

Resource Number: 5PE.2253
Temporary Resource Number: FN12

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

Date _____ Initials _____
 Determined Eligible- NR
 Determined Not Eligible- NR
 Determined Eligible- SR
 Determined Not Eligible- SR
 Need Data
 Contributes to eligible NR District
 Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5PE.2253
2. Temporary resource number: FN12
3. County: Pueblo
4. City: Pueblo
5. Historic building name: Clevenger Building
6. Current building name: Connect School
7. Building address: 620 N. Santa Fe Ave
8. Owner name and address: LDC Santa Fe Family LLLP, 503 N. Main St., Suite 5, Pueblo, CO 81003

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 20S Range 64W
SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of section 30
10. UTM reference (NAD 83)
Zone 13; 534369 mE 4236175 mN
11. USGS quad name: Northeast Pueblo, CO
Year: 1977 Map scale: 7.5' 15' Attach photo copy of appropriate map section.
12. Lot(s): 1-16 Block: 24
Addition: Pueblo Year of Addition: 1870
13. Boundary Description and Justification: Boundary includes the building and surrounding parcel (No. 431206011) on which it is located.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 85 x Width 120
16. Number of stories: 3
17. Primary external wall material(s): Brick
18. Roof configuration: Flat roof
19. Primary external roof material: Asphalt roof
20. Special features: Chimney, glass block

21. General architectural description:

5PE.2253/The Clevenger Building is a three-part commercial block with a rectangular footprint located on the southeast corner of the intersection created by N. Santa Fe Ave. and E. 7th St. The building is placed atop a concrete slab dug into the low hill rising to the building's east. Brick masonry walls rise three stories above the street level before terminating in a decorative parapet with wide merlons. The building's two street-facing walls are clad in a dark red brick textured with vertical scoring. These are complemented by a darker purple scored brick which is used to ornament and enunciate both walls.

The building's primary west wall fronting N. Santa Fe Ave. is symmetrically composed of five bays articulated along all three stories of the building by piers edged in purple brick quoins. The bookending piers along the building's corners extend vertically through all three stories of the wall while the remaining four piers within the wall extend only above the second story. The three stories are separated by a row of purple bricks laid in a soldier course between the first and second story and the second and third story. These two courses underlap the vertical piers and simultaneously form a lintel for an aperture. Each of the large apertures created between the brick piers and the lintel is filled by an aluminum-framed window wall made up of brown-coated vertical and horizontal members. Along the ground story, four of the five window walls utilize two horizontal and two vertical members to give the appearance of margin lights framing a large central sheet of plate glass. The second window wall from the building's northwest corner is similarly composed to those around it; however, the central plate of glass and center of the lower margin have been replaced by a recessed angled entryway made up of an aluminum-framed full glass door. On the building's second story, windows similar to those below have been placed in each of the five apertures however the lower margin has been removed due to the presence of a brick dwarf wall capped by row of purple bricks laid in a rowlock course. On the third story of the building, a single aluminum-framed sash window centered in each bay and edged in purple brick quoins. Between each window, ornamental square panels are created with purple bricks laid in a gridiron arrangement.

The building's south wall fronts a large parking lot that is divided into six bays by vertical buttresses running the height of the building towards a stepped parapet. The entire wall is covered by tooled stucco and a thick painted orange line in a Z-shape shows the outline of the building to the south that once abutted this wall. The first bay from the southwest corner is punctuated by a metal door with a narrow light located on the second story of the building. This is accessed by a steel staircase with a 180-degree turn leading up from the parking lot below. Above this is an aluminum-framed sash window similar to those on the third story of the west wall. In the third bay from the corner, a metal door with a narrow light on the ground story is reached by a short stair and landing. Both doors are topped by industrial outdoor lights. A concrete retaining wall against an adjacent hill abuts the building in the second bay from the northeast corner. Placed in the corner where this retaining wall abuts the building's south wall is a rectangular single car garage. The parapet of the garage is level with that of the retaining wall and it is stuccoed to match both the retaining wall and the south wall of the building. The garage's west wall is blank except for a gutter drain pipe placed in its center. The building is exited through its south wall which contains a rollup metal garage door on its east (right) and a single flush metal door on its west (left). A single industrial security light is centered above the garage door.

