson. *Shaping Educational Change: The First*

who gained fame as the "King of Jazz" during the 1910s and 1920s.¹⁸

Residential Growth in the 8th Avenue Corridor, 1880s – 1900

During the 1880s and 1890s, relatively few houses were built along 8th Avenue between downtown and the college. The 1886 Sanborn Insurance map depicts just two residences with property lines bordering 8th Avenue, in the two blocks between 10th Street on the north and 12th Street on the south. These were at 804 10th Street (at the southwest corner of 8th Avenue and 10th Street), and 728/730 10th Street (at the southeast corner of the same intersection). By 1891, only one other small dwelling had been erected, at 1010 8th Avenue.

No houses were erected in the corridor during the early 1890s, as the nation entered into a depression following the financial panic of 1893, and just four new residences were constructed between 1896 and 1901. These were located at 803 11th Street (at the northwest corner of 11th Street and 8th Avenue), 730 10th Street (replacing the pre-1886 dwelling at that location), 1014 8th Avenue, and 1028 8th Avenue. These four new houses joined the corridor's existing homes at 804 10th Street and 1010 8th Avenue. Thus, at the turn of the twentieth century, the 8th Avenue corridor remained largely undeveloped.¹⁹

Century at the University of Northern Colorado at Greeley, (Boulder: Colorado Associated University Press, 1989), p. 33. Throughout its history, the University of Northern Colorado has been known by five different names: "Colorado State Normal School," 1890-1911; "Colorado State Teachers' College," 1911-1935; "Colorado State College of Education," 1935-1957; "Colorado State College at Greeley," 1957-1970; and "University of Northern Colorado," 1970-present.

¹⁹ See Sanborn Insurance maps for Greeley, published in June 1886, July 1891, October 1895, and January 1901.

Although Greeley's population stagnated in the 1890s, and few homes were built, the city did continue to modernize and make progress. Notable milestones during the 1890s included the beginning of residential mail service, the installation of water pipes, street grading, the first street lights, and replacing some of the original boardwalks with sandstone sidewalks. The 1890s also saw the first telephone service, and by 1903, Greeley boasted three telephone companies.²⁰

Sugar Beets and Residential Growth in the 8th Avenue Corridor, 1900 - 1910

Greeley, and all of northeastern Colorado, experienced a dramatic economic boon with the advent of the sugar beet industry during the first decade of the twentieth century. Prior to this time, wheat and other cereal grains were the main crops produced by farmers throughout the South Platte Valley.

Sugar beet cultivation was introduced into the plains of Colorado in the 1870s; however, it was not until the 1890s, that production by area farmers became relatively widespread. Sugar beets proved to be well suited to the region's climate. Beets were hardy plants that produced well, even during adverse weather. A tariff on imported sugar, during the 1890s, gave even greater impetus to large scale development of the domestic sugar beet industry, and in the years following the turn of the century, sugar beets quickly became northern Colorado's most important irrigated cash crop.

Sanborn Insurance maps through 1901 do not depict 8th Avenue south of 11th Street, an indication that the area was as yet undeveloped. However, it is possible that some dwellings had been built along 8th Avenue, south of 11th Street.

²⁰ Kellums, pp. 8-31, 8-32.

Colorado's first sugar processing factory was built at Grand Junction in 1899. This was soon followed, between 1901 and 1906, by a series of Great Western Sugar Company factories in northeastern Colorado. Great Western built the region's first sugar factory at Loveland, in 1901, followed by several others in quick succession. By 1906, Great Western had built or acquired additional sugar factories at Eaton, Greeley, Longmont, Fort Collins, Windsor, Sterling, Fort Morgan, and Brush. Located at 1st Avenue and 13th Street, Greeley's sugar factory began operations in 1902 and was acquired by Great Western in 1905.

The sugar beet industry impacted all of northeastern Colorado. It provided a reliable market for farmers throughout the region, as well as employment at the factories and related facilities. In addition to the production of sugar beets by farmers, and direct employment by Great Western, the industry spawned other development. In 1902, the Great Western Railway, a Great Western Sugar Company subsidiary, was formed to create a rail network to transport sugar beets from agricultural districts to area sugar factories. Yet another subsidiary, the Loveland Construction Company, was created to actually lay the track and build related infrastructure.²¹

With its economy revitalized, Greeley's population more than doubled between 1900 and 1910, with a corresponding increase in the construction of new houses. In the 8th Avenue corridor, between 10th and

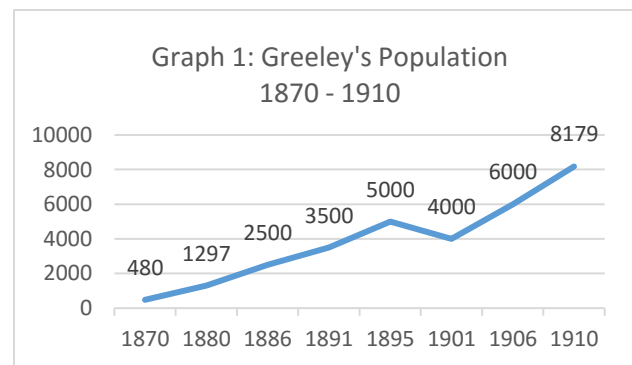
²¹ Alvin T. Steinel. (*History of Agriculture in Colorado*, 1926), pp. 306-07; See also, Kenneth Jessen. "Sugar Beet Industry," in *The History of Larimer County, Colorado*, Andrew J. Morris, ed. (Dallas: Curtis Media Corp., 1985) p. 13.

16th Streets, some four dozen houses and two churches were erected between 1901 and 1909. These are listed in Table 1 below. Graph 1 below shows Greeley's population changes between 1870 and 1910, reflecting the impacts of the economic downturn in the 1890s and the positive economic impact of the sugar beet industry beginning in 1902.

As of October 1909, there were as of yet no commercial buildings in the 8th Avenue corridor. However, in the ensuing decades, the two churches and all but three of the dwellings listed in Table 1 would disappear, to make way for the construction of commercial buildings primarily geared to the automobile industry. The three remaining dwellings are located at 1509 8th Avenue, 1510 8th Avenue, and 728 12th Street. Originally a single-family home, 728 12th Street was converted into a 6-unit apartment house in the 1920s. The dwelling at 1509 8th Avenue was converted to commercial use in the early 1950s, at which time it was substantially altered with the construction of two commercial additions. The residence at 1510 8th Avenue was converted to commercial use in the early 1980s; however, its architectural character remains intact.

1010 8 th Avenue	1503 Avenue
1014 Avenue	1509 Avenue
1028 Avenue	1510 Avenue
1108 Avenue	1513 Avenue
1112 Avenue	1514 Avenue
1116/1118 Avenue (duplex)	1517 Avenue
1128 Avenue	1518 Avenue
1205 Avenue	1519 Avenue
1215 Avenue	1522 Avenue
1217 Avenue	1524 Avenue
1218 Avenue	1525 Avenue
1220 Avenue	1536 Avenue (boardinghouse)
1221 Avenue	1537 Avenue
1226 Avenue	730 10 th Street
1228 Avenue	802 10 th Street
1302 Avenue (Swedish Evangelical Lutheran Immanuel Church)	728 11 th Street
1303 Avenue	800 11 th Street
1309 Avenue	803 11 th Street
1310 Avenue	722 12 th Street
1313 Avenue	728 12 th Street
1406 Avenue	805 12 th Street
1412 Avenue	722 13 th Street
1414 Avenue	805 13 th Street (Christian Church)
1500 Avenue	803 16 th Street

Table 1: Dwellings and churches in the 8th Avenue corridor, listed by address as of October 1909.





Frank Marshall / Cloy Cartwright House
1510 8th Avenue (5WL.7874)
Built circa 1901
Photo by Carl McWilliams, September 2015



Wilson House / Stanton Apartments
728 12th Street (5WL.7879)
Built 1903
Photo by Carl McWilliams, September 2015



1509/1511/1513 8th Avenue (5WL.7846)

Photo courtesy of Bob Sanderson

The original portion of this building was erected circa 1901 as a hipped-roof dwelling. Early residents included the Jenny Lucas and Orland Morris families. In 1952, commercial additions were built onto the front (east) and north (side). Shown here circa 1960, the front addition then housed Wilson & Wilson Portrait Studio. The north (side) addition is minimally visible at the far right. Other commercial uses included Adolph Lesser's Accordion Studio and Ken's Camera Shop.

The same building is shown below, photographed by Carl McWilliams in September 2015.



Motor Row: 8th Avenue Becomes a Commercial Corridor

The conversion of 8th Avenue - from a residential neighborhood into a commercial corridor dominated by automobile-related businesses - began in the mid-1910s and extended into the 1980s. The majority of the corridor's buildings, however, were erected during two distinct time periods. During the first time period, between 1915 and 1930, sixteen auto-related commercial buildings and two churches (the First Unitarian Church and the First Church of Christ Scientist) were built in the survey area. During the second time period, between 1946 and 1960, some twenty-five commercial buildings were erected. Among the survey area's fifty-six extant buildings only fourteen were erected outside those two time spans. Three of these were the previously discussed dwellings at 1509 and 1510 8th Avenue and at 728 12th Street, which were built within a few years of the turn of the twentieth century. Only one extant building was erected during the Great Depression and World War II years, between 1930 and 1945. This was the Safeway Store at 1303 8th Avenue (5WL.7839), built in 1941. Ten commercial buildings in the survey area postdate 1960, with a date of construction range from 1963 to 1986.

