

**Update and Expansion Architectural Resources Inventory  
of the Downtown Cheyenne Historic District  
Cheyenne, Laramie County, Wyoming**

*Prepared by:*

Espinoza Cultural Services, LLC  
P.O. Box 571  
La Jara, CO 81140

*Prepared for:*

The City of Cheyenne, Wyoming

*By:*

Steven F. Mehls, PhD

*Prepared under the supervision of:*

Dee Ann Espinoza, MA, RPA  
Principal Investigator

Contract No: 2016-173

**Final Report  
October 23, 2017**

# SURVEY REPORT COVER PAGE

<b>Consultant Project No: 2016-173</b>	<b>Agency No:</b>
<b>Review and Compliance No:</b>	<b>Cultural Records Office No:</b>

**AUTHOR(S):** Steven F. Mehls, PhD

**REPORT TITLE** (include client name, undertaking name, survey project type, and report number):

**Update and Expansion Architectural Resources Inventory of the Downtown Cheyenne Historic District, Cheyenne, Laramie County, Wyoming**

**Client:** City of Cheyenne, Development Office, Cheyenne, Wyoming

**Undertaking name:** No undertaking

**Project type:** Updating of existing National Register information and expansion of the district boundaries

**DATE OF REPORT** (MO/DY/YR): June 13, 2017

**LEAD AGENCY** (e.g., BLM ADMINISTRATIVE UNIT): City of Cheyenne

**SURVEY ORGANIZATION/NAME:** Espinoza Cultural Services, LLC

**FEDERAL PERMIT NO.** (e.g. BLM CULTURAL RESOURCE USE PERMIT and EXPIRATION DATE): N/A

**BRIEF DESCRIPTION OF UNDERTAKING:** N/A

## SURVEY METHODS:

\_\_\_\_ **Standard 30 Meter Transects (*in well areas*)**   X   **Non-Standard** (Describe in body of report)

**Survey Width** (All Linear Inventory): \_\_\_\_ **100 feet (individual road or pipeline corridor)**

\_\_\_\_ **150 feet (parallel road/pipeline corridor)**

\_\_\_\_ **Other (indicate width: \_\_50' \_\_\_\_ feet) – This width used for access routes to well sites**

**COUNTY(IES):** Laramie

**USGS QUAD MAPS** (NAME, DATE): Cheyenne North, 2015

**LAND OWNER:\*** \_\_\_\_ **BLM** \_\_\_\_ **BuREC** \_\_\_\_ **FS** \_\_\_\_ **NPS**   X   **PRIVATE** \_\_\_\_ **STATE** \_\_\_\_ **USFWS**   X   **OTHER** City of Cheyenne

**LEGAL DESCRIPTION** (T/R/Sec/up to 4 qtrs and identify template corner):<sup>+</sup>

T.13N, R66W; NW of NW of NE and NE of NE of NW Section 6 and T.14N, R66W; S ½ Section 31

## ACREAGE:

<b>FEDERAL SURFACE</b>	<b>BLOCK:</b> 0.0	<b>LINEAR:</b> 0.0	<b>TOTAL:</b> 0.0	<b>TOTAL ACREAGE:</b> 160.0
<b>NON-FED SURFACE</b>	<b>BLOCK:</b> 160.0	<b>LINEAR:</b> 0.0	<b>TOTAL:</b> 160.0	

**FILE SEARCH DATE(S):** Online 6/21/16

**FIELD WORK DATE(S)** (MO/DY/YR): 7/20, 8/11, 10/28/2016 and 6/2/2017

**FIELD PERSONNEL:** Steven Mehls

**SURVEY RESULTS:** \_\_\_\_ **NO CULTURAL MATERIAL** \_\_\_\_ **#ISOLATED FIND(S)**   1   **#SITE(S)**

+ attach continuation sheets for additional data      \* check all that pertain

**SITE SUMMARY TABLE** (Field Agent Use)

Smithsonian Number Isolated Find Number	48LA3198					
Brief Site/isolate type	Downtown Historic District					
Previously recorded? (Y/N?)	Y					
Previous Eligibility	Portions Listed on National Register of Historic Places					
Previous SHPO Concurrence? (Y/N?)	Y					
Current Eligibility	E					
NRHP Criteria (A, B, C, or D)	A, C					
Contributing Portion? (Y/N?)						
Current Project Effect?	NO					
Proposed mitigation or protection measures						
Collections? (Y/N)	N					
Land owner	City of Cheyenne, WY and Private					
Township	T13N	T14N				
Range	R66W	R66W				
Section	6	31	20	21		
¼s	NW of NW of NE and NE of NE of NW	S 1/2	NE	NW and SW		
Comments						
*User may add additional optional attributes from this point						

**National Register of Historic Places eligibility:** E (Eligible); NE (Not Eligible); U (Unevaluated)

**Eligibility Determination:** R-Listed on NRHP Register; K-Eligible by NRHP Keeper; C-Eligible-SHPO concurrence;

E-Eligible-Consultant/Agency; U-Eligibility Unknown; N-Not eligible

**Effect:** NO for sites with no effect; NAE for site with no adverse effects; AE for sites with adverse effect; U for Unknown

**Proposed mitigation:** e.g., data recovery, avoidance, fencing, sign, etc.

**\*ATTACH CONTINUATION SHEETS AS NEEDED/EXPAND, ADD OR DELETE INDIVIDUAL SITE COLUMNS AS NECESSARY; Please list sites in alphabetical/numeric order first and isolates after the sites.**

**Note:** Information about the location, character, or ownership of historic properties in the report may not be disclosed to the public unless authorized by the appropriate federal agency and/or the Wyoming State Historic Preservation Office.

## **Abstract**

Espinoza Cultural Services, LLC (ECS) conducted an architectural-resources inventory of the Downtown Cheyenne Historic District (District) and designated expansion areas for the City of Cheyenne Development Office. The survey area covered approximately 160 acres. The survey area is located in Townships 13 and 14 North, Range 66 West, Laramie County, Wyoming. There is no undertaking associated with this study. The results of the inventory will be used to update the existing National Register of Historic Places (NRHP) registration form for the Downtown Cheyenne Historic District.

One previously recorded resource, the NRHP Historic District, is located within the current survey area. This resource was originally recorded in 1977 by Carol A. Nathan of the Cheyenne-Laramie County Regional Planning Office and was formally listed on December 22, 1978. As originally defined, it was composed of 22 historic resources within an area between the track side of the Union Pacific Depot on the north, the alley north of 16<sup>th</sup> Street on the south, Capitol Avenue on the east, and Pioneer Avenue on the west. Two years later, Do Palma of the Cheyenne-Laramie County Regional Planning Office revisited the District and expanded it to include additional downtown buildings north of Lincolnway. This area was listed on April 17, 1980. The City retained Ellen T. Ittelson of Hammer, Siler, George Associates to again update and expand the District in 1987; the revised listing was approved on May 20, 1988. Eight years later, Rosenberg Historical Consultants again updated the District. As approved on July 2, 1996, the District now includes 96 resources.

ECS revisited all 96 previously recorded buildings and recorded an additional 25 buildings that expanded the District boundaries. Our survey of the District found that two contributing buildings had been destroyed and one has lost its historic integrity due to recent remodeling to the exterior. We recommended 11 buildings to be contributing that were listed as non-contributing in 1996. Of the newly recorded buildings, 17 are recommended as contributing to the significance of the District, seven are recommended to be non-contributing elements, and one is a corner building already a contributing element to the Historic District that has addresses on two streets (Deming/WyoLotto Building, 1620 Central Ave. and 105 W. 17<sup>th</sup> Street, Nos. 54 and 105). ECS further recommends the expansion of the District boundaries to cover areas between the track side of the Union Pacific Depot on the south, the south side of 20<sup>th</sup> Street on the north, Thomes Avenue on the west, and Warren Avenue on the east (Figures 1 and 2).

## Table of Contents

<b>Abstract .....</b>	<b>i</b>
<b>Project Description .....</b>	<b>1</b>
Type of Action .....	1
<b>Environmental Setting .....</b>	<b>4</b>
Environmental Constraints .....	5
Field Constraints .....	5
<b>Background Research.....</b>	<b>6</b>
Cheyenne in the Post-World War II Era (ca. 1945–1970) .....	6
<i>The Military in Cheyenne during the Early Years of the Cold War .....</i>	<i>7</i>
<i>The Changing Transportation Landscape of Cheyenne from the 1940s to 1960s .....</i>	<i>9</i>
<i>The Growth of Cheyenne from the Late 1940s through the 1960s.....</i>	<i>13</i>
Post-War Commercial Architectural Context (ca. 1945-1970) .....	18
<i>Modern Formalist Style .....</i>	<i>19</i>
<i>Brutalist Style.....</i>	<i>20</i>
<i>Googie Style.....</i>	<i>22</i>
<b>Methodology .....</b>	<b>25</b>
Extent of Survey Coverage .....	25
<i>Mapping Methodology .....</i>	<i>25</i>
<i>Site/Isolated Find Definitions .....</i>	<i>25</i>
<i>NRHP Evaluations .....</i>	<i>25</i>
<b>Inventory Results.....</b>	<b>27</b>
Overview .....	27
Study Definition .....	27
ECS 2016 Survey .....	28
<i>Existing Resources—1996 Historic District.....</i>	<i>29</i>
Modifications to the 1996 Historic District .....	32
Expansion of the 1996 Historic District—Evaluations of the Newly Recorded Resources .....	34
<i>Previously Recorded Extant Resources with Revised Status .....</i>	<i>35</i>
<i>Newly Recorded Contributing Elements .....</i>	<i>38</i>
<i>Newly Recorded Recommended Noncontributing Elements .....</i>	<i>45</i>
<b>Conclusions/Summary .....</b>	<b>48</b>
<b>References Cited .....</b>	<b>49</b>

## **List of Tables**

Table 1.	Results of 1996 Downtown Historic District Survey Project .....	29
Table 2.	Extant Buildings with Changed Contributing Status from 1996 Assessments .....	33
Table 3.	Recommendations for Newly Recorded Resources .....	34

## **List of Figures**

Figure 1.	Downtown Cheyenne Historic District Expansion Project Vicinity .....	2
Figure 2.	Downtown Cheyenne Historic District Expansion Survey area .....	3
Figure 3.	Highways of Cheyenne; adapted from Wikipedia.com .....	11
Figure 4.	Section of 1914 USGS Topographic Map of Cheyenne—dashed line is the municipal boundary. ....	14
Figure 5.	Section of 1950 USGS Topographic Map of Cheyenne .....	15
Figure 6.	Section of 1961 USGS Topographic Map of Cheyenne—note Interstates under construction .....	16
Figure 7.	AT&T Building, Cheyenne (Photo by Steve Mehls, 2016) .....	19
Figure 8.	Joseph C. O'Mahoney Federal Center (Photo by Chris Baker, 2014) .....	20
Figure 9.	Washoe County Courthouse Addition (Photo by Steve Mehls, 2012) .....	21
Figure 10.	Miesian Box Style: First National Bank, (Photo by Steve Mehls, 2012) .....	22
Figure 11.	Cheyenne Municipal Airport Terminal (Photo by Steve Mehls, 2010) .....	24

## **List of Plates**

None	inserted	yet.
------	----------	------

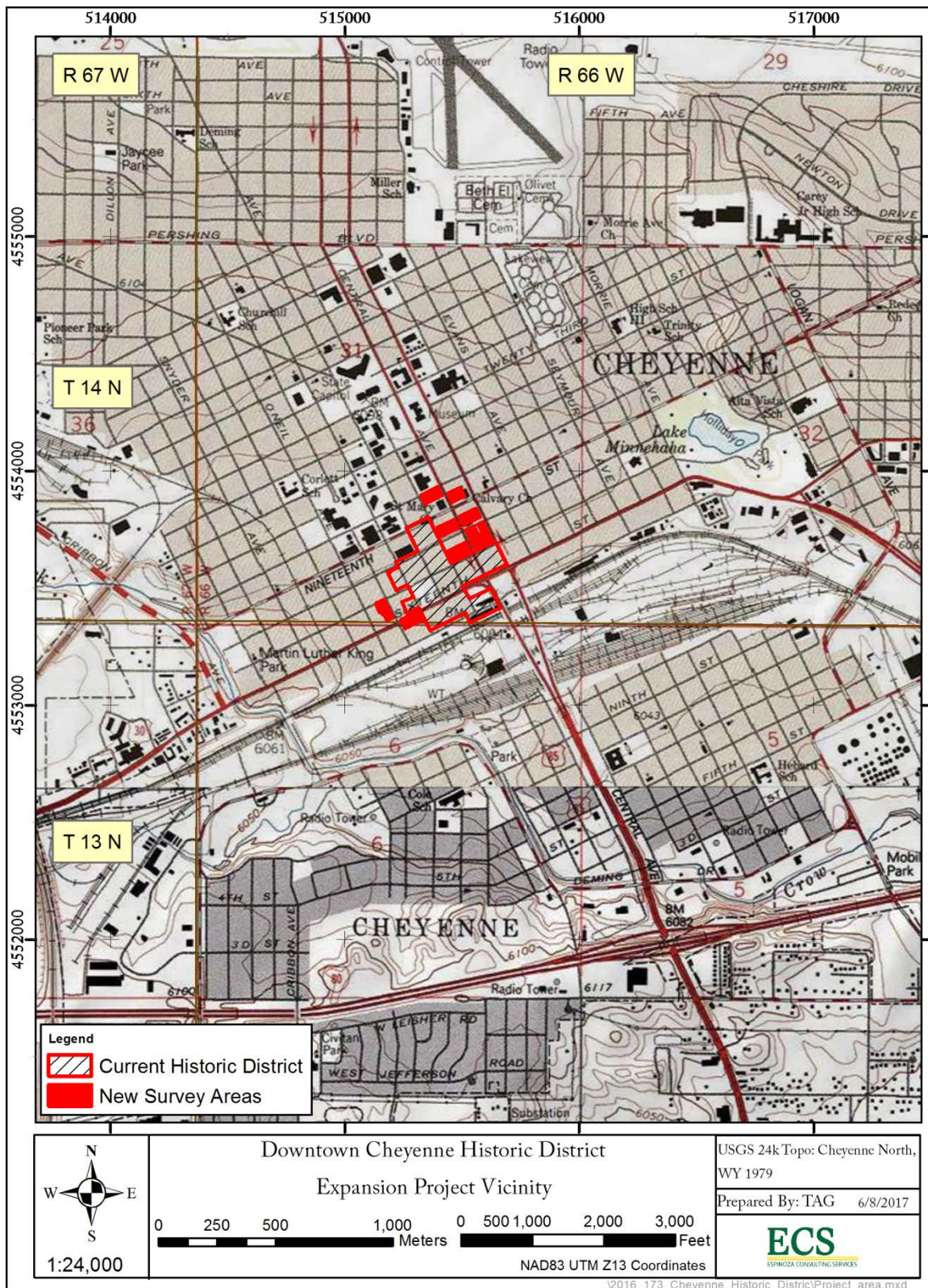
## **Project Description**

The following study was designed in coordination with the City of Cheyenne's (City's) historic preservation staff and board to assist the City in preserving and managing the Downtown Historic District within the context of future development in downtown Cheyenne. It updates the results of the previous NRHP studies, while expanding the boundaries and numbers of contributing buildings. This report developed two new contexts for the City regarding the development of the community and its architecture after World War II (1945). No undertakings, as defined by the National Historic Preservation Act (NHPA) and implementing regulations, are planned at present. Rather this documented is part of a forward-oriented planning process. The area is a mix of private and municipal ownership.