The rear east wall of the building is constructed from a lower-quality light red brick than that employed on the building's two street-facing walls. Laid with a common bond, the bricks show no ornamental patterning nor are they capped by a decorative parapet. Instead, like the west wall, the east wall contains five bays indicated only by five window walls spaced equally along the wall's surface and separated by thin brick piers. Because of the shallow grade of the site, these apertures are located above 6 ft and open into the building's second story. Like the building's other windows, each window wall is aluminum-framed with a dark-coated members separating glass plates. These are used to divide each window into three equally-sized vertical segments. A single horizontal member forms a thin line of margin lights at the head of each window wall. The right segment of the most southerly (left) window wall contains a recessed entry accessed by an L-shaped concrete ramp with tubular steel railings. Beneath the window of the second bay from the south (left), a ribbon of three horizontally-orientated rectangular windows at grade have been covered by metal panels. Another single horizontally-orientated rectangular window has been placed at grade in the central bay and has also been covered. Industrial outdoor light sconces are placed above the window walls of the first and fourth bays from the south.

The final north wall of the building fronts onto E. 7th St and maintains a similar composition to the west wall with scored multi-colored brickwork and a high parapet. Unlike the west wall however, the north wall is not perfectly symmetrical and is constructed on a sloped grade so that its easternmost bay is far shorter than its westernmost bay. In total, the wall is made up of 6 bays all delineated by masonry piers edged in purple brick

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quoins. The westernmost two bays are nearly identical to those on the west wall and are placed beneath their own stepped parapet. Like the west wall, the bays are bookended by piers that extend the full height of the wall, while the middle pier only extends beyond the top of the second story. Brick coursing creates two large apertures on the ground story and two similarly-sized apertures on the second story placed above a dwarf wall. Above these, smaller window apertures are situated in the middle of each bay and separated by a panel of decorative brickwork. The western (right) aperture on the ground story is filled with an aluminum-framed window wall utilizing two horizontal and low vertical members to form margin lights around a large central pane. The eastern (left) aperture is filled by glass block with a small louvered vent set into the blocks beneath the lintel. The second story of the two bays are filled with their own aluminum-framed windows walls which are similarly composed to the ground-story window wall, but without the lower margin light. Topping these, the two smaller third-story windows are simple aluminum-framed sash units mimicking those on the west wall. The next three westernmost bays are all similarly organized, however they are capped by a nearly flat parapet and possess smaller third-story apertures than those in the two western bays. The ground story of the third bay from the northwest corner is partially filled by glass blocks extending from the sidewalk pavement to the masonry belt course and forming a lintel indicating the presence of a former vehicular entry. A brick masonry wall to the right of this is pierced by a narrow vertically-orientated aperture placed at waist height which is also filled by glass block. Above this, an aluminum-framed window wall with one horizontal member and two vertical members is identical to those on the second story of the west wall showing an arrangement of margin lights but without the lower margin. Above this, a nearly square aperture is filled by an aluminum-framed sash window. The ground story of the fourth bay from the northwest corner is filled with its own unique window wall with three vertical members forming four vertical panels and a single horizontal member giving the wall a clerestory. The leftmost panel is filled by a recessed entry made up of an aluminum-framed full-glass door. In the building's second story, is another window wall identical to those throughout the second story of the north wall. Above this, the window aperture has been replaced by a metal louvered vent. The next westernmost bay—the fifth from the northwest corner—is filled by its own window wall composed of two vertical members making three vertical panels and a single horizontal member giving the window a clerestory. Above this in the second story, is another window wall identical to those used throughout the second story. Above this is a nearly-square aperture on the third story filled by an aluminum-framed sash window. The wall's final bay adjacent to its northeast corner is unique and separated from the others by an unusually thick brick pier. Located at a higher grade because of the site's incline, the horizontal brick courses are used to separate the first and second stories. The lowest portion of the bay is occupied by a recessed entry accessed by a short flight of tiled steps divided by a wrought iron handrail. The entry is made up of a double set of aluminum-framed full-glass doors with aluminum-framed sidelights. The opening to the entry in the building wall is capped by a row of bricks laid in a soldier course. These in turn are topped by a low of bricks laid in a rowlock course which align with the rowlock course that forms the sill of the second story windows. The aperture above this is filled with its own aluminum-framed window wall composed of two vertical members forming three vertical segments and a single horizontal member giving the window a clerestory. Above this, the nearly square window aperture has been replaced by a metal louvered vent. At the time of survey, the parapet of the north wall had been damaged above the westernmost three bays. Above the building's northeast corner rises a short brick chimney.