The transformation of 8th Avenue, from a residential neighborhood to commercial corridor, took place against the backdrop of a monumental historical event – the advent of the automobile as the nation's primary mode of travel. Perhaps more than any other single advancement, the automobile marked the end of the pioneer era and the

beginning of the progressive modern era during the early decades of the twentieth century. The horseless carriage, as it was originally known, transformed how people lived their lives, how and where they worked, socialized, and conducted their everyday affairs. As noted in "Highways to the Sky: A Context and History of Colorado's Highway System," "Travelers could conquer distances more quickly, safely, and comfortably by automobile than by personal horse drawn vehicle, and the automobile provided far greater flexibility than any stagecoach or railroad could offer. The freedom to go almost anywhere by car or haul anything by truck profoundly influenced the nature and location of commercial and residential development in the twentieth century."²² The automobile also spawned new industries, businesses, and careers, and at the same time it necessitated new cooperative relationships between local, state, and federal governmental entities.²³

Efforts by state officials to provide for the construction and maintenance of roads, and to regulate automobile travel, began circa 1909. In that year, the Colorado General Assembly established the Colorado Highway Commission. Working with an initial budget of \$50,000, the Commission's primary mission was to conduct a general survey of the state's roads, and to apportion state aid to counties.²⁴ The Highway Commission was reorganized in 1913, with the creation of an Advisory Board to oversee road maintenance and development, and with the first regulations pertaining to the registration and licensing of motor vehicles.²⁵

²² "Highways to the Sky: A Context and History of Colorado's Highway System." Prepared by Associated Cultural Resource Experts for the Colorado Department of Transportation, April 24, 2002, p. 1-1.

²³ *Ibid.*, p. 1-5.

²⁴ *Ibid.*, p. 2-3.

²⁵ *Ibid.*, p. 2-4.

At the national level, in 1916, the United States Congress passed the Federal Aid Road Act, which provided the first federal funding for the construction and maintenance of roads throughout the country. At the state level, meanwhile, the legislature enacted several measures to create a revenue stream for the development and maintenance of the state's highways. Augmented by federal monies, these included an internal improvement tax, a motor vehicle tax, a gasoline tax, and a one-half mill property tax levy. From the initial \$50,000 budget in 1909, by 1930, the Colorado State Highway Department was generating and spending \$2.5 million annually to develop and maintain the state's roads.²⁶

A small part of the money was spent on the development of state and federal numbering systems for Colorado's roadways, including the main north-south route along Colorado's Front Range. Prior to any numbering system, in the early 1910s, the "Highways of Colorado," an auto tourist guide first identified an automobile road from Cheyenne, Wyoming through Colorado to Raton, New Mexico, as the "Great North and South Highway."²⁷ In time, much of this road's general route would become U. S. Highway 85. At the state level, a standardized numbering system for Colorado's highways was enacted in 1923, while at the federal level, a new highway numbering system, with route markers, was established in 1921²⁸

Nationally, U. S. Highway 85 extended intermittently from El Paso, Texas, near the

border with Mexico, all the way to the Canadian border near Fontana, North Dakota. In Colorado, it ran intermittently along the entire course of the Front Range, from the New Mexico border at Raton Pass, to the Wyoming border south of Cheyenne. From Denver north, the highway was well-defined as it passed through Brighton, Fort Lupton, Platteville, LaSalle, Evans, Garden City, and Greeley. 8th Avenue in Greeley became U.S. Highway 85, originally as the main route, and later as U. S. Highway 85 Business Route, when a bypass for the main route was built along the city's eastern edge. North of Greeley, U. S. Highway 85 passed through the smaller communities of Lucerne, Eaton, Ault, Pierce, and Nunn, before entering Wyoming.²⁹

Meanwhile, 10th Street in Greeley became the business route for U. S. Highway 34, the region's main east-west highway. Entering Colorado at the Nebraska border, U. S. Highway 34 passed through the towns of Wray, Eckley, Yuma, Otis, Akron, Brush, Fort Morgan, and Wiggins, before entering Greeley from the east. West of Greeley, U. S. 34 continued on to Loveland and through the Big Thompson Canyon to Estes Park.³⁰ In Greeley, thus, the crossroads of 10th Street and 8th Avenue became the intersection of the business routes for two major U. S. highways. With Greeley's downtown commercial district located just north of 10th Street, 8th Avenue to the south became the perfect locale for the development of automobile related businesses.

²⁶ *Ibid.*, p. 5-23.

²⁷ *Ibid.*, p. 11-40.

²⁸ *Ibid.*, p. 9-6.

²⁹ "Colorado Highways: U. S. 85."

www.mesalek.com/colo/us85.html.

³⁰ "Colorado Highways: U. S. 34." "Colorado Highways U. S. 34 Business Route."

www.mesalek.com/colo/brus.html#br34

Between 1915 and 1918, six large commercial buildings were built in the 1000 block of 8th Avenue, along with one other at the southeast corner of 8th Avenue and 11th Street. On the west side of 8th Avenue, these buildings housed the large Weld County Garage facility at the southwest corner of 10th Street, the Sherman Auto Company and the Shedd Auto Supply store. On the east side of 8th Avenue, the buildings were occupied by the Osgood-Nisbet Ford Agency, Clymer's Motorcycle Garage (later Stevens Auto Parts store), the Burnison Motor Car Company garage, and the Overland Garage. The large garage at the southeast corner of 11th Street was first occupied by the Universal Motor Car Company, but would soon become home to the Garnsey and Wheeler Ford agency.

By 1930, several more automobile-related commercial buildings had been erected, extending Motor Row south into the 1200 block. In the 1100 block, these included: the Winters Motor Company dealership and

garage at 1101/1105 8th Avenue (later home to the OLD Garage and the A. E. Ritchie Garage, before becoming a bus depot), the Poague Auto Trim Shop at 1109 8th Avenue, the Eagle Motor Company Garage at 1115 8th Avenue, a Studebaker dealership at 1117 8th Avenue, and the Bain-Saunders Motor Company garage (later the Wells Motor Company, a Dodge / Plymouth dealership) across the street at 1108 8th Avenue. Also by 1927, Sherman's Filling Station had opened for business at the southeast corner of 8th Avenue and 10th Street, while further south, commercial development had begun to creep into the 1200 block with the opening of the Stanton Machine Shop at 1208 8th Avenue, and the Kurland Motor Company garage at 1221 8th Avenue. Also by 1930, a handful of other auto-related businesses were located on 10th and 11th Streets, within a block of 8th Avenue. Table 2 on the following page lists the survey area's extant commercial buildings constructed between 1915 and 1930. This is followed by historic and current photos of representative buildings.

Site No.	Address	Year Built	Original / Historic Business(es)
5WL.7827	1017/1019 8 th Avenue	c. 1916	Sherman Auto Company
5WL.7828	1019/1021 8 th Avenue	1916	Sherman Auto Company, Shedd Auto Supply, Parr Auto Parts
5WL.7830	1101/1105 8 th Avenue	c. 1920	Winters Motor Company, OLD Garage, A. E. Ritchie Garage, Union Bus Depot, Bus Cafe
5WL.7831	1109 8 th Avenue	1920	Poague Auto Trim Shop, OLD Garage
5WL.7832	1113/1115 8 th Avenue	c. 1918	Eagle Motor Company
5WL.7833	1117/1131 8 th Avenue	c. 1920, c. 1927	Studebaker Agency, G. W. Black, Willys-Knight, Whippet Agency
5WL.7837	1221 8 th Avenue	1930	Kurland Motor Company, Messer & Porter Feed & Seed Store, B & M Furniture Store
5WL.7853	1008/1010 8 th Avenue	c. 1926	H. M. Hansen Machine Shop
5WL.7854	1012 8 th Avenue	c. 1915	Osgood-Nisbet Ford Agency, Clymer's Motorcycle Garage
5WL.7855	1014 8 th Avenue	c. 1917	Ford Garage
5WL.7856	1024/1028 8 th Avenue	c. 1917	Overland Garage, Greeley Auto Trim, Burnison Motor Car Company, Greeley Auto Paint Shop, Messer & Messer Inc.
5WL.7857	1100 8 th Avenue	c. 1917	Universal Motor Company, Garnsey & Wheeler Ford Agency
5WL.7858	1108 8 th Avenue	1929	Bain-Saunders Motor Company, Wells Motor Company.
5WL.7861	1208/1210 8 th Avenue	c. 1924	Stanton Machine Shop
5WL.7877	714/716 11 th Street	1927	Bain-Saunders Motor Company, W. A. Jack & Sons Oldsmobile Dealers
5WL.7878	715/723 11 th Street	c. 1927	E. S. Christiansen Battery & Electric Service, Forbes & Wormington Tires, Ernest Anderson Auto Repairing

Table 2: Extant automobile-related commercial buildings in the 8th Avenue corridor, built between 1915 and 1930



View of 8th Avenue, looking north from near the south end of the 1000 block, circa 1940. The building in the right foreground is 1108 8th Avenue, then occupied by the Wells Motor Company. Photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums.



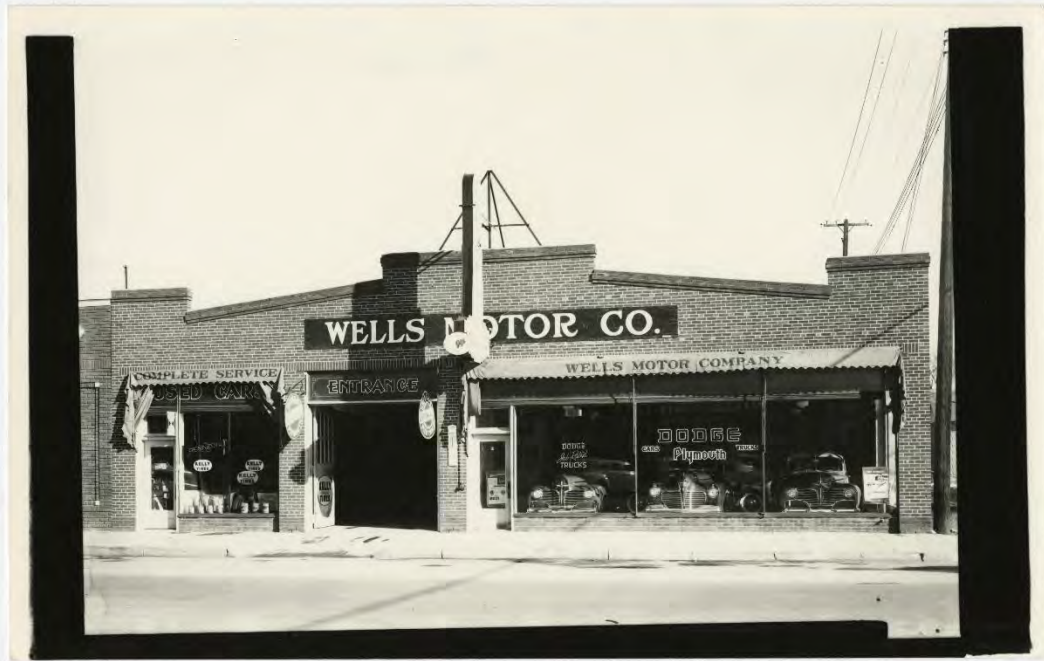
Messer & Messer Building, at northeast corner of 8th Avenue and 11th Street, circa late 1920s. Photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums.