## **Type of Action**

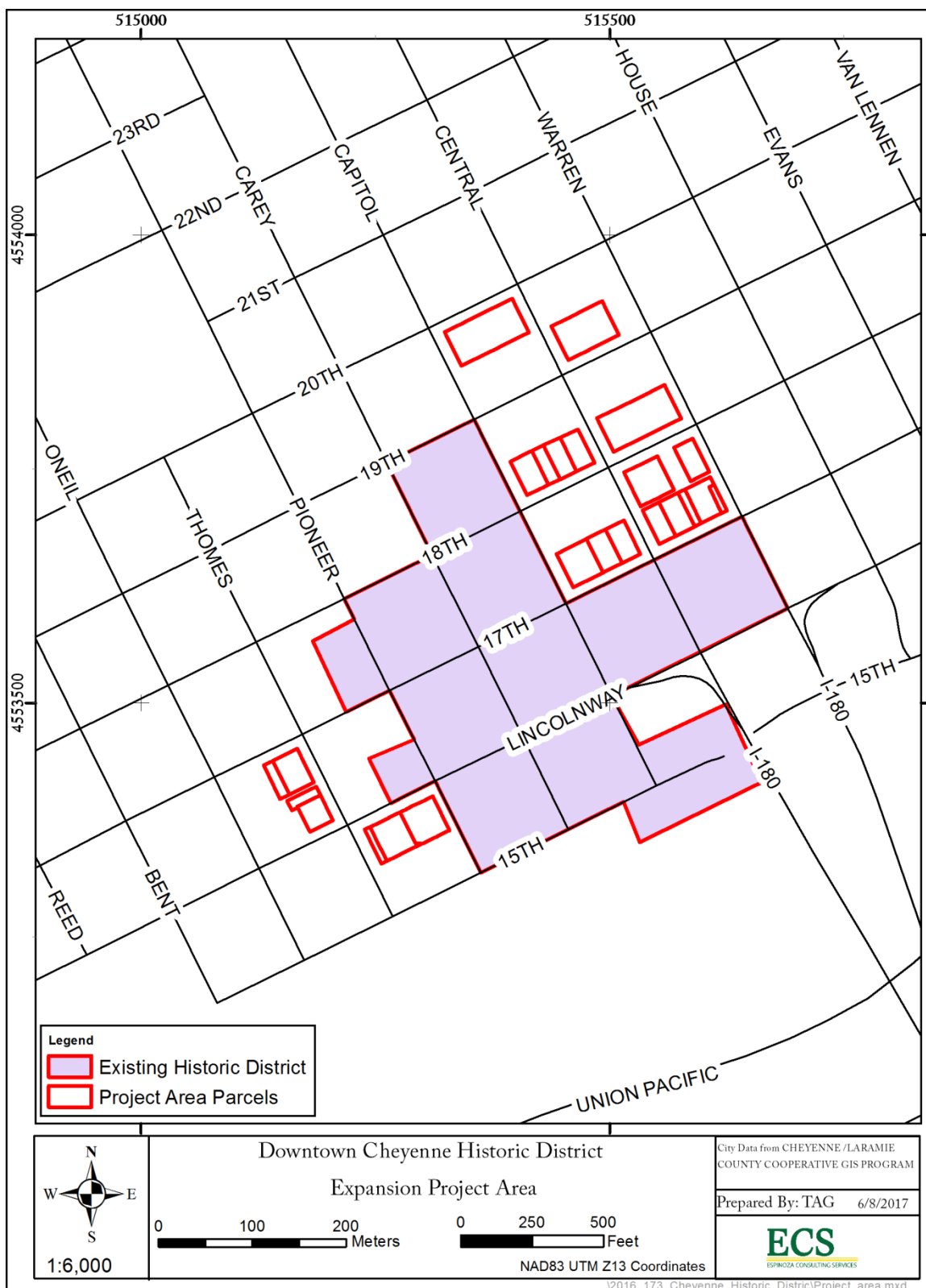
There are no actions (undertakings) directly associated with this study.

*Update and Expansion Architectural Resources Inventory  
Downtown Cheyenne Historic District  
Laramie County, Wyoming*



**Figure 1. Downtown Cheyenne Historic District Expansion Project Vicinity.**





**Figure 2. Downtown Cheyenne Historic District Expansion Survey area**

## **Environmental Setting**

The Downtown Cheyenne Historic District Update and Expansion Project is located in downtown Cheyenne, in south central Laramie County, Wyoming, within the Denver Basin of the High Plains. The current survey is bounded on the east by the west side of Warren Avenue, on the north by the south side of 19<sup>th</sup> Street, on the west by the east side of Thomas Avenue, and on the south by the Union Pacific Railroad. This is entirely within the historic core of the City. Site elevations range from 6,030 to 6,040 feet.

The survey area is in the South Platte River Basin, east of the Laramie and Medicine Bow Mountain Ranges. Local water sources in the area include Sloan's Lake to the west and Kiwanis and Absaraca Lakes to the northwest.

The geology consists primarily of Mesozoic and Cenozoic rocks underlain by Cretaceous-age materials and a veneer of Tertiary formations. In some areas, the Tertiary formation has been removed and the Cretaceous beds are exposed at the surface. The High Plains were covered by a sea until the end of the Cretaceous period. The South Platte and its tributaries have removed much of the Tertiary mantle; however, remnants can still be found in the Denver Basin (Mehls and Chambellan 2011: 5). The five soil orders that have been identified in the Platte River drainage basin are: alfisols, aridisols, entisols, inceptisols, and mollisols (Heil et al. 1977). At the time of survey, no soils were exposed for examination.

The climate is semi-arid with cold, long winters. Temperatures in January average 25.9° F, while the high in July averages 67.7° F. Temperatures in July, however, can be over 90° F. Chinook winds that blow downslope from the Rockies are frequent and can bring warming conditions. The greatest snowfall is in March and April, with an average of 60 inches for the season, and annual concentrated precipitation is from May to August (Wikipedia 2016).

According to Kuchler (1975), Grama-Buffer Grasslands was the dominant natural vegetation community in the survey area prior to the urban development of downtown. These are fairly dense grasslands dominated by blue grama (*Bouteloua gracilis*) and buffalo grass (*Buchloe dactyloides*). Both tall and short grasses were present in the survey area at the time of the fieldwork, and the ground was visible in between the plants.

Historically, bison would have inhabited this area. Artiodactyls still present today outside the Cheyenne city limits include pronghorn antelope and mule and white-tailed deer. Other wildlife that may be present in the survey area and locally, but were not observed at the time of fieldwork, include white-tailed jack rabbits, black-tailed jack rabbits, desert cottontail rabbits, badgers, skunks, weasels, coyotes, foxes, hawks, owls, songbirds, lesser prairie chickens, Western rattlesnakes, and bullsnakes (Mehls and Chambellan 2011: 5).

## **Environmental Constraints**

Construction, destruction, and remodeling of various buildings in downtown Cheyenne have altered the area over the past 20 years. This has affected the amount of intact prehistoric and historic cultural material that remains the downtown Cheyenne area.

## **Field Constraints**

The survey area lies within the municipal boundaries of the City of Cheyenne and has been the heart of the community since the City's founding in the 1860s. Original buildings and structures have been replaced by newer ones as the City grew during the late 19<sup>th</sup> century and early 20<sup>th</sup> century. Presently, the area is made up of occupied lots, grass-covered/landscaped areas, or vacant lots that have been bulldozed and/or excavated.

## **Background Research**

Background research for this project included review of the four previous National Register registration forms and associated photographs as a baseline. ECS then conducted additional research at the Wyoming State Library; Wyoming State Historical Society; Wyoming State Historic Preservation Office; Laramie County Library (Main Branch), Local History Department; City of Cheyenne; and online sources including Newspaper Archives.com and Ancestry.com. The City also provided research data from building records and permits, as well as other sources.

Based on this research, ECS adopted the previously developed historic contexts for the Cheyenne Historic District iterated in Rosenberg (1996). The Rosenberg contexts include the following:

1. The Origins of Cheyenne
2. Cheyenne and the Open Range Cattle Industry, 1870-1887
3. Cheyenne in the Post-Cattle Baron Era, 1888-1920
4. From Frontier Town to Modern City
5. Expansion of Downtown Cheyenne, 1920-1940s

Recognizing that 20 years had passed since the last investigation of the Historic District and that the 50-year threshold now fell in the late 1960s, ECS worked with City staff and the Historic Preservation Board to develop two new contexts:

- Cheyenne in the Post World War II Era (ca. 1945–1970)
- Post-War Commercial Architectural Context (ca. 1945–1970)

These contexts were necessary to support the evaluation of some of the previously recorded buildings, as well as many of the newly recorded ones. The new contexts are presented below.

### **Cheyenne in the Post-World War II Era (ca. 1945–1970)**

At the end of 1945, the United States demobilized from its war posture. The armed forces returned to peacetime manpower levels, industries returned to civilian production, and individual Americans stowed away their ration cards and other trappings of war. The euphoria over the victory in the war, however, soon encountered the realities of the post-war world and the United States' new position as a leading power. The changes in the balance of power and the threats of the Union of Soviet Socialist Republics (USSR) were first recognized by Western leaders during late 1944 and early 1945 as the Axis Powers were in retreat. The tensions of the new world order were articulated by Winston Churchill less than a year after the surrender of Japan when he spoke at Westminster College in Fulton, Missouri on March 5, 1946. While the title of the speech was *The Sinews of Peace*, it is best known as the Iron Curtain speech, where he laid out the Soviet plan for dominance in Europe and exportation of Communism around the

world.<sup>1</sup> The speech drew the public's attention to other signs in the international arena and led the nation into a new era of international conflict known as the "Cold War." The Cold War was one of the many outside forces that had tremendous impacts on post-War Cheyenne—from the change in the role of Francis E. Warren Air Force Base to construction of Interstate highways and new communications systems, such as the AT&T microwave system, to the Baby Boomer generation and population explosion.

### ***The Military in Cheyenne during the Early Years of the Cold War***

Fort F.E. Warren served as a Quartermaster Corps training center during World War II. To accommodate increased troop numbers, the Army built nearly 300 new wooden buildings at the Fort. The installation also hosted a prisoner-of-war camp (United States Air Force 2010). While the Army decommissioned and sold many other bases as surplus after the war ended, the government retained Warren. In 1947, the newly established U.S. Air Force began using the base for training. When the Air Force took over, the post was renamed Francis E. Warren Air Force Base (AFB), and for approximately a decade it served as an Air Force training center (United States Air Force 2010). In 1958, the Air Force transferred Warren to the Strategic Air Command and established the 4320<sup>th</sup> Strategic Missile Wing at the base. The missile wing had responsibility for 24 Atlas missile sites located in the region.

The history of Warren AFB during the late 1950s and the Atlas Intercontinental Ballistic Missile (ICBM) system are rooted in the Cold War arms race between the United States and the USSR. As part of the arms race, both nations worked to develop long-range missiles that could reach targets deep inside the enemy's homeland. The concept of a long-range missile can be traced to the late 1940s when the Army Air Force and later U.S. Air Force contracted with Convair to examine the practicality of such systems.

The program suffered from a combination of technical and funding issues that lasted into the 1950s. The Korean War and rising threats of Soviet expansion, however, led to a renewed interest in the strategic missile program that resulted in the Atlas (SM-65), the first ICBM in the American arsenal. The Atlas missile was selected by the Air Force as the basis for its new strategic missile system in 1958. That year the Air Force contracted with the U.S. Army Corps of Engineers to build the launch sites for the new missile-based weapons systems. The next year the Air Force accepted the final design of the Atlas D missile, the first operational ICBM weapons system (Warren AFB 2016 and U.S. Army Corps of Engineers 2016).

The Air Force selected Cheyenne's Warren AFB to be the home of the first Atlas missile squadron and construction of the first Atlas launch complex began in the late summer of 1958. Even though Vandenberg AFB (California) hosted the first operational Atlas ICBMs on open-air launch pads, the installations associated with Warren AFB were the first ones purposely

---

<sup>1</sup> The full text of Churchill's speech and contextual information can be found at the National Churchill Museum web site at <https://www.nationalchurchillmuseum.org/sinews-of-peace-history.html>. The museum is located at Westminster College in Fulton, MO.

designed and built to house the missiles and launch crews (U.S. Army Corps of Engineers 2016 and The Military Standard 2016a). Deployment of the Atlas missiles in the region, however, did not lead to noticeable public controversy in Cheyenne. This may have been because the citizens considered the base to be a good neighbor and appreciated the federal money spent in the city and state (Whipple 2016).

While the construction program was initiated at Warren AFB, the Air Force continued to develop and change missile designs. This frequently led to changes in construction contracts and modifications of buildings already under construction. As the program moved forward, further changes were made and the specifications and types of launch complexes and buildings also evolved (U.S. Army Corps of Engineers 2016 and The Military Standard 2016a).

The initial Atlas D complex at Warren AFB became operational on 2 September 1960 as the 564<sup>th</sup> Strategic Missile Squadron. It was also the first fully operational ICBM squadron in the Air Force. It included six launchers grouped together, two launch operations buildings, and a central guidance control facility in a 3 x 2 configuration known as Warren I. The next Atlas D complex associated with Warren AFB (Warren II) was a 3 x 3 configuration that had three launchers and one combined guidance control/launch facility at each launch complex. The Air Force spread each squadron's launch complexes 20 to 30 miles apart to reduce the risk that one large enemy warhead would destroy multiple launch sites (Military Standard 2015b). Despite these investments, the active service life of the Atlas weapons system proved to be relatively short.