22. Architectural style/building type: Early Twentieth Century Commercial
23. Landscaping or special setting features: 5PE.2253 is edged on two sides by a pedestrian sidewalk and a third side by a vehicular alley. The building is located in an urban area surrounded by a combination of one-, two-, and three-story buildings as well as open parking lots. Shade trees, streetlights, and other street furniture are placed throughout the pedestrian areas. An L-shaped ADA accessible ramp is located off the building's east wall.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: 1928 Estimate: _____ Actual: _____

Source of information: Pueblo Chieftain, January 4, 1928, p. 1

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Mac Clevenger

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Source of information: *Pueblo Chieftain*, January 4, 1928, p. 1

29. Construction history (include description and dates of major additions, alterations, or demolitions):
Articles from the *Pueblo Chieftain* indicate that the Clevenger Building was constructed in 1928. While the building's envelope remains similar to its original form, the original fenestration was substantially different. Photographic evidence indicates that apertures in the ground story of the building were filled with wood-framed tripartite plate-glass commercial storefronts centered on wood-framed full-glass doors; all of which was topped by a clerestory. The central ground-story opening in the west wall was originally a vehicular entrance as evidenced by the configuration of the street curb and its lack of stallrisers. Apertures in the building's second story were similarly filled with wood-framed tripartite plate-glass windows topped by a clerestory of smaller panes. The uppermost apertures in the building's third story were filled by wood-framed double-hung sash windows with 16 lights. Though perhaps original to the building, by 1938 a two-story projecting marquee sign had been constructed off the building's northeast corner to advertise the Plymouth and Chrysler automobiles sold within.

Much of the building, along with its sign, remained intact through the mid-20th century and detailed photographic images show the original fenestration survived through 1988. At this time, documents from the OAHF indicate that the building was substantially remodeled and its wood-framed windows replaced by the aluminum-framed units that are still extant.

While the central garage door was removed at an unknown date and replaced with a Plexiglas window wall, the building's original fenestration remained intact through 1988. Notes by previous surveyors indicate that an addition was made to the building in 1942 and another in 1990 while an attached car port was demolished in 1990. Despite analyzing insurance maps, historic photographs, and county assessor files, the only addition found is a small garage constructed into a retaining wall along the building's east side. It is not believed this garage alters the building footprint. Where these other additions may have been and what form they took remains unclear. No major alterations have been made to the building's exterior since it was recorded in 2003.

30. Original location _____ Moved _____ Date of move(s): _____

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Specialty store
32. Intermediate use(s): Specialty store, Business/professional, government office, transportation, school
33. Current use(s): School
34. Site type(s): Commercial/Educational
35. Historical background:

The two lots now occupied by 5PE.2253/the Clevenger Building were first recorded on the 1883 Sanborn Fire Insurance Map as unoccupied and remained so at least through 1886 (Sanborn Insurance Company 1883:2, 1886:4). In 1889, Sanborn Maps show the existence of a single-story brick notions (sewing miscellanea) store on the southerly lot and a stone foundation on the northerly (Sanborn Insurance Company 1889:6). By 1895, newspaper advertising indicates that the notions store had been replaced by G.H. Thomas's Grand Stables (*Pueblo Daily Chieftain*?) which appears on the 1904 Sanborn maps as a two-story brick building with internal wooden posts located on the site's north lot (Sanborn Insurance Company 1904:19). How long the lots retained this configuration is unclear, however city directories indicate that by 1915, the site was occupied by the Case Garage (1915-1919) who co-leased the space with J.E. Fairbanks (1916-1917). In 1925, a garage operated by H.N. Seabee was noted at the site followed by F.N. Sith and Edward Fowler in 1927. Beginning in 1921, Clevenger's Auto Sales & Service is noted on the site owned and operated by Mac V. Clevenger.

Clevenger (1888 or 1890-1982. See home: 5PE.516.19) was born in Utica, Kansas in 1888 (or 1890 according to his tombstone) and moved to Pueblo in 1914. He spent several years as a cowboy on a ranch near Arlington before selling used automobiles in 1917. (Thomas 2005). In 1919, he became an authorized dealer of Dart motor cars before operating a dealership for Durant and Star automobiles from 1920 to 1928 (Thomas 2005). Articles in the *Pueblo Daily Chieftain* indicate that Clevenger participated in a groundbreaking at the 7th St and Santa Fe Ave site in January of 1928 for a new building which probably coincided with his transition from a Durant and Star dealer into a Plymouth and DeSoto dealer that same year (*Pueblo Daily Chieftain* 1928; Thomas 2005). This latest transformation only lasted until 1935 when Clevenger dropped DeSotos in favor of Chryslers. He remained a Plymouth and Chrysler dealer until retiring in 1959 (Thomas 2005). During Clevenger's tenure, portions of the building were occupied by other tenants including the Bureau of Reclamation (1963) on its second floor ("Pueblo to Get Fryingpan Work Headquarters 1963:5).