Garnsey & Wheeler Ford Agency at 1100 8th Avenue at right foreground, and Messer & Messer building at northeast corner of 8th Avenue and 11th Street at left background. Photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums.

A contemporary photo of the Garnsey & Wheeler building appears below. Photographed by Carl McWilliams in September 2015.

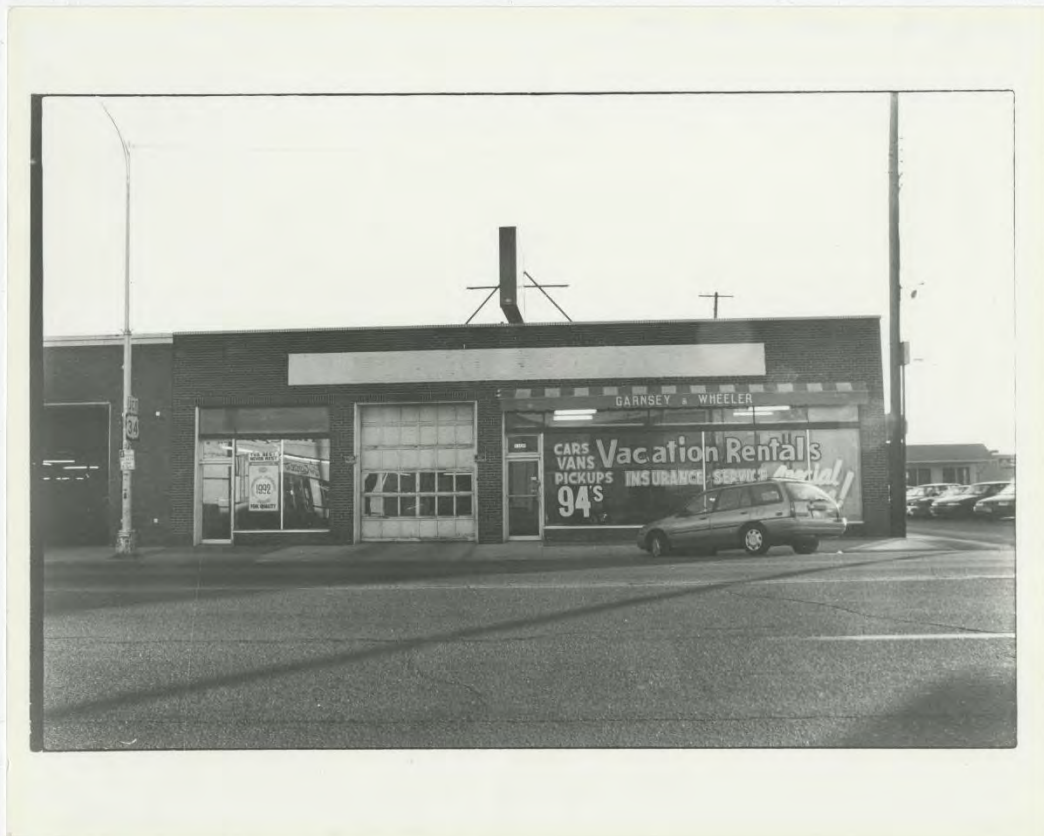




Wells Motor Company building at 1108 8th Avenue, circa 1940s.

The same building appears below, circa 1980s.

Photos courtesy of Hazel E. Johnson Research Center, City of Greeley Museums.



Early Churches in the 8th Avenue Corridor³¹

Prior to the creation of Motor Row, several churches were built in and around downtown Greeley, including four churches along 8th Avenue. These were: the First Presbyterian Church at the northwest corner of 10th Street, the First Christian Church at the northwest corner of 13th Street, the Swedish Evangelical Lutheran Immanuel Church at the southeast corner of 13th Street, and the Swedish Baptist Church at the southeast corner of 16th Street. Two more churches were built on 8th Avenue during the early 1920s: the First Unitarian Church at the northeast corner of 15th Street, and the First Church of Christ Scientist at the northwest corner of 14th Street. In time, these churches became increasingly incompatible with the corridor's commercial development. The First Christian Church was lost in a fire on December 31, 1922, and as other congregations moved to new church buildings in more desirable areas, the older church buildings along 8th Avenue, were torn down and replaced with new commercial buildings. By the late 1960s, only one church remained, the First Unitarian Church building at 1430 8th Avenue (5WL.7871).

The First Unitarian Society in Greeley was founded by progressive members of the Union Colony. As related in the article "Sketch of a Western Church" published in *The Christian Register* on May 18, 1922, the

society's purpose was to hold "liberal discussions pertaining to philosophic, ethical, and religious problems." The Society's membership reportedly consisted of three demographic groups: "1) those who in their Eastern homes had been affiliated with Unitarian churches; 2) some who in their youth had been brought up in other churches, but in after years had serious doubts as to their dogmas; 3) those who were opposed to church connections, but were interested in the study of deep problems." In time, the First Unitarian Society became known as the First Unitarian Church, "...formed chiefly by those desiring a church free from traditional dogmas."³²

The First Unitarian Society or Church congregation originally met at the northeast corner of 9th Street and 9th Avenue, across from Lincoln Park, and at the southeast corner of 9th Street and 9th Avenue, before moving into a new church building at 1430 8th Avenue in April 1922. The Unitarians disbanded in the late 1920s; however, in the 1960s, they reorganized at a new location as the Unitarian Universalist Church. Following the Unitarians, the church building at 1430 8th Avenue was home to the Pillar of Fire Church between 1930 and the late 1970s, followed by the Christian Church in the early 1990s. It is the only historic church building remaining in the 8th Avenue corridor.

³¹Information in the following three sections was primarily obtained through research in Greeley city directories, Sanborn Insurance maps, historic photos and subject files, at the City of Greeley Museums, Hazel E. Johnson Research Center, and through an oral interview with Greeley resident Bob Sanderson. Mr. Sanderson also provided images of historic photos from his private collection.

³²"Sketch of a Western Church." *The Christian Register*." May 18, 1922, p. 479.



First Unitarian Church / Pillar of Fire Church, 1430 8th Avenue (5WL.7871)

Built 1922

Photo by Carl McWilliams, September 2015



First Christian Church at northwest corner of 8th Avenue and 13th Street, circa 1910.

Photo courtesy of Bob Sanderson. (The church was lost in a fire on December 31, 1922.)

Post-World War II Commercial Development in the 8th Avenue Corridor

As Greeley and the nation suffered through the Great Depression in the 1930s, new building construction slowed precipitously. Relatively few buildings were also erected during the early-to-mid-1940s, as citizens instead concentrated their efforts and resources in support of the war effort. In the 8th Avenue corridor, only one extant building, Safeway (grocery) Store No. 247 located at 1303 8th Avenue (5WL.7839), dates from this time period. Built in 1941, the building's construction represented two milestones: Safeway was the first chain retailer to locate along 8th Avenue; and it was the corridor's first business that was not directly automobile related. Hailed as the "New Deluxe Safeway Drive-In," the store opened for business on January 24, 1941, with the "Drive-in" tagline apparently a reference to the fact that customers could drive right in and park in the parking lots adjacent to either side of the building. The building remained a Safeway until 1958. From that time to the present, the building has served as an office supply store. The photo below at the left was taken when the grocery opened for business in 1941. A contemporary view of the same building is shown below at the right.



1303 8th Avenue (5WL.7839), 1941. Photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums.

Reflecting the economic prosperity of the post-World War II period, a total of twenty-five buildings were erected in the 8th Avenue corridor in the years between 1946 and 1960. Auto-related businesses in the late 1910s and 1920s tended to be large multi-faceted facilities, selling new and used vehicles, while also often selling tractors and other farm implements. These businesses typically offered vehicle maintenance and repair services, and the sale of gasoline, with the gas pumps usually located along the street curb. By contrast, auto-related businesses in the 8th Avenue corridor became more specialized in the post-war period. Some were dedicated to a specific type of service, such as radiator repair, while others dealt only in the sales and service of tires, or simply sold auto parts while not offering any kind of repair services. Used car lots, typically with a small sales office surrounded by an asphalt sales lot was another post-war auto-related type of business.

The post-war period also saw a proliferation of gas stations along 8th Avenue. In 1930, Sherman's Filling Station, with its gas pumps and a small sales building set at an angle at the southeast corner of 10th Street and 8th Avenue, was one of just two auto-related businesses dedicated principally to the sale



1303 8th Avenue (5WL.7839)
Photo by Carl McWilliams, September 2015

of gasoline. By 1960, however, the six block stretch of 8th Avenue between 10th and 16th Streets boasted seven different gas stations, more than one per block. Most of these were affiliated with national oil companies, including, Chevron, Conoco, Phillips 66, Standard, and Texaco. Although they mainly sold gas, such businesses also offered at least basic maintenance and repair service. Previously known as filling stations or gas stations, by the 1960s, they were increasingly known as service stations.