On July 1, 1963, the 90<sup>th</sup> Strategic Missile Wing was activated at Warren using the then newly developed Minuteman missile. The Minuteman program continued into the early 1970s (United States Air Force 2010). As opposition to U.S. involvement in the war in Vietnam increased during the late 1960s, at least a few Cheyenne residents also voiced their displeasure with having the ICBMs close by (Whipple 2016 and Roberts 2016a). Despite the controversy, the Strategic Air Command ICBM Force Modernization Program started replacing the Minuteman I's with newer Minuteman III missiles. The 400<sup>th</sup> Strategic Missile Squadron based at Warren AFB became the Post's first all Minuteman III squadron (United States Air Force 2010).

Warren continued to be a leader in the Air Force's missile force, in command of Minuteman III later-generation ICBMs such as MX, or Peacekeeper, missiles. During late 1982, President Ronald Reagan deployed 100 MX (Peacekeeper) missiles in southeast Wyoming to replace some of the Minuteman missiles. The Air Force completed that program at Warren in 1988, the only base in the nation to deploy the MX missile. In 1992, the Air Force decommissioned the Strategic Air Command (SAC) as part of a major realignment of the service. The next year Warren was transferred from the Air Combat Command (successor to SAC) to the Air Force Space Command, and at the same time, command of all ICBM wings was transferred to the base. In 2005, the last Peacekeepers were decommissioned, and today, the base remains in control of approximately 150 Minuteman III missiles (Whipple 2016).

## ***The Changing Transportation Landscape of Cheyenne from the 1940s to 1960s***

### **Rail Transportation**

The history of Cheyenne is linked to the growth of transportation networks—from its founding to the late 20<sup>th</sup> century. The Union Pacific Railroad reached Cheyenne on 13 November 1867. The company helped found the City. By then, the Union Pacific Land Department had sold hundreds of lots in Cheyenne. The lot sales had started on 9 July 1867. When the tracks reached Cheyenne, the town had an estimated population of 4,000, and the Army had built Fort D.A. Russell and the Camp Carlin storehouses. Soon it became the supply center for posts throughout the Rocky Mountains. The city also became a locomotive service center on the railroad; by World War II, the City hosted one of the largest engine servicing facilities in the West (Rosenberg 1992: 8-8 to 8-10 and Nathan 1977: 3). The railroad, and later the Colorado and Southern Railway (modern Burlington Northern-Santa Fe), has served Cheyenne since the late 19<sup>th</sup> century (Herman 2016).

For the railroads serving Cheyenne, the 1950s brought changes that would have direct effects on the City. These changes were linked primarily to the changes in railroad technology, as well as increased competition from automobiles, trucks, and airplanes. The post-war evolution of railroad technology, commonly thought of as the replacement of steam engines with diesel locomotives, actually involved many other changes. For example, the use of radios led to the end of railroad telegraphy and the introduction of welded rail and computer traffic tracking altered the way railroads maintained their operations. These operational changes led to modifications to the buildings and other facilities linked to the railroads. In Cheyenne, this contributed directly to the demolition of most of the roundhouse, a longtime feature on the edge of downtown. At the same time, the railroads also removed the water tanks and coaling facilities, ash pits, and other buildings and structures related to the operation of steam locomotives (see Rosenberg 1992).

The Union Pacific began a staged program to remove the Cheyenne roundhouse in 1966, with the final demolition taking place during 1982 and 1983. Seven stalls were retained for storing its steam and early diesel locomotive collection (Rosenberg 1992: 8-13). The Union Pacific depot, a Cheyenne landmark since the late 19<sup>th</sup> century, also changed functions after World War II. The once busy passenger station saw fewer and fewer trains stop, until the Union Pacific and the Burlington Northern, parent of the Colorado and Southern, shutdown all passenger service on 1 May 1971 when Amtrak began service. The initial Amtrak system included the California Zephyr, which operated through Cheyenne; however, in 1983, the train returned to its original route west from Denver via the Moffat Tunnel. Between 1983 and 1991, Cheyenne had no passenger train service; the Amtrak Pioneer train began service through Cheyenne in 1991 (Thomas 1991). Despite changes in passenger service, both railroads serving Cheyenne continued to haul impressive tonnages of freight through Wyoming's capital city (Herman 2016).

### **Automobile Transportation**

During the early 20<sup>th</sup> century, Americans embraced the automobile. As the number of cars on the road grew, motorists asked for improved roads and highways, eventually leading to establishment of the Bureau of Public Roads, state highway commissions, and a system of federal assistance. The federal highway system grew out of this era. In 1913, Wyoming welcomed the Lincoln Highway and recognized the importance of the highway by renaming a street through downtown Cheyenne as Lincolnway. Later the highway would be assigned a number and become a United States Highway (U.S. 30). It would remain a key route until after World War II (Lincoln Highway Association 2016).

North-south highway travel to Cheyenne also made steps forward during the interwar years. In 1929, the Denver Highway (U.S. 85) opened, following the route of Central Avenue south out of downtown (Rosenberg 2005: 8-143). Similar to the highways, commercial aviation began in Cheyenne before World War II and evolved as the City adjusted to the post-war world.

The 1950s and the Cold War led to vast changes in the highway system that served Cheyenne. President Dwight Eisenhower signed the Federal-Aid Highway Act of 1956 on 29 June of that year. The new law established a 41,000-mile “National System of Interstate and Defense Highways.” The law stated that the system would be critical to the nation’s future growth, as well as being a key part of the defense network of the Cold War. As the planners worked out the details of the system, it became apparent that Cheyenne would become a major junction on the system. When the plans were finalized, the City found itself at the crossing of Interstates 25 (I-25) and 80 (I-80) (Herman 2016).

The interstate system was under construction by the early 1960s in most Western states. I-80 approximates the overall route of the Lincoln Highway, the first auto road across the United States, which in turn roughly paralleled the first transcontinental railroad, and the earlier Oregon Trail. In many cities, the Interstate planners located the highway on the then edge of the urban area; however, Cheyenne, Lincoln, Nebraska, and Des Moines, Iowa are three examples of I-80 being built around the core city. The I-80 route currently carries approximately 20-percent of the auto and truck traffic on American highways and has been as heavily used since it opened. I-80 is south of the central business district and relegated the old Lincoln Highway (Lincolnway) through downtown to secondary status. North-south transportation is also located on the edge of the city, as I-25 follows the western border along the eastern boundary of Warren AFB. While these two highways do not cross the downtown area, they have ensured the City is accessible to motorists coming from all directions. For more information about the history and impacts of the interstate system on the West, see Gutfreund (2004) and McNichol (2003). Cheyenne’s location at a major Interstate Highway crossing continues to be a major factor in the city’s economy (see Figure 3).

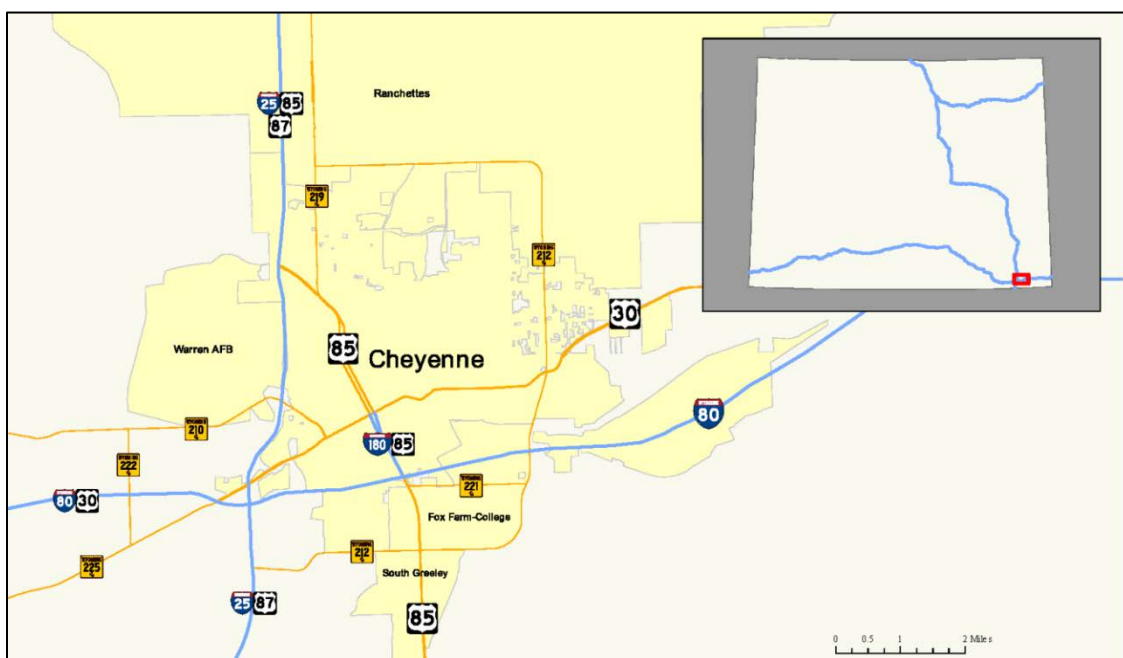
The auto also continued to influence downtown Cheyenne as well. New lodgings were built, such as the Central Plaza Hotel (1964) and the motel originally associated with the Frontier Hotel (1960), now used as apartment building. Possibly the buildings most associated with the auto in



downtown are the former Goodyear Tire service center at 401 West 16<sup>th</sup> (Lincolnway, built 1966) and the Dinneen's building, a former auto dealership, and a gas station, now the Subway on Central Avenue (1954). This gas station was one of many in the downtown area during the 1940s to 1970s. During the latter decade, however, more and more service stations moved to the newer areas as the City expanded. The auto also made downtown accessible to residents throughout the City. This led to new businesses being built in the styles of the era, such as the one at 1716 Warren Avenue (1961).

Another indicator of both the growth of Cheyenne and the impact of the auto on the City core can be found in the federal General Services Administration's construction of the Joseph C. O'Mahoney Federal Center (originally called U.S. Post Office & Court House) in downtown. The building, completed in 1964, included parking areas and vehicle access for trucks. The growth of Cheyenne also led to a number of downtown buildings being remodeled by having sheaths placed over their façades or other actions to make them "up to date." One of the many examples is found in the Teton Jewelers Building on West 17<sup>th</sup> Street.

**Figure 3. Highways of Cheyenne; adapted from Wikipedia.com**



### **Air Transportation**

The other major factor in Cheyenne's post-war transportation history was the City's role in regional and national aviation. The City's aviation history dates to the earliest days of commercial flight in the United States. The advantage of a low-elevation crossing of the Rockies influenced the City's transportation history—beginning with pioneers traveling north and south along the piedmont of the Rocky Mountains, followed by the route of the Union Pacific and the early highways, and carrying over to its role in the development of early air routes. When the U. S. Post Office Department opened airmail service between Chicago and San Francisco in 1920,

Cheyenne was selected to be on the original Transcontinental Air Mail Route. Before the end of the 1920s, Congress decided to use contractors to provide air-mail service. This encouraged the infant commercial airlines to further expand their operations.

Relevant to Cheyenne, the Post Office awarded Boeing Air Transport Co. the Chicago to San Francisco contract. The company decided to establish an aircraft service center in Cheyenne in 1927. The new facilities included in the service center were a terminal building and four brick hangars constructed in 1929. Another hangar was built in 1930. The next year, the fledgling United Airlines Company built a main service depot in Cheyenne. In 1940, the Wyoming Air Service also designated Cheyenne as its operational headquarters. These developments gave the city a preeminent role in Western air service through World War II. During the war, the airport hosted an important bomber modification plant, again furthering the City's position in regional air travel (Plambeck 1983: 8-2 and 8-3 and Wyoming State Historic Preservation Office 2010).

The end of the war and introduction of the Douglass DC-4 airliner led to the decline of Cheyenne as an important commercial aviation center. These four-engine planes allowed travel over the Colorado Rockies at higher elevations. This resulted in Denver's Stapleton Airport developing into the Rocky Mountain regional airport, while Cheyenne found itself reduced to a position as a second-tier airport (Plambeck 1983: 8-2 and 8-3 and Wyoming State Historic Preservation Office 2010).

Other changes in the City's role in the regional air travel network also occurred between 1945 and 1960. The state undertook a state-wide study in the mid-1950s—the Wyoming Airport Development Plan—that allowed the Wyoming State Aeronautics Commission to take advantage of federal participation in the construction, improvement, and repair of municipal airports. The Federal Airport Act of 1946 that established the Federal Aid Airport Program, allotted \$75 million in annual funding for airport construction and improvements. The Wyoming State Aeronautics Commission's plan listed Cheyenne, Laramie, Casper, Sheridan, and Rock Springs as the state's major airports, with feeder airports elsewhere in the state. By 1958, the Cheyenne airport received grants under the program that included new lighting on the east-west runway (1950) with plans developed for expanding clear zones and making further improvements to the lighting and upgrades to the terminal apron. Later in the decade, the airport made plans for a new administration building, partially grounded in a fear that federal funding might not be available after 1959.