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After Clevenger's departure, city directories list the "Hunter Motor Bros Inc." at the address. They remained in occupancy through 1977. In 1979, the company was either transformed or replaced by "Cardinal Chrysler Plymouth Auto Dealers" who continued to operate out of the building through 1982. By 1988, the building was listed as vacant and remained so at least through 1991 (Pueblo City Directories). Sometime thereafter, the building was occupied by the computer offices for the Colorado Lottery operated by G-Tech Lab Corp. (resident anecdotes note that making deliveries to the company was "like trying to deliver to Fort Knox" (Ward-Masias 2020) before the charter school, Connect School, took up ownership in 1993 (Pueblo Downton Association n.d.:3).

36. Sources of information:

1928 Pueblo Daily Chieftain 4 January:1. Pueblo.

1963 Pueblo to get Fryingpan Work Headquarters. Colorado Springs Gazette Telegraph 28 January:5. Colorado Springs.

Margaret Ward-Masias, personal communication 2020.

Pueblo City-County Library, 1934-1958 "Pueblo Aerial Views." Pueblo City-County Library, Pueblo. <http://cdm16620.contentdm.oclc.org/cdm/search/collection/p16620coll3>, accessed December 16, 2019

Pueblo County Assessor's Office

Pueblo Downtown Association n.d. Downtown Pueblo Historic Building Walking Tours, brochure, Pueblo Downtown Association. http://www.pueblodowntown.com/uploads/4/4/9/7/44973131/walking_tour_2018_for_web.pdf, Accessed December 19, 2019.

R. L. Polk & Co. 1879-1971 Polk's Pueblo City Directory. 61 vols. R. L. Polk & Co., Salt Lake City. Ancestry.com. ancestry.com, accessed December 16, 2019.

Sanborn Map Company, 1883-1951 Sanborn Fire Insurance Maps. 10 vols. Sanborn Map Company, Pelham, Library of Congress. <https://www.loc.gov/collections/sanborn-maps/?fa=location%3Acolorado%7Clocation%3Apueblo+county>, accessed December 16, 2019.

Thomas, Adam 2005 Pueblo North Side Neighborhood Survey, Architectural Inventory Form, 5PE.516.19. Historitecture. <http://www.historitecture.com/pdf/18thstw409.PDF>, accessed December 19, 2019.

VI. SIGNIFICANCE

37. Local landmark designation: Yes _____ No Date of designation: _____

Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: 1928-1967

41. Level of significance: National _____ State _____ Local

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42. Statement of significance: 5PE.2253 is located within the City of Pueblo's original townsite and is representative of its developing economy over the course the 20th century. The building was constructed as an automotive dealership by local businessman Mac Clevenger. Clevenger was one of many such dealers who helped to make Santa Fe Ave. into Pueblo's "Automobile Row"—a central vehicle marketplace for the City which was largely developed beginning in the 1940s. The building is a good example of the Early Twentieth Commercial style with its large plate glass windows, decorative brickwork, and stepped parapet. Due to the replacement of the building's windows and its subsequent loss of historic integrity, 5PE.2253 is recommended as not individually eligible to the National, State, or local registers of historic places/properties.
43. Assessment of historic physical integrity related to significance: 5PE.2253 remained largely intact through the 1980s however since that time, all of the building's original windows have been replaced by aluminum-framed units and glass block. A concrete ramp was added to the building's rear to provide wheelchair accessibility into the building. Likewise a steel external staircase was added onto the building's south wall. Because of these changes, 5PE.2253 retains only its integrity of location, setting, materials, and workmanship.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible _____ Not Eligible Need Data _____

45. Is there National Register district potential? Yes No _____

Discuss: 5PE.2253 is in proximity to a number of other 19th-century and 20th-century commercial buildings surveyed for this project. Per SWCA's earlier survey recommendation, a potential period of significance for a Downtown Pueblo Historic District would begin in 1882 and conclude in 1967. Because the buildings within the survey area are contained within the City's earliest subdivisions, represent the heart of the City's urban fabric, and encompass the highest concentration of civic and commercial architecture within the City's corporate limits, the potential exists for the designation of a Downtown Pueblo Historic District. The criteria for evaluation would be limited to Criterion A in the area of commerce for the district's collection of multiple well-preserved examples of late-19th-century through mid-20th-century commercial architecture that are a physical expression of Pueblo's changing economy over time.