1029 8 th Ave.	"Fuzz" Weathers Phillips 66 Station
1130 8 th Ave.	Texaco Service Station / Firestone Tire Store
1205 8 th Ave.	Warren Standard Service Station / Herb's Standard Service Station
1228 8 th Ave.	Vern's Conoco Service Station et. al.
1300 8 th Ave.	Seery's (Independent) Service Station
1506 8 th Ave.	Greeley Chevron Station
1539 8 th Ave.	Hatch's Texaco Station

Table 3: Gas stations in the 8th Avenue corridor, in existence circa 1960.

A number of indirect transportation-related businesses were also established in the 8th Avenue corridor during the post-war years. These included a motel, several restaurants, a bus depot, and even a car wash.

Restaurants in the 1960s included both sit down dine-in establishments, as well as "drive-ins," precursors to what would soon become known as "fast-food" restaurants. A partial list of the corridor's dining establishments in the 1960s included: Traut's Café, and the Spudnut (donut) Shop (both located on the west side of 8th Avenue in the 1500 block); Newt's Drive-In / A & P Drive-In

(at the northeast corner of 14th Street); King's Food Host Drive-In (at the southwest corner of 13th Street); Winchell's Donut House (at the southwest corner of 15th Street), and Doc's Little Diner (located behind Hatch's Texaco Station at the northwest corner of 16th Street). Owned originally by Sylvester "Doc" Carroll, Doc's Little Diner later became a Griff's Hamburgers stand. At the end of the 1960s, a Sambo's restaurant, part of a large national chain, opened for business at 1415 8th Avenue (5WL.7844).

Known at different times as the "Minut-Car-Wash," and "Mike's Five-Minute Car Wash," the car washing business was located at 1422 8th Avenue (5WL.7870). As related by Greeley resident Bob Sanderson, it was an early automatic type car wash with a chain-pull system. The car wash was later substantially remodeled into a professional office building.

Several non-auto-related stores and businesses were also erected in the 8th Avenue corridor during the post-war period. These included: a number of small office buildings (occupied by accountants, attorneys, insurance agents, realtors, and other professionals), an appliance store, a dry cleaners, furniture stores, an interior design store, a Miller's Supermarket (located two blocks north of the Safeway), and a Pioneer Savings Stamp Redemption Center store.

Two other notable buildings erected during this time period were the Greyhound Bus Depot at 1320/1326 8th Avenue (5WL.7866), and the Colorado Theatre at 1516 8th Avenue (5WL.7875). Built circa 1956, the large Greyhound Bus Depot building also housed the Weld County Library for a time, and was later home to the Chlanda Furniture Store. In earlier years, the bus depot was located two blocks north at 1101/1105 8th Avenue

(5WL.7830). From the early 1930s to the late 1970s, at least six different bus companies operated out of the two buildings. By the 1960s, however, Greyhound was the only company still offering bus service in Greeley.

Owned by the Cooper Foundation Theaters chain, the Colorado Theatre opened amid much fanfare the evening of May 17, 1957, with a premier showing the Rogers and Hammerstein musical *Oklahoma*. As reported by the *Greeley Tribune*, the movie was shown in "technicolor" on a state-of-the-art "cinemascope" screen, and with "stereoscopic sound." Outside the theater, a

giant klieg light flashed through the sky, while the Greeley High School pep band performed for patrons as they entered the theater. Inside, prior to the movie, patrons were treated to a performance by Dean Bushnell's Orchestra and to a brief ceremony honoring the theater's debut. The Colorado Theatre closed in 1973, and the building was later repurposed as a music performance recital venue for the University of Northern Colorado School of Music.

Extant buildings in the 8th Avenue corridor erected between 1946 and 1960 are listed below in Table 4.

Site No.	Address	Year Built	Original / Historic Business
5WL.7834	1135 8 th Avenue	1957	Greeley Finance Company
5WL.7835	1201 8 th Avenue	c. 1955	Warren Standard Service Station, Herb's Standard Service Station
5WL.7836	1213/1215 8 th Avenue	1955	Clough's Furniture Company
5WL.7840	1309 8 th Avenue	1948	Freeman's Cleaners
5WL.7841	1331 8 th Avenue	1958	Wheeler Realty, Flood and Peterson Insurance
5WL.7842	1335 8 th Avenue	c. 1959	Unknown
5WL.7847	1515 8 th Avenue	1948	Spudnut (Donut) Shop et. al.
5WL.7848	1517/1519 8 th Avenue	1952	Spudnut (Donut) Shop, Lundvall Realty et. al.
5WL.7849	1521 8 th Avenue	1951	El Rancho Motel
5WL.7850	1525 8 th Avenue	1953	Pioneer Saving Stamp Redemption Center
5WL.7851	1535 8 th Avenue	1948	Rapp's Appliance Store
5WL.7852	1539 8 th Avenue	c. 1949	Hatch's Texaco Service Station
5WL.7860	1130 8 th Avenue	c. 1946	Texaco Service Station / Firestone Tire Store
5WL.7862	1212 8 th Avenue	c. 1949	Roger Douglas Sears, Real Estate Office
5WL.7863	1218 8 th Avenue	1953	Greeley Chamber of Commerce
5WL.7864	1228 8 th Avenue	c. 1951	Vern's Conoco Service Station et. al.
5WL.7865	1300 8 th Avenue	c. 1954	Ray & Gus Gas Station, Seery's Service Station
5WL.7866	1320/1326 8 th Avenue	c. 1956	Greyhound Bus Depot, Chlanda Furniture Store
5WL.7867	1330 8 th Avenue	c. 1957	Newt's Drive-In, A & P Drive-In
5WL.7868	1400/1402 8 th Avenue	c. 1956	Campbell Bickling Building
5WL.7869	1412 8 th Avenue	c. 1948	Warren Motor Company
5WL.7870	1422 8 th Avenue	c. 1957	Minut-Car-Wash, Mike's Five Minute Car Wash
5WL.7875	1516 8 th Avenue	c. 1951	Colorado Theatre
5WL.7876	1538/1540 8 th Avenue	1951	Miller's Supermarket
5WL.7883	720 14 th Street	c. 1956	Unknown

Table 4: Extant commercial buildings in the 8th Avenue corridor, constructed between 1946 and 1960.



Firestone Complete Car Care Service / Texaco Gas Station, 1130 8th Avenue (5WL.7860), circa 1941. Photo courtesy of Hazel E. Johnson Research Center, City of Greeley Museums.

A contemporary photo of the same building appears below. Photographed by Carl McWilliams in September 2015.





Clough's Furniture Company Store, 1213/1215 8th Avenue (5WL.7836)
Built 1955
Photo by Carl McWilliams, September 2015



Pioneer Saving Stamp Redemption Center building, 1525 8th Avenue (5WL.7850)
Built 1953
Photo by Carl McWilliams, September 2015

Buildings in the 8th Avenue Corridor Built Between 1963 and 1986

Ten of the extant buildings within the 8th Avenue corridor were constructed between 1963 and 1986. These are listed in Table 5 on the following page. Six buildings from this time period were erected prior to 1970, three date from the mid-1970s, and one was built circa 1986. No more recently constructed buildings were found within the survey area.

All of these buildings replaced earlier buildings, in most instances single family dwellings dating from the early 1900s. The Parr Auto Parts building at the northwest corner of 11th Street was erected in 1976, where a small filling station had previously been located. The Sambo's restaurant building at 1415 8th Avenue was built on the approximate site of the Greeley Junior High School Gymnasium. Built in 1926, on land originally known as Meeker Field, the gymnasium building was razed in the late 1960s to make way for new commercial development. The distinctive one-story commercial building at the northwest corner of 8th Avenue and 13th Street (1227-1235 8th Avenue) was erected in 1963 on land previously occupied by the First Christian Church. The Greeley Travelodge Motel, located on 13th Street east of 8th Avenue, replaced two small dwellings at that location.

A few of these buildings still retain their original use, including the Winchell's Donut House at the southwest corner of 8th Avenue and 15th Street, and the Greeley Travelodge Motel, although it has since been renamed the Greeley Inn.

The Parr Auto Parts building is now home to an interior design store named Reesign Concepts. With five retail or office spaces, the building at 1227-1235 8th Avenue has had numerous business and retail tenants over the years. An I. R. S. office was among the building's original tenants, thus other space in the building was logically occupied by accountants and other financial professionals. Retail tenants included a Budget Tapes and Records store, a hair salon known at various times as the Locke Shoppe, The Mane Event, and Victoria's Salon, and a small café named the Korner Kitchen. The Sambo's restaurant at 1415 8th Avenue closed circa 1983. The building was then remodeled and reopened as a locally owned restaurant named The Country Inn. Originally an auto repair shop, the building at 1500 8th Avenue, is now a liquor store. The former Greeley Chevron Station building next door at 1506 8th Avenue is currently vacant and undergoing renovation.

Extant buildings in the 8th Avenue corridor erected between 1963 and 1986 are listed in Table 5 on the following page.

Site No.	Address	Year Built	Original / Historic Business
5WL.7829	1029 8 th Avenue	1976	Parr Auto Parts
5WL.7838	1227-1235 8 th Avenue	1963	I. R. S. Office, Associates Consumer Finance, et. al.
5WL.7843	1407 8 th Avenue	1975	Greeley Chamber of Commerce
5WL.7844	1415 8 th Avenue	1969-70	Sambo's Restaurant
5WL.7845	1503 8 th Avenue	1965	Winchell's Donut House
5WL.7859	1114 8 th Avenue	c. 1986	Isaac's Auto Sales
5WL.7872	1500 8 th Avenue	c. 1976	Performance Engineering
5WL.7873	1506 8 th Avenue	c. 1963	Greeley Chevron Station
5WL.7880	721 13 th Street	1964-65	Greeley Travelodge Motel
5WL.7881	813 13 th Street	c. 1964	Carpet Warehouse, Greeley Lock & Key

Table 5: Extant commercial buildings in the 8th Avenue corridor, constructed between circa 1963 and 1986.