The project transformed into the terminal project, with planning beginning during 1958 (Wyoming State Historic Preservation Office 2010) and the new terminal opening in 1960, marking a new day in the history of Cheyenne aviation. The terminal reflected the role of Cheyenne as one Wyoming's centers of air travel, while Denver continued to grow as the hub of Rocky Mountain air travel. Today the airport grounds are home to more than 50 buildings and an element of the Wyoming Air Guard. The various buildings and structures related to aviation range in age from the 1920s to the recent past, as the airport remains active and evolves to

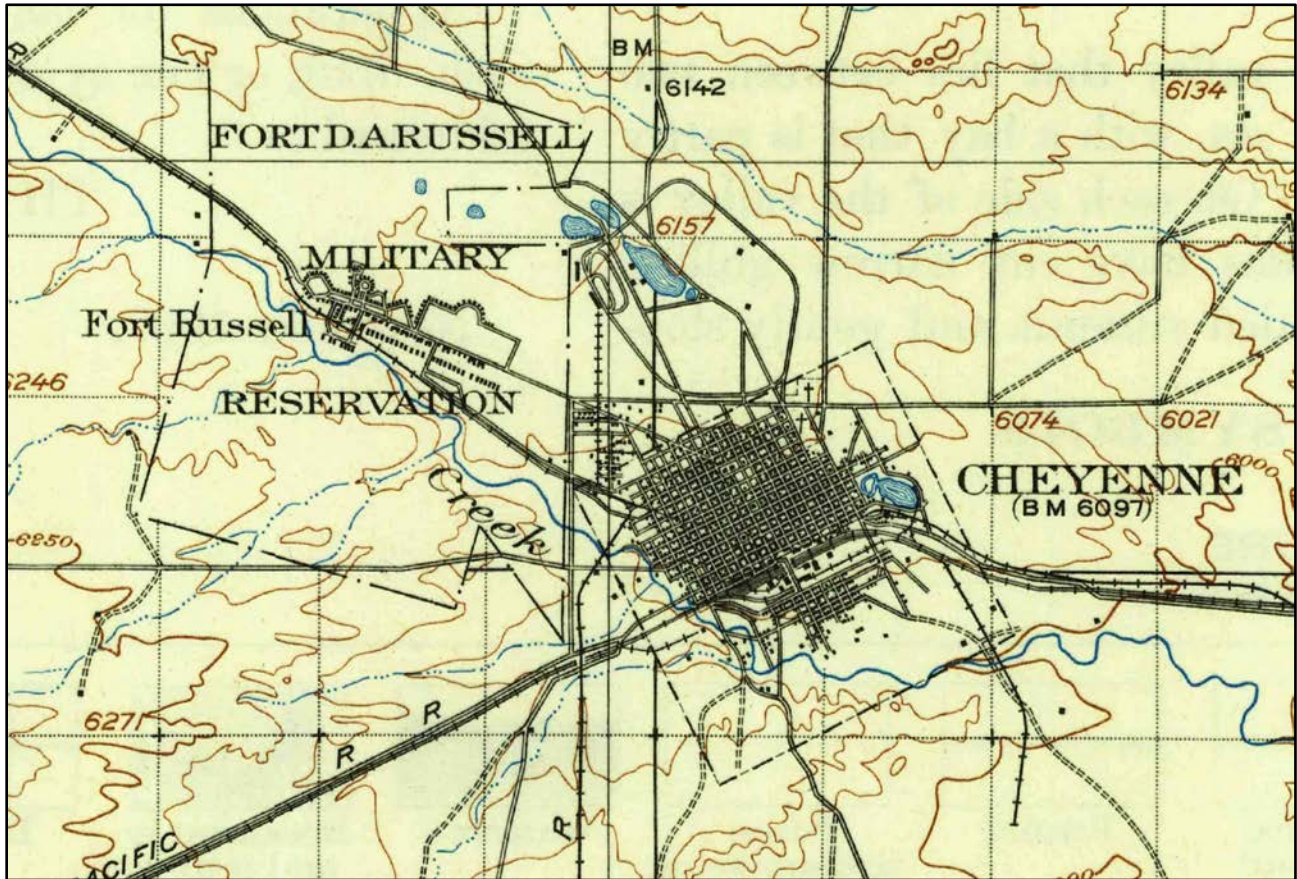
meet the changing demands of commercial and general aviation (Mehls and Chambellan 2011: 8-9). The airport is north of downtown; however, one of the buildings in the current survey (118 E 19th St.) served as housing for the United Flight Attendant School in Cheyenne.

### ***The Growth of Cheyenne from the Late 1940s through the 1960s***

The 1930s through the post-war years saw a dramatic shift in population dynamics in Wyoming and many areas of the rural West. Population shifts that began during the 1930s and accelerated in the war years continued through the late 1940s and into the 1950s. The migration from farms and ranches into the larger communities characterized this shift. Among the driving forces for this pattern during the 1950s was the extreme drought experienced in eastern Wyoming and other Great Plains states, reminiscent of the Dust Bowl years of the 1930s. Additionally, the Eisenhower administration's farm policy that relied on the newly introduced "land bank" or "soil bank" led farmers and landlords of farms to put their lands in the bank, receiving federal payments to hold lands out of production. An influx of new residents caused by the growth of Fort Warren, the bomber program at the airport, and other activities, such as record rail traffic, also all led to pressures on the available housing in Cheyenne during World War II.

Roberts' study of Wyoming in the 1950s noted that only two of every ten farms or ranches occupied during the 1920s remained occupied at the end of the 1950s (Roberts 2016a). To get a better sense of the population growth of Cheyenne, Herman (2016) found that the City's population tripled from 17,361 to 43,505 between 1930 and 1960, while the population of Laramie County more than doubled during the same period. The 1960s witnessed a reversal of the population growth. The size of the City dropped by 5.2 percent between 1960 and 1970, reflecting the results stagnation of the Wyoming's economy during the 1950s and 1960s as the state suffered through a period of malaise. After 1970, the trend reversed, and Cheyenne has continued to experience steady population growth since, with some decades having double-digit growth rates (Bureau of the Census 1997; Roberts 2016a). The City's expansion during these years is best demonstrated by review of the sections of the U.S. Geological Survey (USGS) topographic maps shown in Figures 3 (from before the period 1941/1942), 4 (1950), and 5 (1961).

Temporary housing was built during the war to address housing shortages, but overcrowding was commonplace. After the war ended, Cheyenne faced the inadequacy of the available housing and assessed the expected future needs. By the end of 1946, the situation was approaching a critical condition. Wyoming had not adopted the available federal housing law that would support local housing authorities to manage public housing. By early 1947, various new subdivisions were being proposed for Cheyenne to meet the housing crisis, and there was growing interest in a Cheyenne housing authority. Later in the spring, plans for 150 new houses in the Capitol Heights subdivision were announced. While some new homes were being built, the housing issue remained a source of heated debate in the City, as well at the State Capitol, through the late 1940s and into the early 1950s as the City grappled with the influx of new residents (Gish 2016:131-140, 145, 153, 156-158, 203).



**Figure 4. Section of 1914 USGS Topographic Map of Cheyenne—  
dashed line is the municipal boundary.**



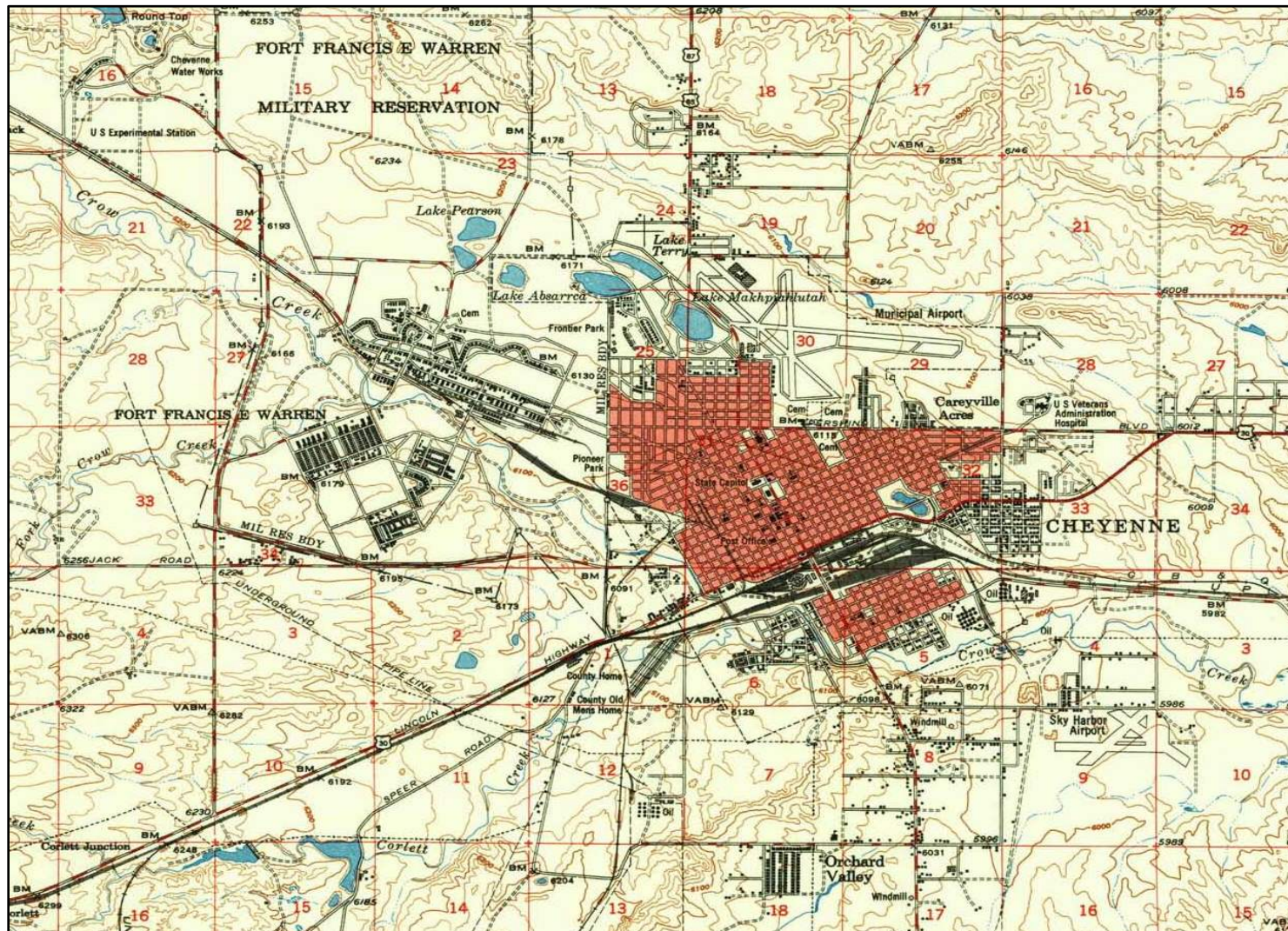
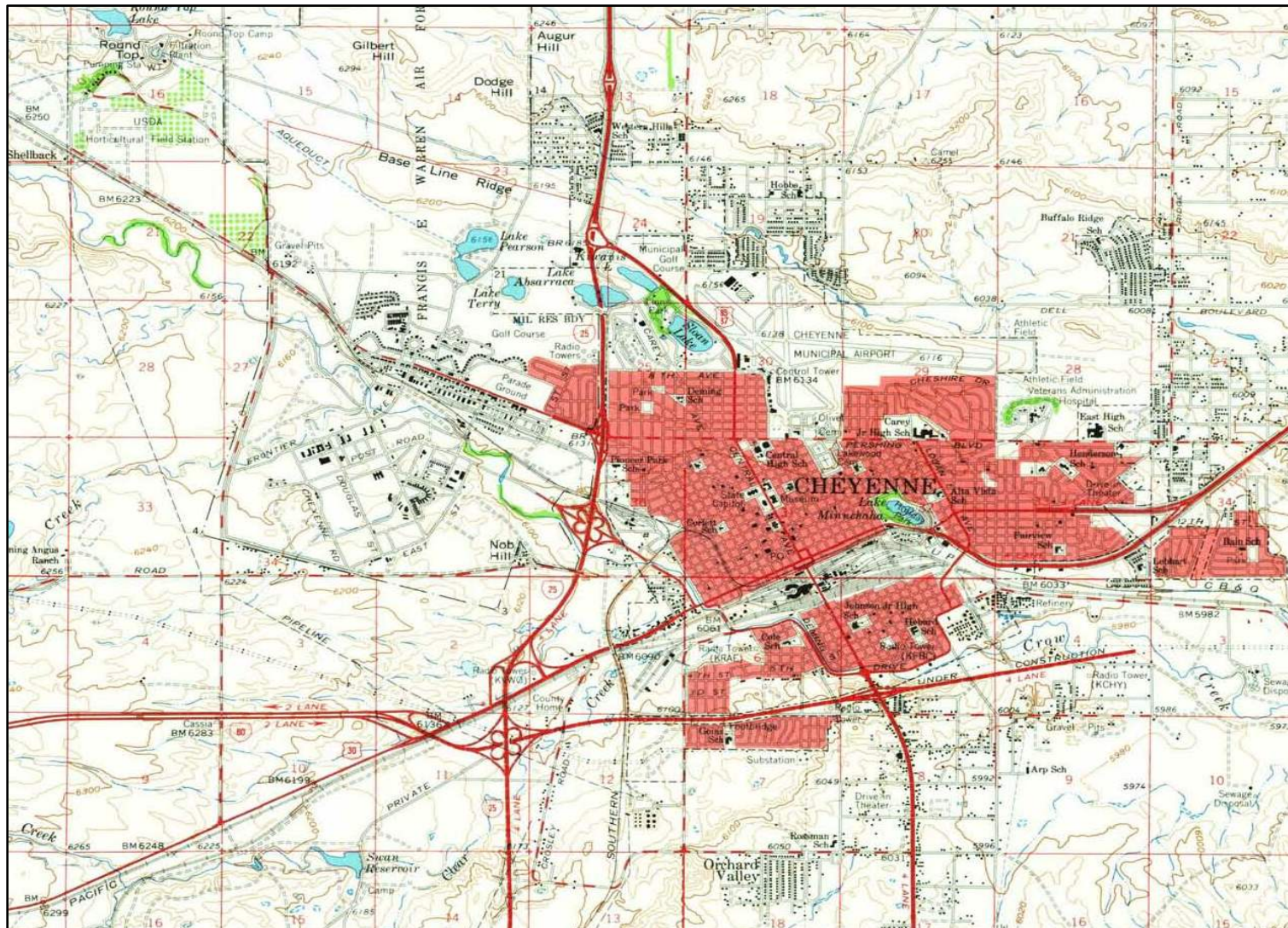


Figure 5. Section of 1950 USGS Topographic Map of Cheyenne





**Figure 6. Section of 1961 USGS Topographic Map of Cheyenne—note Interstates under construction .**

In addition to military activity and the shift in population from agriculture, two other industries influenced post-war growth: expansion of the oil and gas industry and increased tourism. Tourism was particularly influenced by the number of auto tourists who travelled to and from the state's scenic and recreational treasures (Roberts 2016a).

The linkage between Cheyenne and oil and gas production in the state began during the years between World Wars I and II and the construction of Bay Petroleum Company's small refinery on the south side of the Union Pacific facilities near downtown. In 1940, the Bay Petroleum Company transferred its property to its successor company, the Frontier Refining Company. The government built new facilities to produce aviation gasoline for the Army Air Corps and its contractors at the refinery site as part of the war effort. After the war, ended Frontier purchased the aviation gas plant from the government and converted it to produce gasoline and fuel oils. Frontier continued to operate and expand the refinery's capacity until 1968, when Husky Oil Company acquired it. Husky operated the property until the 1980s (Rosenberg 2005: 8-144 and Roberts 2016b).

During the first post-World War II decade, Wyoming oil production increased and companies expanded their facilities. This pattern of growth continued into the 1960s, peaking in 1970 in both Wyoming and the United States. Cheyenne served as one of the support centers for the operators. After 1970, competition from the Organization of the Petroleum Exporting Countries (OPEC) nations and declining economically viable deposits led to a downturn in the industry, including the closure of many of the refineries. However, another energy industry, coal mining, emerged during the 1980s that secured Wyoming's position as a national leader in energy production for the remainder of the 20<sup>th</sup> century (Roberts 2016b).