If there is National Register district potential, is this building: Contributing Noncontributing _____

46. If the building is in existing National Register district, is it: Contributing N/A Noncontributing N/A

VIII. RECORDING INFORMATION

47. Photograph numbers: 12, 13

Negatives filed at: Logan Simpson Design, Inc.

48. Report title: Historic Downtown Property Survey, City of Pueblo, Pueblo County, Colorado

49. Date(s): June 26, 2019

50. Recorder(s): J. Levstik, R. Pavel, K. McKinney, L. Emerson Guettinger

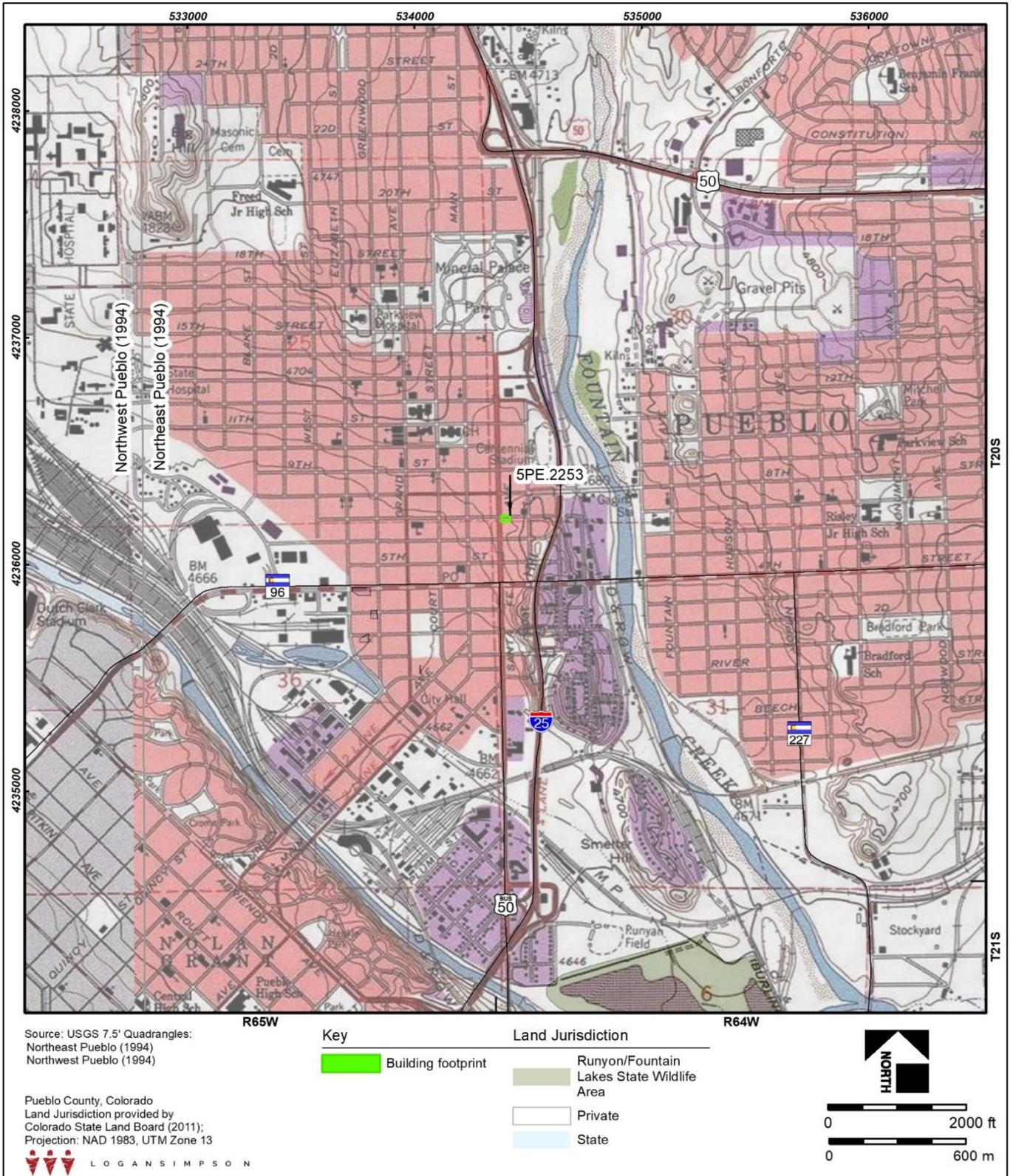
51. Organization: Logan Simpson

52. Address: 177 N. Church Avenue, Suite 607, Tucson, Az, 85701

53. Phone number(s): 520-884-5500

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

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Source: DigitalGlobe Aerial Imagery (2018)