Greeley Travelodge Motel, 721 13th Street (5WL.7880)
Built 1964-65
Photo by Carl McWilliams, September 2015



Parr Auto Parts Building, 1029 8th Avenue (5WL.7829)
Built 1976
Photo by Carl McWilliams, September 2015



Sambo's Restaurant, 1415 8th Avenue (5WL.7844), circa 1976.

Photo located online at:

www.sambosphotos.com/photocart/products/Greeley_318-23-13.html

A contemporary photo of the same building appears below.
Photographed by Carl McWilliams in September 2015.



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4.0 RESEARCH DESIGN

This cultural resource survey project was undertaken as one component of the City of Greeley's redevelopment plan for the 8th Avenue corridor. Other aspects of the plan involve streetscape improvements, including new medians, landscaping, lighting, and public art. Overall, the redevelopment plan is intended to encourage economic vitality, and to create a more pleasing environment for shoppers and pedestrians while facilitating the flow of vehicular traffic through the corridor.

The project's basic scope was designed to inventory the 56 commercial buildings along 8th Avenue, between 10th Street and 16th Street. Forty-three buildings were surveyed at the comprehensive reconnaissance level, while the remaining thirteen buildings were surveyed at the intensive level. All buildings with property lines bordering 8th Avenue, between 10th and 16th Streets, were included in the survey. A "Colorado Cultural Resources Inventory Historical and Architectural Reconnaissance Form" (OAHP #1417) was completed for each of the forty-three properties surveyed at the comprehensive reconnaissance level. A "Colorado Cultural Resource Survey Architectural Inventory Form" (OAHP #1403) was completed for each of the thirteen properties selected for survey at the intensive level. These properties were selected by the project's principal investigator in consultation with City of

Greeley staff, based primarily on their architectural character and physical integrity.

A file search of the survey area, undertaken by History Colorado, Office of Archaeology and Historic Preservation (HC/OAHP), cross-referenced with an on-line file search through the HC/OAHP "Compass" database, identified only one previously inventoried property within the survey area. This is the Greeley Junior High School building at 811 15th Street (5WL.2572), which was individually listed in the National Register of Historic Places in November 2003.

Following the file search, the project's next steps were to conduct field survey and photography, and archival research. A key project objective was to inventory the buildings with a consistent methodology and standard for excellence. In addition to recording architectural and basic construction history data for each building, the surveys also provide a professional recommendation regarding each building's eligibility to be listed individually in the National Register of Historic Places, in the State Register of Historic Properties, and in the Greeley Historic Register. The surveys also address whether or not there is potential for a National Register, or locally-designated, historic district.

5.0 METHODOLOGY

Encompassing the surveys of fifty-six buildings, the project was completed between September 2015 and April 2016. Funded by a History Colorado State Historical Fund grant (SHF project # 2015-M1-002), and by the City of Greeley, the project was completed in accordance with the current Colorado Cultural Resource Survey Manual, issued by History Colorado, Office of Archaeology and Historic Preservation. The survey area was selected by City of Greeley staff.

Archival Research

Basic archival research was conducted to develop information about the construction histories of all buildings, including when they were built and when any subsequent additions and exterior alterations were constructed. The research, further sought to identify the types and names of businesses associated with each individual building. More in-depth research, including biographical data about individuals and businesses, was conducted for the intensively surveyed properties. The basic research methodology included the following steps:

- Current ownership, legal location, the parcel number, and basic building data, for each property was obtained online via the Weld County Assessor's property data search website at: <https://propertyreport.co.weld.co.us>. Current views of the buildings' footprints, and of the overall survey area were also obtained online through the Weld County Assessor's website at: www.co.weld.co.us/maps/propertyinformation
- Sanborn Insurance maps were reviewed to ascertain **the buildings'** uses, relative dates of construction and additions, and original basic building materials (e. g. brick or wood frame). Sanborn maps for Greeley were published in June 1886, December 1887, January 1891, October 1895, January 1901, January 1906, October 1909, January 1918, and April 1927. The April 1927 map was updated in September 1946, and in August 1968. Original, in color, hard copy Sanborn maps were reviewed at the Greeley Museum's Hazel E. Johnson Research Center. A set of Sanborn maps on a DVD (also in color), was provided by the City of Greeley Historic Preservation Office. Sanborn maps were also reviewed online through the Denver Public Library at: <http://sanborn.umi.com.ezproxy.denverlibrary.org>
- Greeley City directories were researched at the Hazel E. Johnson Research Center and at the Centennial Park Library. The city directory research provided chronological lists of the names of businesses and people associated with the surveyed buildings through the years.
- More detailed information pertaining to past businesses and building uses was obtained from *Greeley Tribune* newspaper articles located in indexed clipping files at the Hazel E. Johnson Research Center. Newspaper articles were also researched online via "Colorado's Historic Newspaper Collection" at: www.coloradohistoricnewspapers.org.

- Historic photographs of buildings in the survey area were reviewed at the Hazel E. Johnson Research Center. Several relevant historic photos were scanned and copied onto a DVD by archivists at the Research Center.
- Biographical information about noteworthy individuals and families was obtained through federal census data, and birth and death records, accessed online through www.ancestry.com.
- City of Greeley building permit files were researched and provided by Greeley Historic Preservation Office staff.

Field Survey and Photography

The exterior form and appearance of each building surveyed was recorded in detail by a systematic description of materials, form and design, stylistic attributes, setting, condition, and integrity. The manually recorded field notes, and the results of the research, were then used to complete computer-generated inventory forms. A "Colorado Cultural Resources Inventory Historical and Architectural Reconnaissance Form" (OAHP #1417) was completed for each of 46 buildings surveyed at the comprehensive reconnaissance level. A "Colorado Cultural Resource Survey Architectural Inventory Form" (OAHP #1403)

was completed for each of 13 buildings surveyed at the intensive level. Locational information (UTM coordinates, legal lot and block descriptions, and Section, Township and Range grid position to within 2½ acres) was obtained for every building. The location of each surveyed building was also pinpointed on a segment of the Greeley, Colorado U.S.G.S. Quadrangle map. Each inventory form also includes a narrative discussion of the building's significance and integrity, and a corresponding assessment of the building's eligibility to be individually listed in the National and State Registers, and individually listed in the Greeley Historic Register. Each inventory form also addresses the question of whether or not there is potential for a National Register, or locally designated historic district.

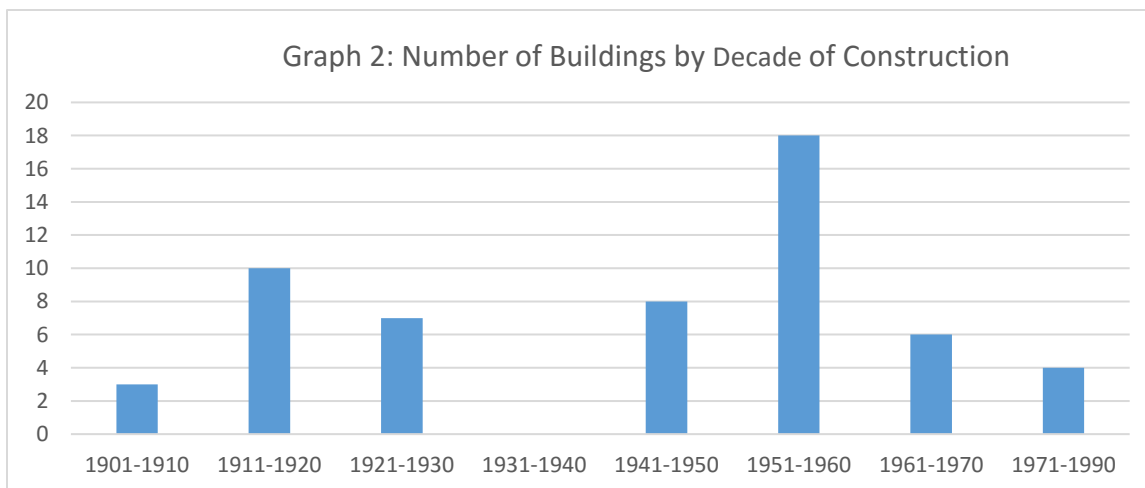
Digital photographs of each property were taken, the number of views being dictated by the placement of each building. All exposed elevations of each building were photographed. Two sets of borderless 4" by 6" black-and-white prints were developed, packaged, and labeled according to HC/OAHP guidelines. Each inventory form included a site sketch map showing the footprint and placement of the intensively surveyed properties, including their relationship with adjacent buildings in the same block.

6.0 RESULTS

The Greeley 8th Avenue Comprehensive Historic Resource Survey was completed in accordance with the SHF grant application and the project's **planned** scope of work. The project resulted in the survey and completion of "Colorado Cultural Resources Inventory Historical and Architectural Reconnaissance Forms" (OAHP #1417) for forty-six buildings, and "Colorado Cultural Resource Survey Architectural Inventory Forms (OAHP #1403) for thirteen buildings. The survey area's built environment is composed almost exclusively of one and two-story commercial buildings. Many of these buildings share common side walls and front directly onto the concrete sidewalk paralleling 8th Avenue. Some buildings, though, are free standing, often set back from the avenue, and have adjacent asphalt-paved parking lots.