Tourism entered a growth and conversion era during the 1950s. The trend proved long-lived, continuing through the decade and into the 1960s. The growth is tied to many factors, foremost being the spread of better highways and family cars that led to auto vacations. National hotel/motel chains and fast-food restaurants emerged during the 1950s and spread throughout the nation, although they were initially slow to locate in Wyoming. During the 1950s, tourism was primarily focused on Yellowstone and Grand Teton National Parks. Park-bound travelers patronized motels, restaurants, and service stations across Wyoming, especially the businesses located along the main highways (Roberts 2016a).

The National Park Service recognized the increased numbers of auto-borne visitors in the 1950s and initiated a program, known as Mission 66, to improve the parks for auto tourists (Appleman 1958). Roadside facilities, especially hotels and motels also changed during this period. Motor courts from the pre-World War II era gave way to motels that bragged of amenities like air conditioning and swimming pools. The 1950s and 1960s also saw the rise of chain motels, such as Holiday Inn and Ramada Inn, which each had their own styles related to branding and traveler comfort.

Cheyenne shared in these trends, as did much of the Cowboy State (Schrock 2003). In Cheyenne, the Frontier Days Rodeo grew and became a major attraction for the City that drew visitors from across the nation. The rodeo and related shows were a major attraction for Cheyenne from the 1950s through the rest of period (see Flynn 1996 and Hanesworth 1967).

In summary, the residents of Cheyenne and Wyoming faced many challenges from 1945 through 1970. The presence of Warren Air Force Base and its role as the nation's missile defense system thrust the City into the heart of the Cold War. Equally, developments in the highway system and changes in railroad technology and roles ensured that the City would retain its position as one of the key transportation hubs in the West during this period. The City's population expanded and contracted, and expanded again. This led to the expansion of City neighborhoods, which established the basis for later developments.

Growth during the late 1940s included expansion of the South Side area and Orchard Valley south of the Union Pacific facilities in downtown and Careyville Acres north of Pershing Boulevard. During the 1950s, growth continued south of downtown and north of Pershing Boulevard. However, new subdivisions also appeared east of the original town site. Even with the growth and expansion, Cheyenne experienced both good and not so good years as Wyoming's economy and critical industries went through cyclical ups and downs.

To date, not many studies about these aspects of the City's history after World War II have been completed. This would appear to be a fertile area for future study as time passes, but before the representative cultural resources are lost.

### **Post-War Commercial Architectural Context (ca. 1945-1970)**

The mass communications and idea sharing common in post-World War II America allowed architects practicing in Cheyenne to express national and international stylistic trends at the local level. This led to many of Cheyenne's post-War buildings being architecturally consistent local expressions of trends present across the United States. These styles are associated with the Wyoming State Historic Preservation Office (SHPO) periods of post-WWII (1947 to 1950) and Modern (1951-present). The five key styles of the period noted in Downtown Cheyenne include the following:

1. International Style (began during 1920s and 1930s)
2. Modern Formalist
3. Brutalist
4. Miesian Box
5. Googie

Each of these is discussed in more detail below. International Style

The International Style has its roots in the interwar years of the 1920s and 1930s. Henry-Russell Hitchcock and Philip Johnson, two American architects, have been credited with defining the



style with their designs. They emphasized the style, form, and aesthetics of the building. In comparison, European architects of the era placed more weight on the social aspects of their designs. The term "International Style" evolved from the name of a 1932 exhibition named "Modern Architecture: International Exhibition." The popularity of the International Style grew rapidly after World War II due to the rapidly swelling urban populations. Moreover, the style was easily adaptable to the needs of rapid construction and the large urban development projects. The style also allowed maximization of the square footage at any given site.

The defining characteristics of International Style buildings include: 1) asymmetrical composition, 2) smooth, unornamented surfaces stripped of applied ornamentation or decoration, 3) flat roofs, usually without a ledge or any coping, 4) horizontality, often defined by bands of windows (casements usually) and solid planes, 5) cantilever construction to give the impression of a weightless building, 6) use of light and shadow, 7) open interiors, and 8) use of glass and steel, often in combination. An example of this style is shown in Figure 7. The use of reinforced concrete in International Style buildings is typically only found in less visible places in the building. The style was especially popular during the 1950s and it experienced a revival during the 1970s.



**Figure 7. AT&T Building, Cheyenne** (Photo by Steve Mehls, 2016)

### ***Modern Formalist Style***

The emergence of the Modern Formalist style occurred during the mid-1950s and remained extremely popular during the 1960s across the United States. Buildings designed in the Modern

Formalist style incorporate many characteristics of Classical architecture. The defining characteristics of Modern Formalist buildings are: 1) symmetrical composition especially in regard to the proportions and scale of the building with smooth wall surfaces; 2) inclusion of Classic elements such as columns, stylized entablatures, and colonnades; 3) use of natural materials such as travertine, marble, or granite, often complemented by man-made composite materials to allow creation of certain shapes or features such as folded plates; 4) other use of elements such as recessed windows or flat roofs to emphasize the verticality of the building; and 5) incorporation of a formal landscape with a central plaza, fountains, or other elements as part of the overall site plan. The Modern Formalist style was most commonly found in civic, institutional, or cultural buildings where it was used to give a sense of monumentality.

In Cheyenne, the elements of this style are well represented in the 1964 Joseph C. O'Mahoney Federal Center (originally known as the U.S. Post Office & Court House, see Figure 8) on Capitol Avenue among other downtown buildings (Baker 2014).



**Figure 8. Joseph C. O'Mahoney Federal Center** (Photo by Chris Baker, 2014)

### ***Brutalist Style***

The Brutalist Style, also referred to as Brutalism, emerged during the 1950s, contemporary to the Modern Formalist movement. It remained popular into the 1970s, enjoying a slightly longer

popularity than the Modern Formalist style did. Another common characteristic Brutalism shared with Modern Formalist was its popularity for government and institutional buildings, such as many of those built on college campuses or high-rise housing projects.

The defining characteristics of the Brutalist style include: 1) extensive use of raw concrete with the surfaces of the concrete revealing the texture of the forms used for the casting, 2) use of other building materials, such as glass or rough-hewn stone for contrast and emphasis, 3) use of repeated modular elements to define specific functional areas or zones, 4) massing of the repeated modules to form a unified whole, and 5) exposure of the building's functions and structure in the exterior of the building (Anonymous 2016 and Gelernter 1999).



**Figure 9. Washoe County Courthouse Addition** (Photo by Steve Mehls, 2012)



### ***Miesian (Miesian Box) Style***

The Miesian (Miesian Box) Style is frequently considered to be a substyle of International Style, rooted in the work of Mies Van der Rohe, a German architect who migrated to Chicago in 1938. The Miesian Box became very popular during the 1960s and early 1970s. The most well-known and “type” building was Van der Rohe’s steel-skeleton framed Seagram’s Building in New York City. This skyscraper defined the basic form and character of corporate towers across the nation for many years. The building does not occupy the entire lot, allowing for a public plaza with reflecting pools and marble benches. The Miesian design philosophy focused on simplicity, with repeated building elements and an emphasis on structural and functional elements.

The five defining elements common to most Miesian Box buildings include: 1) a simple cubic form with a square or rectangle footprint, 2) use of an exposed steel skeleton frame, 3) curtain walls, 4) prominent use of glass that emphasizes volume over mass, and 5) open interiors to create a spacious feeling. An example is the First National Bank in Cheyenne, shown in Figure 10.

### ***Googie Style***

Architectural historians have struggled to define the Googie Style. As one website says, “Like obscenity, Googie is hard to define, but we know it when we see it” (Spaceagecity 2016). The name of the style has been debated. and even today other monikers are used for the style, including Populuxe, Doo-Wop, Coffee Shop Modern, Jet Age, Space Age, and Chinese Modern.

The style is named for Googie’s coffee shops Los Angeles metropolitan area, particularly the one at Sunset Boulevard and Crescent Heights (Hess 2004: 66-68). The leading scholar of the Googie Style’s history, Alan Hess, and others argue that the roots of the style are found in the Streamline Moderne architectural movement of the 1930s. Many things influenced the Streamline Moderne style, as the designers attempted to capture a sense of sleekness, smooth aerodynamic lines, and a sense of movement, using modern materials. Designers applied the ideas of streamlining to buildings and many of the



**Figure 10. Miesian Box Style: First National Bank,**  
(Photo by Steve Mehls, 2012)

transportation modes of the era—airplanes, automobiles, buses, and especially passenger trains, such as the streamlined Burlington Railroad stainless steel Zephyrs. Hess also ties the roots of the Googie style to the increasing use of automobiles in the Los Angeles area during the 1930s. Automobile use encouraged commercial development to move from the downtown area to the suburbs, where shopping developments could be easily interspersed within residential areas. Restaurants that catered to the car and its occupants also spread to the suburbs. These new drive-in restaurants became readily recognized landmarks, and this visual landmarking would become a hallmark of the Googie style after World War II (Hess 2004:26-42; Wikipedia 2016a). During the 1950s, the Googie influence spread from the drive-ins to other commercial buildings and a handful of custom-designed houses.

The rise of the Googie Style coincided with the early development of Las Vegas as a gambling and entertainment center after World War II, and the early casino builders and others in the city took advantage of the public's fascination with the ultra-modern. The Mint, the Sands, the Flamingo, the Starburst and even the iconic Las Vegas sign, are among the examples of the wide variety of the Googie Style (Hess 2004:158-167).

Not surprisingly, the Googie Style also influenced the design of some airports built during the 1950s and early 1960s. One of the most readily recognized airport buildings from the Googie school is the Theme Building at Los Angeles International Airport. Construction began in 1959 and the building opened in 1961. Visually, the building resembles a flying saucer standing on four legs (Wikipedia 2016b). The TWA Flight Center at John F. Kennedy International Airport in New York stands as another nationally recognized airport terminal built in the Googie Style. TWA commissioned Eero Saarinen to design the new building with the directive to capture the spirit of flight. Design work began in 1956 and the terminal opened six years later (Wikipedia 2016c). A Googie airport terminal was also built in Cheyenne during this period (Mehls and Chambellan 2011: 11).

The five key character-defining elements of the Googie Style include the following: 1) dramatic, frequently upswept roofs, 2) use of large plate glass windows, 3) large domes that could be built due to post World War II advances in concrete construction technology, 4) use of boomerang and other atypical shapes, and 5) extensive use of exposed beams.

**Figure 11. Cheyenne Municipal Airport Terminal (Photo by Steve Mehls, 2010)**



## **Methodology**

The ECS methodology used for this project resulted in an intensive coverage and assessment of the architectural resources within the approximate 20-block survey area between the track side of the Union Pacific Depot on the south, the south side of 20<sup>th</sup> Street on the north, Warren Avenue on the east, and Thomes Avenue on the west. The survey included 121 buildings.

### **Extent of Survey Coverage**

Prior to the field survey, ECS inspected maps and aerial images of the survey area and its surroundings and participated in an orientation of the area with Ms. Stephanie Lowe, the City of Cheyenne's representative for this project. The ECS field crew then completed a 100 percent architectural inventory of the Historic District and the proposed expansions. Recognizing the need for an updated and expanded period of significance, ECS also developed two new contexts to support the evaluation of the recorded resources.

### **Mapping Methodology**

ECS used maps of the downtown area provided by the City of Cheyenne, annotating the maps as the survey was completed.

### **Site/Isolated Find Definitions**

ECS used the Wyoming State Historic Preservation Office (SHPO) guidelines for architectural resources. These include instructions and lexicons for recording forms, as well as architectural styles and types.

### **NRHP Evaluations**

The resources recorded during the course of the inventory were evaluated for NRHP eligibility. This evaluation was based on the concepts of integrity and significance addressed within both existing and newly defined contexts. Although other factors (Criteria Exceptions) may play a role in the evaluation of NRHP eligibility, the resources recorded by this study did not meet any of the exception considerations and were evaluated for their significance and integrity.

The four NRHP criteria used to evaluate significance are:

- A. The resource is associated with events that have made a significant contribution to the broad patterns of our history.
- B. The resource is associated with the lives of significant persons in our past.
- C. The resource embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

- D. The resources have yielded or may be likely to yield, information important in history or prehistory.

The second (and equal) factor in determining a resource's NRHP eligibility is integrity. A resource's integrity determines how well it can convey its significance. The NRHP defines seven aspects of integrity: 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association. During the evaluation process, the extent to which a resource possessed these elements of integrity were considered to establish whether or not a resource is eligible for inclusion in the NRHP.

The NRHP evaluation system is generally a binary system with two choices: eligible or not eligible. Although "undetermined" is also used, its use is discouraged because it has the same effect as eligible with respect to management of the resource. Whenever possible, the researcher endeavored to develop sufficient data to clearly define eligibility. Since the Downtown Historic District is extant (and listed), eligibility of a resource is discussed as a contributing or non-contributing element to that District.



## **Inventory Results**

### **Overview**

The Downtown Cheyenne Historic District encompasses Cheyenne's central business district. The construction dates in the district range from the 1870s through the early 2000s. It is within the original town plat of Cheyenne, and because of its close spatial relationship to the Union Pacific Railroad mainline, the area developed into the commercial and social core of the City.

The District's boundaries extend from the Union Pacific depot and 15<sup>th</sup> Street on the south to 20<sup>th</sup> Street on the north and from the west side of Warren Avenue on the east to the lots along the west side of Thomes Avenue. The concentration and continuity of historic buildings related to the commercial development of Cheyenne drops off noticeably outside these boundaries. Building demolitions, new construction, and the edges of other historic districts were used to define these boundaries (see Figure 2).

The buildings within the District range from one to five stories tall. Brick is the most common exterior wall material, and in some cases, the brick walls have been covered with more modern materials as merchants and/or owners attempted to make their buildings appear more modern than they truly are.

Historically, the commercial core grew out from the railroad depot and yards, which could be observed from the dates of construction for many of the buildings. This pattern changed beginning with the urban renewal efforts of the 1960s and 1970s and persisted as the downtown area continued to mature and the function(s) of the older buildings outgrew the structure(s). These factors resulted in the demolition and replacement of a number of the older buildings. The buildings within the currently defined District and the expansions proposed in this survey were built during the Post-World War II era from 1945 to 1967. Many have been recommended as contributing elements of the District, reflecting the changes to downtown Cheyenne during those post-World War II years.