Pueblo County, Colorado
Projection: NAD 1983, UTM Zone 13



Key

-  Building footprint
-  Parcel boundary



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620 N. Santa Fe Ave. facing east showing west wall. Courtesy of Google Maps.



Resource Number: 5PE.2253
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620 N. Santa Fe Ave. facing northeast.



620 N. Santa Fe Ave. facing southwest showing east wall. Courtesy of Google Maps.

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620 N. Santa Fe Ave. facing south showing north wall. Courtesy of Google Maps.

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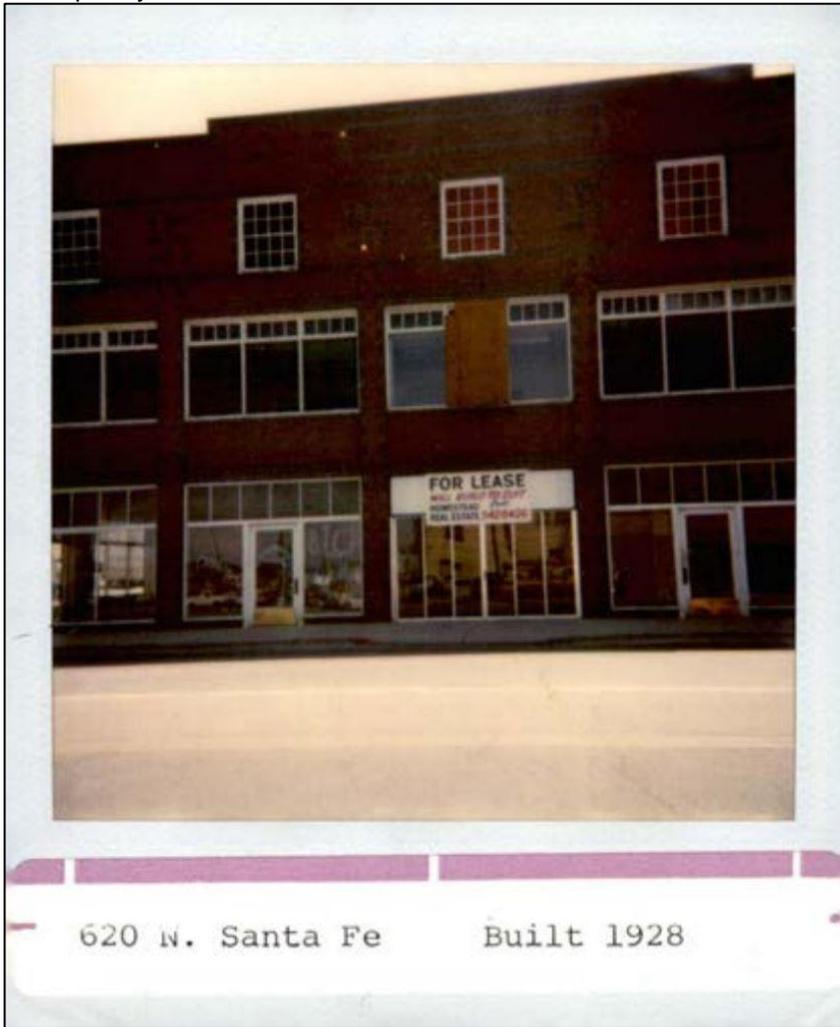


620 N. Santa Fe Ave. facing southeast. Photograph from June, 2019 survey. Note damaged parapet along north wall.



Detail of "Santa Fe Avenue and Sixth Street, 1938." June 27th, 1938. Note 5PE.2253/Clevenger Building in mid-ground. Looking northwest. Identifier No. P-480.

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"620 N. Santa Fe." 1988? Courtesy of the Colorado Office of Archaeology and Historic Preservation. Site Form for 5PE.2253.