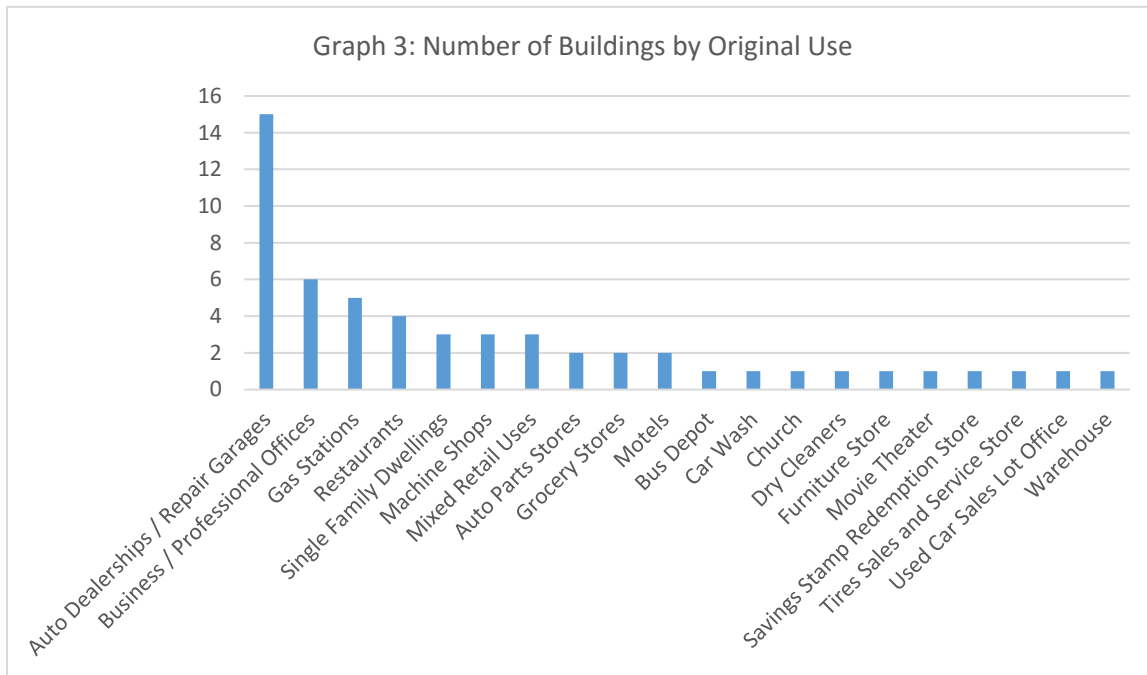
In addition to the predominant commercial buildings, there are also three former single

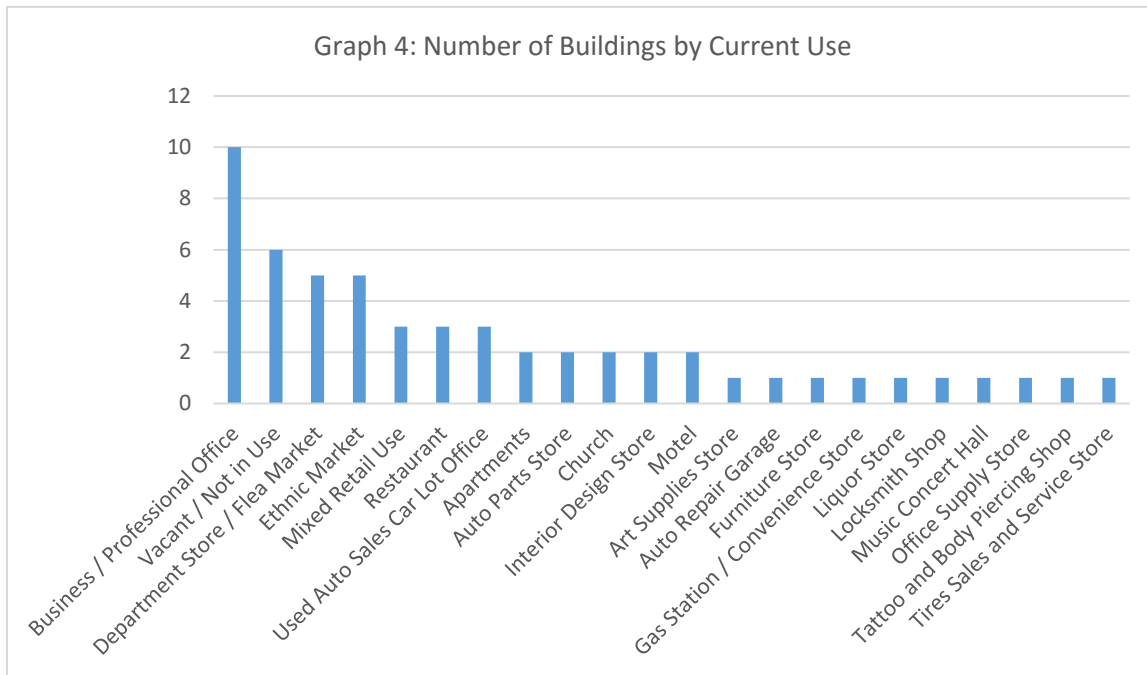
family dwellings. Built just after the turn of the twentieth century, these are the three oldest buildings in the survey area. One of the three was converted into an apartment house in the 1920s, and is now one of only two buildings in the survey area that has a residential use. The other two former residences have been converted to commercial use, and one of these was substantially altered with the construction of two commercial additions in the early 1950s. The survey area also contains a historic church that has been converted into apartments. As illustrated in Table 1 below, dates of construction range from 1901 to 1986. However, **seventeen** of the area's buildings were constructed during the years between 1915 and 1930, while twenty-five buildings were erected between 1946 and 1960. Only fourteen buildings were built outside those two time spans. Graph 2, below, illustrates the number of buildings constructed during each decade.



Viewed chronologically, the buildings along 8th Avenue were constructed during three distinct time periods. The first period, between circa 1880 and 1910 saw the construction of at least fifty single-family residences, and a small number of churches. Nearly all of these early residences were later razed to make way for commercial development. Today, only three remain, including one with two commercial additions. The second period, between 1915 and 1930 saw the construction of some

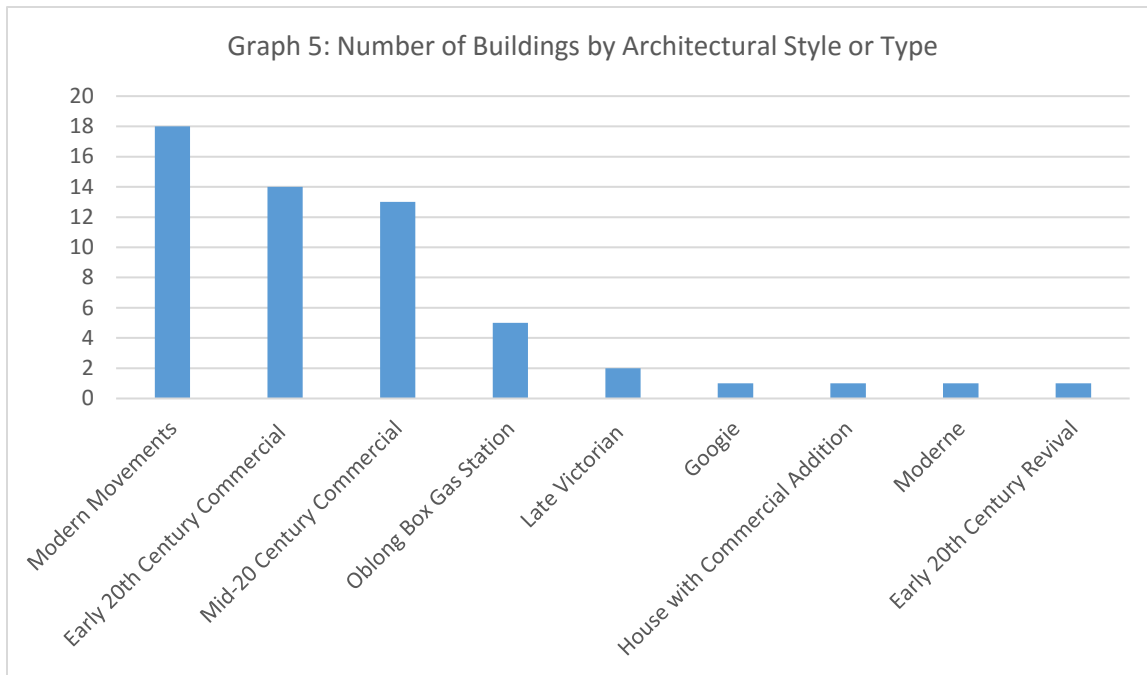
seventeen commercial buildings, nearly all of which housed automobile-related businesses. The third period, between 1946 and 1960, saw the construction of twenty-five commercial buildings with a wide variety of retail uses. Graph 3 below lists the survey area's extant buildings by their original use or specific type of business. This is followed by Graph 4 on the following page which lists the extant buildings by their current use or specific type of business.





The survey area's buildings represent a limited variety of architectural styles and types. As would be expected in a commercial corridor, the majority of the buildings are examples of twentieth century commercial architecture. Approximately half of these date from the late 1910s and the 1920s, and are examples of Early Twentieth Century Commercial type buildings. The other half date from the late 1940s and the 1950s, and are examples of Mid-Twentieth Century Commercial type buildings. Two of three original dwellings are examples of Late

Victorian era architecture. The First Unitarian Church is an example of a Late 19th and Early 20th Century Revival style building. A majority of the area's newer buildings are categorized under the Modern Movements architectural lexicon term. The survey area also includes examples of the Oblong Box Gas Station, Googie, Moderne, and House with Commercial Additions, architectural styles or types. Graph 5 on the following page lists the survey area's extant buildings by their architectural style or type. Graph 5 is followed by representative examples.