### **Study Definition**

The current study represents the next step in the spatial growth and temporal updating of the Downtown Cheyenne Historic District. The original 1977 nomination focused on the results of an intensive survey completed that year. The original boundary included contiguous buildings more than 50 years old that retained their historical integrity and was limited to a narrow area centered on the Union Pacific Depot at the southern edge of downtown. Two years later, another inventory of the downtown area led to a significant enlargement of the District to the north and east. Eight years later, in 1987, another study of the vintage buildings of downtown Cheyenne resulted in an additional 14 buildings being included in the District as the boundary moved farther north. The evaluators and reviewers found that 11 of the then newly recorded resources contributed to the significance of the Historic District.

During 1996, another study of downtown was undertaken that had two key purposes: to assess the feasibility of expanding and consolidating the boundaries of the District, and to clarify the contributing and non-contributing status of the resources that had been recorded and included in the nominations of 1977 and 1979. The 1996 study also reevaluated the buildings already recorded within the District. Overall, the 1996 study revised the District's boundaries and led to the identification of 96 buildings. Rosenberg (1996) identified 67 of these buildings as contributing to the overall significance of the Historic District. The 1996 revisions to the District boundaries were drawn to include all the buildings that reflected or contributed to the visual and historical nature of the area. At the same time, the boundaries were established to exclude the areas that contained noncontributing elements, to the extent possible.

### **ECS 2016 Survey**

The 2016–2017 ECS survey included a total of 121 buildings within an approximate 20-block (160acre) area. This included 96 that were part of the District and 25 additional buildings identified by the City beyond those noted by Rosenberg in 1996. All resources within the existing boundary and the additional eight blocks were recorded/evaluated between July 2016 and March 2017. ECS identified the appropriate areas of significance for the Historic District to be Architecture, Commerce, Community Planning and Development, Entertainment/Recreation, Ethnic Heritage, Exploration/Settlement, and Transportation. To assure continuity and consistency with the previous study and nomination, the current effort adopted the ranking system established by Rosenberg Historical Consultants. ECS also worked to assign an appropriate period of significance to the buildings to assure that each one was evaluated within the appropriate contextual framework. In this way, buildings that were remodeled to be “fresh” could be examined within the appropriate period of significance. The Rosenberg evaluation scheme is summarized below:

Buildings in the Downtown Cheyenne Historic District were rated according to architectural integrity. A rating of 3, or Major Contributors, was given to those buildings that retain their physical integrity and have not experienced major or insensitive exterior changes. Those buildings that receive a rating of 2, or Contributing, have experienced some minimal exterior alterations which, while not seriously damaging the integrity of the building, have altered the appearance enough to be noted. The most common changes in this category have occurred to the street level of multiple-story commercial buildings, such as new display windows, the alteration of recessed entrances, the alteration, addition, or removal of awnings, new signs and signboards, and changes in basic fabric. Generally, these changes have been limited to ground level, and the remaining stories have experienced only minimal alterations. Those buildings with a rating of 1 are Noncontributing Nonintrusive structures, which have undergone numerous exterior changes. These structures retain integrity as commercial structures but do not retain the integrity of design, style, feeling, and association necessary to be listed as contributing. Some of these buildings also have the potential to become contributing with sensitive rehabilitation. Finally, a few

buildings have been given a rating of 1 with the classification Noncontributing by Date. These are buildings constructed less than fifty years ago that retain integrity and should be reevaluated for tax act certification upon reaching fifty years of age. (*Note: many of these Rating 1 buildings were reevaluated as part of this study since most have reached the 50-year-old threshold*). A rating of 0 or Intrusive is given to modern buildings within the District whose style, proportions, and materials are wholly inconsistent with any of the historic building periods in the Downtown Cheyenne Historic District, and have no contributing potential. In conclusion, the exterior changes to a particular building are cumulative, so that as the alterations become more numerous or extensive, the overall rating of the integrity of the building decreases (Rosenberg 1996: 1-11).

Key changes within and to the District that took place between the second and third expansion studies were incorporated into the Historic District in the 1996 study. For example, Rosenberg decided to include the municipal parking lot in Block 391 in the District because it is surrounded by significant buildings and avoids having two noncontiguous elements in the District. In 1996, the open lot afforded visual continuity between the existing buildings on its perimeter. Between 1996 and the current time, the City has built a parking garage on the block. The garage's design and exterior materials are sympathetic with the rest of the Historic District, so while the building is not historic it is not intrusive either. The parking lot had been a focal point for events such as the Farmers' Market, Oktoberfest, the Frontier Days Pancake Breakfast, and the site of the City Christmas Tree. These activities drew substantial numbers to the downtown area, helping support downtown merchants and service businesses. The depot plaza, the former site of the bus station, now serves as the downtown center for special activities and events.

#### **Existing Resources—1996 Historic District**

The 1996 nomination, that subsumed the previous nominations, recorded 96 resources and found 67 to be contributing elements to the Historic District and the remaining 27 to be noncontributing elements. These are included in Table 1 below.

**Table 1. Results of 1996 Downtown Historic District Survey Project**

Building #	Name of Property	Address	Classification*	Date
1	Dinneen's Lincoln-Mercury	400 W. 16 <sup>th</sup> St.	C-3	1927
2	Sidles Co. Auto Parts	400 W. 17 <sup>th</sup> St.	C-2	1931
3	Wahl's Cycle	408 W. 17 <sup>th</sup> St.	C-2	1895
4	Santini Law Offices/Ross and Ross Attorneys	1712 Pioneer Ave.	C-2	1880–1917
5	Frontier Boot/Cheyenne Family Chiropractic	321/325 W. 18 <sup>th</sup> St.	C-2	1928
6	Wyo. Territory Tattooing/Cheyenne Stamp Works/	313/315/317/319 W. 18 <sup>th</sup> St.	C-2	1923

**Update and Expansion Architectural Resources Inventory**  
**Downtown Cheyenne Historic District**  
*Laramie County, Wyoming*

Building #	Name of Property	Address	Classification*	Date
	Prudential/Mine Eng., Inc.			
7	Focal Point Gifts/Her Image Footwear/Wild Goose Gallery (U.M.W. of A. Bldg.)	307/309/311 W. 18 <sup>th</sup> St.	C-2	1912–1914
8	City News (Boyd Building)	1720 Carey Ave.	C-3	1912–1913
9	Antiques/Bobbi N's	1714 Carey Ave.	NC-1	1947
10	Bartley Building	1712 Carey Ave.	NC-1	1927
11	Plush Cue family Billiards	1713-1715 Pioneer Ave.	C-2	1923
12	Davis Building (Vocational Development Center)	322 W. 17 <sup>th</sup> St.	C-2	1895
13	Cheyenne Books and Music	318 W. 17 <sup>th</sup> St.	C-2	ca.1900
14	Double GG General	316 W. 17 <sup>th</sup> St.	C-2	ca.1910
15	Knights of Pythias Bldg. (Tanning Isle)	314 W. 17 <sup>th</sup> St.	C-3	ca.1884E1885
16	Knights of Pythias Bldg. (Flea Market)	312 W. 17 <sup>th</sup> St.	NC-0	ca.1884–1885 and 1960s
17	Fowlers Building (Z's Home Furnishings)	306 W. 17 <sup>th</sup> St.	NC-0	1910
18	Waldman Building (Buck Law Offices)	1723-1727 Carey Ave.	C-2	1910
19	Prairie Rose	1721 Carey Ave.	C-3	1929
20	Todd Building (Manitou Gallery/Law Offices)	1715/1717 Carey Ave.	NC-0	1923 & 1984
21	Christensen Gallery	1711 Carey Ave.	NC-1	ca. 1930
22	Brown's Shoe (Gariett Bldg.)	1701-1709 Carey Ave.	C-2	ca.1931
23	Frontier Antiques	216-218 W. 17 <sup>th</sup> St.	NC-0	ca. 1916
24	Harrington Furniture	212 W. 17 <sup>th</sup> St.	NC-0	ca. 1916
25	Dain Bosworth, Inc.	200 W. 17 <sup>th</sup> St.	NC-0	1963
26	ALCO Realty	1712 Capitol Ave.	NC-0	ca. 1900
27	Christensen Gallery	1714 Capitol Ave.	C-2	ca.1900
28	PIP Printing	1716-18 Capitol Ave.	C-2	ca.1900 & 1971
29	Java Joint (south half)	1720 Capitol Ave.	NC-1	1915
30	Java Joint (north half) Cheyenne Ins. & Inv. Co./Your Appearance	1720 and 1726 Capitol Ave. and 205 W. 18 <sup>th</sup> St.	NC-2	1949
31	Wright Beauty Academy	207 W. 18 <sup>th</sup> St.	NC-1	1942
32	Edwards Johnson Att'y/Safe House	211/213 W. 18 <sup>th</sup> St.	C-2	1931
33	Vacant	217 W. 18 <sup>th</sup> St.	C-2	1916 & 1981
34	Twin Dragon Restaurant	1809-1811 Carey Ave.	C-2	1927
35	Fiske Block	1813-1825 Carey Ave.	C-2	ca. 1910
36	YWCA Building	211 W. 19 <sup>th</sup> St.	C-2	1917
37	Masonic Temple	1820 Capitol Ave.	NRHP	1901, 1903, 1911, & 1929
38	KFBC etc.	1800-1810 Capitol Ave.	C-2	ca. 1914, 1935
39	Vacant	206 W. 18 <sup>th</sup> St.	C-2	ca. 1909
40	Downtown Mall	1651 Carey Ave.	NC-0	1960
41	Deselms Fine Art	215 W. 17 <sup>th</sup> St.	NC-1	ca. 1917
42	Pioneer Hotel/Joe Pages Bookstore & Coffeehouse/	207-213 W. 17 <sup>th</sup> St.	C-2	1911–1912

**Update and Expansion Architectural Resources Inventory**  
**Downtown Cheyenne Historic District**  
*Laramie County, Wyoming*

Building #	Name of Property	Address	Classification*	Date
	Vacant			
43	Paul H. Moore Bldg.	201-205 W. 17 <sup>th</sup> St.	NC-1	1954
44	Idelman Block (Shenanigan's/ Dulce's Fine Art)	222 W. 16 <sup>th</sup> St.	C-3	1884
45	Commercial Building	220 W. 16 <sup>th</sup> St.	C-3	1883
46	First National Bank Bldg (Cheyenne Outfitters)	210 W. 16 <sup>th</sup> St.	C-2	1882
47	Warren Block (Cheyenne Outfitters)	206 W. 16 <sup>th</sup> St.	C-2	ca. 1900
48	Hynds Bldg. (Vacant)	1602-1610 Capitol Ave.	C-3	1919
49	Bell Telephone Building (Glenn Garrett, Architect)	1623 Capitol Ave.	C-3	1906,1910– 1920
50	Cheyenne Canyon Psycho- therapy/Vacant	117-119 W. 17 <sup>th</sup> St.	C-2	1923
51	Cheyenne Club	1617 Capitol Ave.	NC-0	1982
52	Xerox Sales/Grandma's Attic	111/113 W. 17th St.	NC-1	1917
53	Downtown Hair Express/ Xerographic Equipment	107/109 W. 17th St.	C-2	1917
54	Deming Building (Antiques Central)	1620 Central Ave.	C-3	1911
55	Bike Broker	1612 Central Ave.	C-3	1917
56	Capitol Theater (Just Dandy)	1607 Central Ave.	C-2	1905
57	Majestic Building (Gallery West)	1603 Capitol Ave.	C-3	1907
58	Plains Hotel Annex (Western Gem/Gallery West)	118/122 W. 16 <sup>th</sup> St.	C-2	1927–28
59	Plains Hotel (Wigwam Lounge/Amtrack Office/ Bloomindales)	1600 Central Ave.	C-2	1911
60	Mossholders Furniture	1621 Central Ave.	C-2	1929
61	Mossholders Furniture	109 E. 17 <sup>th</sup> St.	C-3	1929
62	Medicine Bow Brewing Co.	115 E. 17 <sup>th</sup> St.	C-3	1924
63	Ed Murray & Sons Insurance	123 E. 17 <sup>th</sup> St.	NC-1	1937
64	Executive Title Insurance/ H.R. Block	110 E.16 <sup>th</sup> St.	NC-1	1918
65	Precision Graphics/Sharon A. Dunivent (Nuss Building)	108 E.16 <sup>th</sup> St.	NC-1	1918
66	Grier Furniture	1601 Central Ave.	C-2	ca.1911
67	Bell Building (Grier Furniture)	1603-05 Central Ave.	NC-1	1913
68	Automatic Electric Co./Insta- View TV Sales & Service	1609-11 Central Ave.	C-2	ca.1930
69	Lincoln Theatre	1615 Central Ave.	C-2	1928
70	Frontier Printing	319-321 W. 16 <sup>th</sup> St.	NC-0	1871 & 1962
71	Frontier Printing (Sorenson Hardware)	317 W. 16 <sup>th</sup> St.	NC-1	1990 (rebuilt)
72	Frontier Printing (Royal Hotel)	313-15-1/2 W. 16 <sup>th</sup> St.	C-2	ca.1900
73	Frontier Printing (one-story addition)	311 W. 16 <sup>th</sup> St.	NC-1	ca.1910
74	Sue's Gifts/Back to Nature/	305-09 W. 16 <sup>th</sup> St.	C-2	1924

**Update and Expansion Architectural Resources Inventory**  
**Downtown Cheyenne Historic District**  
*Laramie County, Wyoming*

Building #	Name of Property	Address	Classification*	Date
	Visitor's Bureau			
75	Tivoli Building (Greater Cheyenne Chamber of Commerce)	301 W. 16 <sup>th</sup> St.	C-3	1892
76	Deerhead/Sue's Gifts	1514/1516 Carey Ave.	C-2	1917
77	Garage/warehouse	1501 Pioneer Ave.	NC-1	1946
78	Homebrew Supplies (Hoffman House)	316 W. 15 <sup>th</sup> St.	C-3	ca.1907
79	Vacant	310 W. 15 <sup>th</sup> St.	C-2	ca.1917
80	Vacant	306 W. 15 <sup>th</sup> St.	C-2	1917
81	Kreuzer Sheet Metal	304 W. 15 <sup>th</sup> St.	C-2	ca.1902
82	Marv's Place	223 W. 16 <sup>th</sup> St.	NC-2	1972
83	Flair Shoppe	219 W. 16 <sup>th</sup> St.	C-2	ca.1910
84	Vacant	217 W. 16 <sup>th</sup> St.	C-2	ca.1900
85	Vacant	215 W. 16 <sup>th</sup> St.	C-2	ca.1900
86	Atlas Theatre	211 W. 16 <sup>th</sup> St.	NRHP	1882 (remodel 1908)
87	The Wrangler	205 W. 16 <sup>th</sup> St.	C-2	ca.1900
88	Phoenix Block (The Wrangler)	201 W. 16 <sup>th</sup> St.	C-3	1882
89	Shuman Building (Frontier Flea Market)	1515-1517 Carey Ave.	NC-1	1909
90	K-MUS. 102	1513 Carey Ave	NC-1	ca.1900
91	Cheyenne Gunslingers Sody Saloon/Davis-Glass Architects (Rex Hotel)	1501/1509 Carey Ave.	C-2	ca.1900
92	Becker Hotel ca.1895	216 W. 15 <sup>th</sup> St.	C-2	ca. 1895
93	Vacant	204-206 W. 15 <sup>th</sup> St.	C-2	1920
94	Albany Restaurant/Hotel/Liquor Store	1501-1506 W. 15 <sup>th</sup> St.	C-2	ca.1890-1900
95	Bus Depot Plaza	1503 Capitol Ave.	C-1	1941 & 1963
96	Union Pacific Depot	121 W. 15 <sup>th</sup> St.	NRHP	1887

**\*Contributing Rating System:**

C-3 = Major Contributing

C-2 = Contributing

NC-1 = Noncontributing Nonintrusive

NC-2 = Noncontributing by date

NC-0 = Noncontributing Intrusive

NRHP = Individually Listed in the National Register of Historic Places

**Modifications to the 1996 Historic District**

ECS recommends changing the status of 13 buildings within the District. We recommend changing two buildings from contributing to non-contributing elements/resources. Eleven buildings previously recommended as noncontributing elements are now recommended as contributing elements (Table 2). These buildings are now recommended as contributing to the District's significance because they are at least 50 years old or their remodels are more than 50

years old and consistent with the Post World War II reimagining sought by some downtown merchants to attract customers.