1218 8th Avenue (5WL.1218)

Original Use: Chamber of Commerce Building

Year of Construction: 1953

Architectural Style: Modern Movements



1019 8th Avenue (5WL.7828)

Original Use: Sherman Auto Co. Building

Year of Construction: 1916

Architectural Type: Early 20th Century Commercial



1525 8th Avenue (5WL.7850)

Original Use: Pioneer Saving Stamps
Redemption Center

Year of Construction: 1953

Architectural Type: Mid-20th Century
Commercial



1228 8th Avenue (5WL.7864)

Original Use: Vern's Conoco Station

Year of Construction: Circa 1951

Architectural Style: Oblong Box Gas
Station



1510 8th Avenue (5WL.7874)

Original Use: Marshall Residence

Year of Construction: Circa 1901

Architectural Style: Late Victorian



1415 8th Avenue (5WL.7844)

Original Use: Sambo's Restaurant

Year of Construction: 1969

Architectural Style: Googie



1509/1511/1513 8th Avenue (5WL.7846)

Original Use: Lucas Residence

Year of Construction: Circa 1901

Architectural Type: House with Commercial Additions



1320/1326 8th Avenue (5WL.7866)

Original Use: Greyhound Bus Depot

Year of Construction: Circa 1956

Architectural Style: Moderne

Eligibility Evaluations

Each building was evaluated regarding its eligibility to be individually listed in the National Register of Historic Places, in the State Register of Historic Properties, and in the Greeley Historic Register.

In general, to be listed in the National Register of Historic Places, a property should (under most circumstances) be at least fifty

years old, possess significance under one or more of the National Register Criteria, and exhibit sufficient integrity to convey a sense of its historic significance. The eligibility criteria for the National Register, State Register, and Greeley Historic Register, are presented below. These are followed by a paragraph which discusses the concept of integrity as it relates to significance.

Standards for Listing in the National Register of Historic Places

Properties eligible for inclusion in the National Register of Historic Places must be deemed significant under one or more of the National Register Criteria, as defined by the National Park Service:

- | | |
|-------------|---|
| Criterion A | The property is associated with events that have made a significant contribution to the broad patterns of our history. |
| Criterion B | Properties that are associated with the lives of persons significant in our past. |
| Criterion C | Properties that 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. |
| Criterion D | Properties that have yielded, or may be likely to yield, information important in prehistory or history. |

Standards for Listing in the Colorado State Register of Historic Properties

Criteria for consideration of properties for nomination and inclusion in the Colorado State Register includes the following:

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

Standards for Listing in the Greeley Historic Register

A property shall be eligible for designation for historic preservation and eligible for economic incentives if it meets at least one (1) criterion in two (2) or more of the following categories:

- 1 (a) Historical Significance: Has character, interest and integrity and reflects the heritage and cultural development of the City, State or Nation;
- 1 (b) Historical Significance: Is associated with an important historical event;
- 1 (c) Historical Significance Is associated with an important individual or group who contributed in a significant way to the political, social and/or cultural life of the community.
- 2 (a) Architectural Significance: Characterizes an architectural style associated with a particular era and/or ethnic group;
- 2 (b) Architectural Significance: Is identified with a particular architect, master builder or craftsman;
- 2 (c) Architectural Significance: Is architecturally unique or innovative;
- 2 (d) Architectural Significance: Has a strong or unique relationship to other areas potentially eligible for preservation because of architectural significance;
- 2 (e) Architectural Significance: Has visual symbolic meaning or appeal for the community.
- 3 (a) Geographic Significance: Has proximity to a square, park or unique area deserving of preservation;
- 3 (b) Geographic Significance: Is a visual feature identifying an area or neighborhood or consists of utilitarian and commercial structures historically and geographically associated with an area.

District Considerations

Many properties which do not meet the threshold for individual listing in the National or State Registers, or for local landmark designation, may be eligible as contributing resources within a National Register historic district. Contributing properties within a historic district are typically linked by context, display above-average integrity, and date to a specific time period. Properties that do not retain sufficient integrity, that are not associated with the district's significance, or properties that are less than fifty years of age, are usually considered noncontributing. The results of the survey, indicate that buildings in the survey area do not collectively possess the significance and integrity to comprise a National or State Register historic district; nor would buildings in the survey area qualify as a locally designated historic district, listed in the Greeley Historic Register.

Integrity

The historical integrity of each building inventoried was evaluated as it relates to the seven aspects of integrity as defined by the National Park Service and History Colorado. To qualify for inclusion in the National Register or State Registers, or for the Greeley Historic Register, a building must not only be significant, but also have integrity. A building's integrity refers to its ability to convey its historic significance. In other words, integrity represents how much a property has been altered from its historic appearance. Buildings that have been altered substantially have poor integrity, while those that have not been altered at all have excellent integrity.

As defined by the National Park Service, there are seven qualities of integrity that must be considered: location, design, setting, materials, workmanship, feeling, and association. Historic properties do not need to retain all seven qualities of integrity to be eligible for listing in the National Register of Historic Places; however, they must retain enough of these qualities to convey a sense of their historic significance.

Eligibility Evaluations

The eligibility evaluations presented in this section do not constitute formal determinations of eligibility; however, they do represent the professional opinion of Carl McWilliams, owner of Cultural Resource Historians. One building was evaluated as individually eligible for inclusion in the National Register of Historic Places. (National Register eligible buildings are also automatically eligible for the State Register of Historic Properties.) This is the Garnsey and Wheeler Ford building at 1100 8th Avenue (5WL.7857). The Garnsey and Wheeler Ford building is historically significant under National and State Register Criterion A under the themes of Commerce and Transportation. Built in 1916, it represents the 8th Avenue corridor's conversion from an earlier residential neighborhood into a new commercial area of automobile-related businesses known as "Motor Row." The building is also architecturally significant under Criterion C as an excellent local example of Early Twentieth Century Commercial type of architecture.

Four buildings were evaluated as individually eligible for inclusion in the State Register (but not for the National Register). These are: the Sherman Auto Company / Shedd Auto Supply building at 1019/1021 8th Avenue (5WL.7828); the Winters Motor Company building at 1101/1105 8th Avenue (5WL.7830); the Greyhound Bus Depot / Chlanda Furniture Store building at 1320/1326 8th Avenue (5WL.7866); and the First Unitarian Church building at 1430 8th Avenue (5WL.7871).

The Sherman Auto Company / Shedd Auto Supply building and the Winters Motor Company Building are both historically significant relative to State Register Criterion A under the themes of Commerce and Transportation. Respective constructed in 1916 and 1920, these buildings also represent the 8th Avenue corridor's conversion from a residential neighborhood into "Motor Row." These two buildings are also architecturally significant under State Register Criterion C as important local examples of Early Twentieth Century Commercial type architecture.

The First Unitarian Church building is historically significant under the theme of Social History, and is architecturally significant under State Register Criterion C as a notable example of a Late 19th / Early 20th Century Revival style building, with Gothic elements. It is the only remaining church building from those that were built along 8th Avenue from the 1890s to the 1920s.

The Greyhound Bus Depot / Chlanda Furniture Store building is historically significant under the themes of commerce, social history, and transportation. It is also architecturally significant as a notable

Modern Movement style building with Moderne elements.

Twenty-eight buildings were evaluated as individually eligible for inclusion in the Greeley Historic Register. These are listed below in Table 5. One building, at 1335 8th Avenue (5WL.7842) was evaluated as "Needs Data" due to a lack of information. The survey area's remaining twenty-seven buildings were evaluated as ineligible for listing in the National and State Registers, and ineligible for listing in the Greeley Historic Register. A lack of integrity was the primary reason that most of these buildings did not qualify for any type of historic designation. Others, particularly those less than fifty years old, lack architectural and historical significance relative to the National and State Register Criteria.

Recommendations

1. Pursue intensive-level surveys for those properties which were evaluated as "Needs Data."
2. Encourage owners of eligible properties to pursue designation as appropriate for the Greeley Historic Register, the State Register of Historic Properties and the National Register of Historic Places.
3. Educate and encourage property owners of eligible properties to take advantage of state and federal tax credits, and other financial incentives for rehabilitation work.
4. Use the survey data, particularly the historic context and the historic background narratives to foster a greater awareness of,

and interest in, the architectural heritage of Motor Row.

5. Inform property and business owners regarding the linkage between the public's appreciation for the area's architectural heritage and the area's economic well-being.

6. Utilize the survey data to foster a greater awareness of, and interest in, Greeley's architecture from the mid-20th century. As we move further in the 21st century, buildings from this time period will increasingly become viewed as historically significant.

7. Pursue the development of a walking tour, in both a print and electronic format, to foster an appreciation for the area's history and to encourage more pedestrian use along 8th Avenue. Such a tour could perhaps be funded in part by a State Historical Fund education grant.

8. Citizens should be encouraged to contribute historic photos and other documents, including those from the recent past, to the City's Historic Preservation Office, and/or to the Hazel E. Johnson Research Center.

9. The survey results should be widely publicized and disseminated to all interested persons and stakeholders. The results should be made available online through the City of Greeley's website. Paper copies should be made available at the City's Historic Preservation Office, the Hazel E. Johnson Research Center, and public libraries.

10. Coordinating with future development plans for the 8th Avenue corridor, the City may want to pursue additional survey of properties on 8th Avenue south of 16th Street.