Two formerly contributing buildings, the First National Bank Building (#46) and the Bus Depot (#95), have been recommended to be noncontributing and deleted from the District. In the case of the First National Bank, fire destroyed the building on December 26, 2004. At the time of the field work for this study the site was a vacant lot behind a fence along the edge of the sidewalk. The Bus Depot was demolished and the City developed a public plaza on the block north of the Union Pacific Depot. The plaza is now used for public activities.

The 11 previously recorded buildings now recommended as contributing elements include 7 buildings that represent now historic remodeling and 3 that have reached the 50-year threshold since the 1996 nomination update. One building has had its façade extensively remodeled during the past 10 years and is now recommended to be noncontributing. These are summarized in the following results section.

**Table 2. Extant Buildings with Changed Contributing Status from 1996 Assessments**

Building #	Name of Property	Address	Contributing Rating*	Date
16	Knights of Pythias Bldg. (Flea Market)	312 W. 17 <sup>th</sup> St.	C-2	ca.1884-1885 and 1960s
17	Fowlers Building (Z's Home Furnishings)	306 W. 17 <sup>th</sup> St.	C-2	1910
24	Harrington Furniture (Just Dandy)	212 W. 17 <sup>th</sup> St.	C-2	ca. 1916
25	Dain Bosworth, Inc.	200 W. 17 <sup>th</sup> St.	C-2	1963
30	Java Joint (north half) Cheyenne Ins. & Inv. Co./ Your Appearance	1720 and 1726 Capitol Ave. and 205 W. 18 <sup>th</sup> St.	C-2	1949
39	Vacant	206 W. 18 <sup>th</sup> St.	NC-1	ca. 1909
40	Downtown Mall	1651 Carey Ave.	C-2	1960
67	Bell Building (Grier Furniture)	1603-05 Central Ave.	C-2	1913
68	Automatic Electric Co./ Insta-View TV Sales & Service	1609-11 Central Ave.	C-2	ca.1930
70	Frontier Printing	319-321 W. 16 <sup>th</sup> St.	C-2	1871 & 1962
73	Frontier Printing (one-story addition)	311 W. 16 <sup>th</sup> St.	C-2	ca.1910
77	Garage/warehouse	1501 Pioneer Ave.	C-2	1946

**\* Contributing Rating System**

C-3 = Major Contributing

C-2 = Contributing

NC-1 = Noncontributing Nonintrusive

NC-2 = Noncontributing by date

NC-0 = Noncontributing Intrusive

NRHP = Individually Listed in the National Register of Historic Places (non-applicable for this study)

### Expansion of the 1996 Historic District–Evaluations of the Newly Recorded Resources

ECS field recorded and evaluated 25 additional buildings identified by the City in the 2016–2017 survey. ECS recommends that 18 of the newly recorded buildings contribute to the significance of the District. The other seven are felt to be noncontributing elements. The contributing and noncontributing resources are listed in Table 3 below. ECS further recommends the expansion of the District boundaries as developed by the City of Cheyenne for this project.

**Table 3. Recommendations for Newly Recorded Resources**

Building #	Name of Property	Address	Classification	Date
97 (A)	Eagles Lodge	1600 Thomes Ave.	C-2	1941
98 (B)	Wyoming Trophy & Engraving	1620 Thomes Ave	C-2	1957
99 (C)	Cupid's Adult Bookstore (old)	509 W 17th St	C-2* Asian association also found	1907
100 (D)*	Bart's Flea Market	415 W 16th St	C-2	1928
101 (E)	old Good Year Tires	401 W 16th St	NC-1	1966
102 (F)	Wells Fargo	1701 Capitol Ave	NC-1	1906
103 (G)	Re-O-Na's	112 W 17th St	NC-2	1976
104 (H)	Teton Jeweler's Building	102 W 17th 3 addresses	C-2	1910
105		105 W 17th St	C-2	
106		107 W 17th St	NC-1	
107 (I)	Elks Lodge	100 E 17th St	C-2	1922
108 (J)	Wyoming Tribune Building (old)	110 E 17th St	C-2	1929
109 (K)		112 E 17th St	C-2	1937
110 (L)	2 Doors Down	114 E 17th St	C-2	1936
111 (M)	Wyoming Medical Society	122 E 17th St	NC-1	1936
112 (N)		1716 Warren Ave	C-2	1961
113 (O)	Central Plaza Hotel	1719 Central Ave	C-2	1964
114 (P)		1803 Capitol Ave	C-2	1928
115 (Q)	Eclectic Elephant	112 W 18th St	NC-1	1928
116 (R)	Cheyenne Light Fuel & Power Building (old)	108 W 18th St	C-2	1941
117 (S)	Subway	1802 Central Ave	NC-1	1954
118 (T)	FUMC Education Hall	118 E 18th St	C-2	1967
119 (U)	Frontier Hotel & others	1901 Central Ave	C-2	1937
120 (V)	Frontier Hotel Motel Annex	118 E 19th St	C-2	1960
121 (W)	Qwest Building	1919 Capitol Ave	C-2	Ca. 1960

\* Property owner has requested a NC-1 (Noncontributing Nonintrusive) classification



The following section includes descriptions and recommendations for 25 newly recorded resources and 12 previously recorded resources for which ECS recommends a change in status. Resources for which no change is recommended and two that have been destroyed were addressed in the preceding section. As presented, the existing boundaries of the Downtown Cheyenne Historic District would be expanded to include eight additional blocks beyond those previously defined by Rosenberg in 1996 and included in the existing NRHP listing.

***Previously Recorded Extant Resources with Revised Status***

**Knights of Pythias/Flea Market Building (No. 16):** The previous update evaluated the Knights of Pythias/Flea Market Building (No. 16, 312 W. 17<sup>th</sup> St.) as noncontributing to the Downtown Historic District due to exterior remodeling. The asymmetrical façade was remodeled during the 1960s with the installation of new metal-framed windows and doors with transoms, an exterior metal panel, and raised-rib sheathing painted in two shades of blue. These remodels are consistent with those observed elsewhere within the Historic District and the remodels are now more than 50 years old. The building is now recommended to be a contributing element to the Historic District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Fowler's Furniture/Z' Home Furnishings Building No. 17:** The Fowler's Furniture/Z' Home Furnishings Building (No. 17, 306 W. 17<sup>th</sup> St.) at the northwest corner of 17<sup>th</sup> Street and Carey Avenue is also referred to as the Carey Block. The building was previously recommended to be noncontributing to the Historic District due to remodeling; however, the remodeling reflects the reimagining of old downtown buildings by merchants and owners during the 1950 and 1960s. As a result, ECS recommends the building to be a contributing element of the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Harrington Furniture/Just Dandy Building:** The Harrington Furniture/Just Dandy Building (No. 24, 212 W. 17<sup>th</sup> St.) is another remodeled building that the owner reimaged during the 1960s. The façade is symmetrical with three brick archways on the street level and one continuous upper area made of metal panels painted a light tan. Two faux antique lamps were placed on the brick walls bracketing the arch that offers access to the main entry. The double-door opening and windows are set behind the brick arches. Previously the building was recommended as noncontributing; however, the reimagining changes are now more than 50 years old, are thematically consistent with the District, and the building is now recommended to be a contributing element to the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Dain Bosworth/RBC Wealth Management Building:** The Dain Bosworth/RBC Wealth Management Building (No. 25, 200 W. 17<sup>th</sup> St.) is a four-story masonry and steel building constructed in 1963 during a period when much new construction was taking place in downtown Cheyenne. The building contains many Brutalist Style elements, one of the post–

World War II styles noted in Cheyenne. The corner building has symmetrical façades with extensive use of plate glass, distinctive vertical emphases in the second through fourth floors, simple trim, and a repeating pattern of two columns of windows with a column without widows. The street level is dominated by plate glass windows on the 17<sup>th</sup> Street side and a mix of plate glass windows and in-filled, windowless sections on the Capitol Avenue side. The building retains a high degree of integrity, being essentially as-built on the exterior. The building is recommended to be a contributing element of the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Java Joint/Geek Garage Building:** The Java Joint Building, now the Geek Garage and other vacant store fronts (No. 30, 1720-1726 Capitol Ave. and 205 W. 18<sup>th</sup>) is a one-story commercial building that represents the consolidation of two buildings with multiple storefronts into one building with multiple storefronts that face both Capitol Avenue and West 18<sup>th</sup> Street. The southern half of the building was erected in 1915 and the northern portion in 1949. Its street-facing walls are clad with terra cotta tile and the windows and doors are metal framed with Art Deco/Moderne decorative metal bands above the windows and transoms above the door openings. Some of the doors also have the streamlined trim above the transoms. The most notable style-defining feature of the building is its rounded corner. The building previously was recommended as noncontributing; however, the reimagining changes are now more than 50 years old and the building is recommended to be a contributing element of the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Vacant Building:** The vacant building at 206 W. 18<sup>th</sup> Street (No. 39) is a narrow one-story commercial building that dates to about 1909 and has been remodeled during the past 20 years. It was previously recommended to contribute to the Historic District; however, the remodeling has cost the building its integrity of design, materials, and feeling. As a result, it is now recommended to be noncontributing to the Historic District.

**Downtown Mall:** The Downtown Mall Building (No. 40, 1651 Carey Ave.) dates to 1960 and was recommended to be noncontributing in the 1996 nomination. The building is a one-story commercial building that covers approximately a quarter of a block. The building's façades are made of brick and metal-framed display windows with the upper parts made of a mix of vertical panels for signage and ribbed metal sheets forming a mansard-like roofline. The building has very good integrity and is now more than 50 years old. ECS recommends the building to be a contributing element of the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Bell Building/Grier Furniture:** The Bell Building/Grier Furniture (No. 67, 1603-05 Central Ave.) is a three-story brick building constructed in 1913. The façade is primarily tan brick with a terra cotta cornice and other decorations. The building was modified at some time in the past with the addition of another story and the replacement of larger windows in stories two and three, with smaller double-hung windows and concrete or stucco covered infillings that are slightly

convex. The windows, doors, and materials at street level have also been altered. These modifications are now historic in age and indicate the popularity of the reimagining during the 1950s and 1960s in downtown Cheyenne. Based on these considerations, ECS recommends the building to be a contributing element of the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Downtown Pizzeria/Neiman & Sons Music:** The Downtown Pizzeria/Neiman & Sons Music, previously the Automatic Electric Co., and Insta-View TV Sales and Service (No. 68, 1609-1611 Central Ave.) is a one-story commercial building that dates to the 1930s. The façade is covered with light brown terra-cotta tiles. Ribbed tiles outline the façade. The parapet is capped with dark-brown terra cotta. The double storefront has recessed entrances and flanking display windows. The kickplates are also covered with terra cotta with a darker trim course at the base. Each storefront is covered by an awning. The building is recommended as contributing to the Historic District as an example of the architecture of the mid-20<sup>th</sup> century in Cheyenne.

**Heart-2-Hearts/Frontier Printing Building:** The Heart-2-Hearts/Frontier Printing Building (No. 70, 319-321 W. 16<sup>th</sup> St.) is one of the oldest buildings in the Historic District. The building was significantly remodeled, including extensive changes to the façade, changes to the windows and doors, and removal of much of the decorative cast iron that is apparent in earlier photos. The new façade dates to 1962, clearly placing it in the period of reimagining in downtown. ECS recommends the building to be a contributing element of the District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Realty Executive Building:** The Realty Executive Building (No. 73, 311 W. 16<sup>th</sup> St.) is a one-story brick building, originally constructed as an addition to the Royal Hotel. The façade is an extension of the brick patterns for the building immediately to the right (facing). The façade was altered during the 1960s by infilling the entrance and covering the clerestory. This building's major changes reflect the reimagining of the 1960s. ECS recommends the building to be a contributing element to the Historic District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Mid-Mod-Etc.:** Mid-Mod-Etc., (No. 77, 1501 Pioneer Ave.), sits at the southern end of Pioneer Avenue. It is a garage/warehouse that has a large overhead garage door, bracketed industrial-sash 18-light windows, and a person door next to the garage door. The windows continue along the south wall along with another overhead garage door. There is also a person door next to the garage door in the south wall. The façade of the west elevation has a cement-capped parapet that rises in a gable shape that flattens out at the peak. The building is associated with the growth of Cheyenne in the Post-World War II era and is recommended to contribute to the District under Criterion A.

### ***Newly Recorded Contributing Elements***

**Eagles Lodge:** The Eagles Lodge (No. 97, 1600 Thomes Ave.) sits at the corner of Lincolnway and Thomes Avenue. The Eagles Lodge is a one- and two-story brick building with a flat roof; the two-story section comprises approximately the western half. The building was built in the Art Deco style as expressed in the contrasting colors used to create strong horizontal lines in the brickwork, curved corners, glass block windows, and a stepped parapet above the main entry. A flat, rounded hood is located above the double-door main entry that faces Thomes Avenue. A similar hood is located over the single side door that opens onto Lincolnway. The building is essentially as-built, based on the comparison of images made at the time it opened and 2016, and thus has a high degree of integrity. The building is recommended as a contributing element of the Downtown Historic District under Criteria A and C as part of the expansion of the District's boundaries.