Table 6: Comprehensive Survey Log

	Site No.	Address	Historic Building Name	Current Building Name	Nat'l Register Eligibility	State Register Eligibility	Greeley Historic Register Eligibility
1	5WL.7827	1017/1019 8 th Ave.	Sherman Auto Company	A & F East African Store / Halal Market	Not Eligible	Not Eligible	Eligible
2	5WL.7828	1019/1021 8 th Ave.	Sherman Auto Company, Shedd Auto Supply, Parr Auto Parts		Not Eligible	Eligible A	Eligible
3	5WL.7829	1029 8 th Ave.	Parr Auto Parts	Reedesign Concepts	Not Eligible	Not Eligible	Not Eligible
4	5WL.7830	1101/1105 8 th Ave.	Winters Motor Company, OLD Garage, A. E. Ritchie Garage, Union Bus Depot	La Tarahumara Market, Todo Carniceria	Not Eligible	Eligible A, C	Eligible
5	5WL.7831	1109 8 th Ave.	Poague Auto Trim Shop, OLD Garage	Park Place Interiors	Not Eligible	Not Eligible	Not Eligible
6	5WL.7832	1113/1115 8 th Ave.	Eagle Motor Company	Creative Center for Spiritual Living	Not Eligible	Not Eligible	Not Eligible
7	5WL.7833	1117/1131 8 th Ave.	Studebaker Agency, G. W. Black, Willys-Knight, Whippet Agency	CSC Incorporated / Millikin Enterprise Incorporated Building	Not Eligible	Not Eligible	Not Eligible
8	5WL.7834	1135 8 th Ave.	Greeley Finance Company	Metro PCs, Premier Group Insurance	Not Eligible	Not Eligible	Not Eligible
9	5WL.7835	1201 8 th Ave.	Warren's Standard Service Station / Herb's Standard Service Station	Alrashad Auto Sales	Not Eligible	Not Eligible	Not Eligible
10	5WL.7836	1213/1215 8 th Ave.	Clough's Furniture Company	Salvation Army Family Store Donation Center	Not Eligible	Not Eligible	Eligible

	Site No.	Address	Historic Building Name	Current Building Name	Nat'l Register Eligibility	State Register Eligibility	Greeley Historic Register Eligibility
11	5WL.7837	1221 8th Ave.	Kurland Motor Company, Messer & Porter Feed & Seed Store, B & M Furniture Store	Northern Colorado Agri-Business Inc., et. al.	Not Eligible	Not Eligible	Not Eligible
12	5WL.7838	1227-1235 8th Ave.	Internal Revenue Service office, Associates Consumer Finance, et. al.	Victoria's Salon, Blundell Law, Offices, Amora Wireless	Not Eligible	Not Eligible	Eligible
13	5WL.7839	1303 8th Ave.	Safeway Store No. 247	Bratton's Everything For the Office	Not Eligible	Not Eligible	Eligible
14	5WL.7840	1309 8th Ave.	Freeman's Cleaners	Casos de Inmigracion Abogado	Not Eligible	Not Eligible	Eligible
15	5WL.7841	1331 8th Ave.	Wheeler Realty Company, Flood & Peterson Company	Connections for Independent Living	Not Eligible	Not Eligible	Not Eligible
16	5WL.7842	1335 8th Ave.	Unknown	The Art Department, et. al.	Needs Data	Needs Data	Needs Data
17	5WL.7843	1407 8th Ave.	Chamber of Commerce	Frontier House	Not Eligible	Not Eligible	Not Eligible
18	5WL.7844	1415 8th Ave.	Sambo's Restaurant	The Country Inn Restaurant	Not Eligible	Not Eligible	Not Eligible
19	5WL.7845	1503 8th Ave.	Winchell's Donut House	Winchell's Donut House	Not Eligible	Not Eligible	Eligible
20	5WL.7846	1509-1513 8th Ave.	Lucas House, Morris House, Lesser Music Company, Wilson & Wilson Camera Shop	Drake Building	Not Eligible	Not Eligible	Eligible
21	5WL.7847	1515 8th Ave.	Spudnut Shop	Collectables Flea Market Thrift Store	Not Eligible	Not Eligible	Eligible
22	5WL.7848	1517/1519 8th Ave.	Spudnut Shop, Lundvall Realty, Dr. William Conte M.D.	Buyers' Paradise Flea Market Thrift Store	Not Eligible	Not Eligible	Eligible

	Site No.	Address	Historic Building Name	Current Building Name	Nat'l Register Eligibility	State Register Eligibility	Greeley Historic Register Eligibility
23	5WL.7849	1521 8th Ave.	El Rancho Motel	El Centro Motel	Not Eligible	Not Eligible	Eligible
24	5WL.7850	1525 8th Ave.	Pioneer Saving Stamp Redemption Center	Mr. Money	Not Eligible	Not Eligible	Eligible
25	5WL.7851	1535 Ave.	Rapp's Incorporated	Healing Way	Not Eligible	Not Eligible	Not Eligible
26	5WL.7852	1539 8th Ave.	Hatch's (Texaco) Service Station	Conoco Gas Station, Jazzey's Food Mart	Not Eligible	Not Eligible	Not Eligible
27	5WL.7853	1008/1010 8th Ave.	H. M. Hansen Machine Shop	Tainted Hearts Body Piercing	Not Eligible	Not Eligible	Eligible
28	5WL.7854	1012 8th Ave.	Osgood-Nisbet Ford Agency, Clymer's Motorcycle Garage	Stevens Automotive Paint Supplies	Not Eligible	Not Eligible	Not Eligible
29	5WL.7855	1014 8 th Ave.	Ford Garage	Stevens Auto Parts and Stevens Automotive	Needs Data	Needs Data	Eligible
30	5WL.7856	1024/1028 8 th Ave. / 720 11 th Street	Overland Garage, Greeley Auto Trim, Burnison Motor Car Company, Greeley Auto Paint Shop	Gallery Furniture, Distinctive Furniture	Not Eligible	Not Eligible	Not Eligible
31	5WL.7857	1100 8 th Ave.	Universal Motor Company, Garnsey & Wheeler Ford Agency	Botas El Campesino	Eligible A, C	Eligible A, C	Eligible
32	5WL.7858	1108 8th Ave.	Bain-Saunders Motor Company, Wells Motor Company	Garnsey Building	Not Eligible	Not Eligible	Eligible
33	5WL.7859	1114 8th Ave.	N/A	Isaac's Auto Sales	Not Eligible	Not Eligible	Not Eligible
34	5WL.7860	1130 8th Ave.	Firestone Auto Supply & Service	Firestone Complete Car Service	Needs Data	Needs Data	Eligible

	Site No.	Address	Historic Building Name	Current Building Name	Nat'l Register Eligibility	State Register Eligibility	Greeley Historic Register Eligibility
35	5WL.7861	1208/1210 8th Ave.	Stanton Machine Shop	Klawiter Building	Not Eligible	Not Eligible	Not Eligible
36	5WL.7862	1212 8th Ave.	Roger Douglas Sears, Realtor Office	Scott Realty	Not Eligible	Not Eligible	Not Eligible
37	5WL.7863	1218 8th Ave.	Chamber of Commerce	Union Colony Insurance	Not Eligible	Not Eligible	Not Eligible
38	5WL.7864	1228 8th Ave.	Vern's Conoco Station, Purdy's Conoco Station	David's Auto Sales	Needs Data	Needs Data	Eligible
39	5WL.7865	1300 8th Ave.	Ray & Gus Independent Gas, Seery Service Station	Randy Premer Auto Repair	Needs Data	Needs Data	Eligible
40	5WL.7866	1320/1326 8th Ave.	Greyhound Bus Depot, Chlanda Furniture Store	Juhl Building	Not Eligible	Eligible A, C	Eligible
41	5WL.7867	1330 8th Ave.	Newt's Drive-In	Canton Garden Restaurant	Not Eligible	Not Eligible	Not Eligible
42	5WL.7868	1400/1402 8th Ave.	Campbell Bickling Building	Towfig Coffee Shop et. al.	Not Eligible	Not Eligible	Not Eligible
43	5WL.7869	1412 8th Ave.	Warren Motor Company, Warren-Mylander Motor Used Cars	Dollar General Store	Not Eligible	Not Eligible	Not Eligible
44	5WL.7870	1422 8th Ave.	Minut-Car-Wash / Mike's Five-Minute Car Wash	Two Rivers Investment	Not Eligible	Not Eligible	Not Eligible
45	5WL.7871	1430 8th Ave.	1 st Unitarian Church, Pillar of Fire Church	1 st Unitarian / Pillar of Fire Church Building	Not Eligible	Eligible A, C	Eligible
46	5WL.7872	1500 8th Ave.	Performance Engineering	Karam Building, J & G Store	Not Eligible	Not Eligible	Not Eligible
47	5WL.7873	1506 8th Ave.	Greeley Chevron Station	Bonacasa Building	Not Eligible	Not Eligible	Not Eligible
48	5WL.7874	1510 8th Ave.	Marshall House, Cartwright House	Garner Building, Anderson Business Resources, et. al.	Not Eligible	Not Eligible	Eligible
49	5WL.7875	1516 8th Ave.	Colorado Theatre	U. N. C. Foundation Hall	Not Eligible	Not Eligible	Not Eligible

	Site No.	Address	Historic Building Name	Current Building Name	Nat'l Register Eligibility	State Register Eligibility	Greeley Historic Register Eligibility
50	5WL.7876	1538/1540 8th Ave.	Miller's Supermarket	El Sol Billiards, La Segundita	Not Eligible	Not Eligible	Not Eligible
51	5WL.7877	714/716 11 th St.	Bain-Saunders Motor Company, W. A. Jack & Sons Oldsmobile Dealers	El Zafiro Salon de Eventos	Not Eligible	Not Eligible	Eligible
52	5WL.7878	715/723 11 th St.	E. S. Christiansen Battery & Electric Service, Forbes & Wormington Tires, Ernest Anderson Auto Repairing	Distinctive Furniture, Gallery Furniture	Not Eligible	Not Eligible	Eligible
53	5WL.7879	728 12 th St.	Wilson House, Stanton Apartments	Stanton Apartment Building, Klawiter Building	Not Eligible	Not Eligible	Eligible
54	5WL.7880	721 13 th St.	Greeley Travelodge Motel	Greeley Inn Motel	Need Data	Need Data	Eligible
55	5WL.7881	813 13 th St.	Carpet Warehouse, Greeley Lock and Key	Greeley Lock and Key	Not Eligible	Not Eligible	Eligible
56	5WL.7883	720 14 th St.	Unknown	Sahad Grocery, Halal Meat, Beauty, Clothes	Not Eligible	Not Eligible	Not Eligible