**Wyoming Trophy and Engraving:** The Wyoming Trophy and Engraving Building (No. 98, 1620 Thomes Ave.) dates to 1957 as the City expanded during the Cold War of the 1940s–1980s. The building is a one-story brick building with elements typical of the International Style. The building has a flat roof behind a short brick, flat-topped parapet. The main entry is a pair of metal-framed single-light doors near the north end of the building and to the south of the doors are four plate windows. The windows and doors have transom lights above. The north wall has a row of windows at the same level as those described above that extend approximately half the length of the wall. The building is essentially the same as when it was built based on the comparison of older and 2016 images. ECS feels that it has a high degree of integrity and associations with the two Post-World War II contexts developed for this project and should be considered to be a contributing element of the Downtown Historic District under Criteria A and C as part of the expansion of the District's boundaries and the extension of the 50-year cutoff to 1967.

**Cupid's Adult Book Store:** Cupid's Adult Book Store (No. 99, 509 W. 17<sup>th</sup> St.) is an early 20<sup>th</sup> century commercial building built in 1907. This brick building is two stories tall with an asymmetrical façade and the parapets are typical of those found on buildings with flat roofs. The building façade's second floor appears to be much like it was when built, with paired and single double-hung windows under a lightly decorated wall and flat parapet. The first floor is asymmetrical with two storefronts of modern, metal-farmed windows, modern wood and glass doors, and a doorway to the second story at the left end of the façade (facing). The storefront doors are inset and are topped with transom windows as are the other first floor windows. The transoms are made of stained glass.

Numerous Japanese workers came to Cheyenne to work for the Union Pacific Railroad during the early 20<sup>th</sup> century and stayed on in Cheyenne. The Japanese found jobs with other businesses in town as well as opening their own and soon developed their own community west of downtown between 15<sup>th</sup> and 17<sup>th</sup> Streets. Building 99 became the home of Mrs. Yoshio Shuto's rooming house on the second floor of the 509 West 17<sup>th</sup> section of the building. Her

business catered to Japanese Americans. The next decade saw the opening of a Japanese restaurant at 514 West 17<sup>th</sup>. Yoshio purchased the business and renamed it City Café and it became a well-known eatery popular with Cheyenne residents of all ethnicities. Building 99 housed a Japanese art store and a grocery/café during the early 1930's. The building remained a central feature of the Cheyenne Japanese-American community and today remains one the few tangible links to that period of Cheyenne's ethnic history.

The building has fair integrity with its basic form and function apparent; however, the setting has been radically altered with the destruction of the adjoining buildings and clearing of the lots. Nonetheless, the building is recommended to be a contributing element to the Historic District under Criterion A due to its associations with the Cheyenne Japanese community.

**Bart's Flea Market:** Bart's Flea Market (No. 100, 415 W. 16<sup>th</sup> St.) is a one-story brick building with a large rear addition as evidenced by changes in brick color. The building has an arched roof based on the visible side of the roof from the east. The façade shows evidence of four possible storefronts that have been remodeled and modernized. These are denoted by concrete capped brick pilasters set in the façade. Above the pilasters in the central portions of the wall, there is a flat area indicative of an earlier sign that has been either removed or covered. The building retains a moderately high degree of integrity and its heritage as a 1920s and 1930s commercial building associated with the growth of Cheyenne after World War I (1919) remains apparent. The building is recommended as a contributing element of the Cheyenne Downtown Historic District.

**Teton Jewelers Building:** The Teton Jewelers Building (No. 104, 102-106 W. 17<sup>th</sup> St.) is an early 20<sup>th</sup> century structure built as three storefronts that was remodeled during the 1960s and represents the re-imaging of some buildings in downtown Cheyenne as their owners worked to attract customers to the new downtown. Today there are two distinct storefronts that evenly divide the façade. The western/left-facing side has a deeply inset metal and glass entry door with sidelights and a transom, while plate-glass display windows with metal frames dominate the two angled walls leading from the sidewalk into the entry. The areas below the plate-glass windows are brick, as are the two exterior edges of the lower part of the façade, while painted panels of unknown material are set above the display windows. The upper portion of the side is framed with flat planks and ribbed metal sheets are located inside the frame. The top of this portion of the façade is flat, giving the building a flat-topped parapet.

The eastern façade is similarly divided into two sections, with the lower section being similar in general description to the western section as far as a recessed entry and plate-glass display windows. This portion of the façade, however, is framed with aqua blue ceramic tiles and metal trim with an Art Deco appearance, used as horizontal trim beneath the display windows. The upper portion of the façade is a series of vertical planks protruding from the façade and separating columns of sheet-metal panels. The plate sign runs horizontally between the upper portion of the façade and the tiles that trim the lower portion of the façade. The top of the metal panel section of the façade is flat and at the same level as the other portion of the

building's façade, extending the flat-topped parapet to the east. ECS recommends the Teton Jewelers Building to be a contributing element of the Downtown Historic District due to its high degree of integrity and associations with the two Post-World War II contexts developed for this project, as well as a contributing element of the Downtown Historic District under Criteria A and C as part of the extension of the 50-year cutoff to 1967.

**Deming/WyoLotto Building:**

The Deming/WyoLotto Building (Nos. 54 and 105, 1620 Central Ave. and 105 W. 17<sup>th</sup> St.) was included in the present survey because it has addresses on both Central Avenue and W. 17th St. ECS concurs with the building being a contributing element to the Downtown Cheyenne Historic District and the building has changed very little since 1996 based on the description given in the 1996 National Register form.

**Electrical Center/Avalon Hair Design and Color Group:** The Electrical Center/Avalon Hair Design and Color Group Building (No. 106, 107 W. 17<sup>th</sup> St.) has an estimated construction date of 1915 and was extensively remodeled during the past 20 years. The remodeling included new brick work on the façade, installation of new windows and a new entry door, as well as an elaborate design on the stepped parapet. The lower portion the façade is made of brick and has a recessed entry including a metal-framed glass door with a small transom light and a display window, with the other portion of the façade having a three-light metal-framed display window. The upper portion of the façade is flat panels made of unknown material with a frame and two “window” frames applied to it. The façade has a stepped top. The different elements are painted in contrasting shades of brown and tan and the store signage is centered in this part of the façade. The building was extensively remodeled and as a result, has lost all its integrity except for integrity of location. With the remodeling of the building next door to the west, even its setting has been impaired. ECS, therefore, recommends that this building is noncontributing to the Cheyenne Downtown Historic District.

**Elks Lodge:** The Elks Lodge (No. 107, 100 E. 17<sup>th</sup> St.) has been in this location since 1922. Lawrence Hacker completed an extensive remodeling of the building in 1956. The remodeling gave the exterior of the building a distinct Brutalist Style and is consistent with other remodeling and new construction in the vicinity. Today, the two-story tall, flat-roofed building is composed of a series of “cubic” elements, including the main building, an extension to the east, an enclosed elevator shaft, and an entry and office area on the East 17<sup>th</sup> Street side of the building. The lot is minimally landscaped with trees set in openings in the sidewalk, small planter boxes at the intersection, and a planter box near the main entry. Another landscaped element is host to the elk statue common to Elks Lodges. The building retains a high degree of integrity based on the 1956 remodeling and is recommended to be a contributing element of the Historic District as a representative of the Post-World War II styles being used by architects in Cheyenne since the remodels are now historic (Criterion C) and for the role the Elks play as a civic organization in the community (Criterion A).

**Wyoming Tribune/Cheyenne Newspaper Building:** The Wyoming Tribune/Cheyenne Newspaper Building (No. 108, 110 E. 17<sup>th</sup> St.) was originally constructed in 1929 to house the *Wyoming Tribune* newspaper. The building was extensively remodeled in 1965 by Morandin & Son. The building is two stories tall and has a flat roof with a flat parapet that extends beyond the edges of the building walls. The building is done in grays and silvers with dark gray panels covering the lower part of the first floor and lighter gray panels with silver column-like attachments extending from the dark gray panels up to the parapet. The entry is enclosed with a geometric form protruding out from the wall and a flat hood. These are also dark gray. No other windows or door openings are present in the façade. These elements indicate that the building's architect adopted an interpretation of the Brutalist Style. ECS recommends that the building be considered as a contributing element of the Historic District under Criterion C as representative of the Post-World War II architectural trends in Cheyenne since the remodels themselves are now historic

**112 East 17<sup>th</sup> Street:** The building at 112 East 17<sup>th</sup> Street (No. 109, 112 E. 17<sup>th</sup> St.) was built in 1937 and has had a wide variety of occupants over time. At the time of recording, the building was the Infused Buttercream Cupcakery, but later in the year it sat unoccupied. The building is one story tall, constructed primarily of brick with stucco, glass, and metal used to define the lower portion the façade. The outer edges of the façade are denoted by brick and stucco pilasters that extends the base of the parapet. The building has a recessed entry with a centered wood and glass door and glass-framed display windows. The doorway has a small glass transom above with the street number. Above the display windows and doorway there are three awnings (two traditional-shaped and one semi-dome shaped) and then six metal-framed glass panels extend on up to the base of the parapet. The parapet is made of brick with horizontally oriented trim bands of either black ceramic or glass. Three lights extend out from the parapet to light the signed area; however, there is currently no sign. The building retains a high level of all elements of it integrity, although it shows evidence of remodeling, such as the installation of the awnings. These are reversible changes and ECS recommends the building to be a contributing element of the Downtown Cheyenne Historic District because it has the architectural character to lend to the overall significance and character of the historic district.

**Two Doors Down and Bedder Sleep Building:** The Two Doors Down and Bedder Sleep Building at 114–116 East 17<sup>th</sup> (No. 110, 114–116 E. 17<sup>th</sup> St.) is a building with two storefronts built in 1936. It was originally the Chamber of Commerce Building. The building has an asymmetrical façade with the two doorways recessed near the center of the façade. The western/left-facing storefront has four panels of windows before the door openings, while the eastern/right-facing storefront has only three window panels. Each storefront has a pair of glass doors with metal door frames and the display windows are framed with metal. The remainder the façade is made of brick with horizontally oriented bands of raised, slightly different colored brick, as is the trim across the parapet which is also capped with brick. The building has good integrity across all seven elements and is associated with Cheyenne during the mid-20<sup>th</sup> century. ECS recommends the building to be a contributing element of the Downtown Cheyenne Historic District.

**1716 Warren Avenue:** The building at 1716 Warren Avenue (No. 112, 1716 Warren Ave.) was unoccupied at the time of recording and thus has no name associated with it. The building was constructed in 1961 during the height of the popularity of the Googie Style. The building has an irregular footprint and a sweeping roof. The walls are primarily made of brick and glass panels framed with metal, as well as some use of coursed ashlar for emphasis. The building exhibits four of the five key stylistic elements of Googie architecture: 1) dramatic, upswept roofs, 2) large plate glass windows, 3) boomerang and other atypical shapes, and 5) exposed beams on the interior or exterior. No significant remodels or other alterations to building were noted, and as a result it is considered to have a high degree of all seven integrity elements. ECS recommends this building to be a contributing element of the Cheyenne Downtown Historic District under the two newly established contexts that cover resources built or remodeled during the Post-World War II era.

**Downtowner Motor Inn/Central Plaza Hotel:** The Downtowner Motor Inn/Central Plaza Hotel Building (No. 113, 1719 Central Ave.) was built in 1964 and includes parking lots, underground parking, and landscaped areas on a corner lot. The main building is five stories tall and has an L-shaped footprint. A one-story wing encloses the swimming pool. The building is International Style, as seen in the extensive use of glass for the exterior walls and a strong horizontal emphasis, furthered by the exterior walkways for each floor that extend around the building. The other wall materials are brick and panels of unknown material. The building today is much as it was when built, except for removal of some decorative elements outside the building in the southwest corner of the lot.

The building was built by the Downtowner Corporation of Memphis, Tennessee. The company was founded in 1958 and specialized in locating modern motel accommodations in or near the business districts and downtown areas of small to medium-sized cities. The Downtowner chain suffered with the decentralization of business in cities during the 1970s and 1980s, and as a result, many of the properties were sold off and continue to operate as independent businesses. This is the case with the Central Plaza Hotel in Cheyenne. ECS recommends that the Central Plaza Hotel is a contributing element of the Cheyenne Downtown Historic District under the two newly established contexts that cover resources built or remodeled during the Post-World War II era.

**1803 Capitol Avenue:** The building at 1803 Capitol is a large, rectangular brick building that housed many businesses (No.114, 1803 Capitol Ave.) in 1928. The building is two stories tall with seven bays on the Capitol Avenue side and five bays along the West 18<sup>th</sup> Street side. The bays are separated by columns of brick that extend from street level to the stepped stone cornice. The kick plates and the column on the first floor at the corner of the building closest to the intersection are also made of stone. A horizontal course of stone divides the first and second stories of the building with stone also used for the lentils and an architrave that separates the entablature from the windows. The simple frieze has sculpted terra-cotta insets. The cornice is a simple stone series of horizontal bands. The first floor has experienced window and door replacements into openings of the same size and location as the originals (based on



field observation) and awnings cover each set of doors and windows. The building retains a high level of integrity and is significant for its associations with early- to mid-20<sup>th</sup> century downtown Cheyenne. As a result, ECS recommends the building to be a contributing element of the Downtown Cheyenne Historic District under Criteria a and c.

**Cheyenne Light, Fuel, and Power Building:** The Cheyenne Light, Fuel, and Power Building (No. 116, 112 W. 18<sup>th</sup> St.) was vacant at the time of recording and listed for sale. The building was originally built in 1941 as a headquarters for the power company and occupied the next year on January 31, 1942. Subsequently the power company moved to new facilities and the building became a retail building. It is one story tall with a façade split into distinct upper and lower portions. The lower portion is a series of plate-glass windows flanking the offset recessed entryway. A portion of the eastern, exposed wall and columns in the lower portion of the façade are covered with random natural stone set in concrete and mortar. The upper portion is covered with plain panels of unknown material recessed behind three columns made of geometric design tiles set on edge. The same use of geometric tiles continues onto a portion of the east side wall of the building. This description of the building reflects the remodeling completed during the 1960s. During this remodeling, stylistic elements, such as use of random natural stone, repetitive geometric designs, a flat parapet, and a flat hood that covered much of the sidewalk in front of the building, are all indicative of a vernacular version of the Google Style. No records of further remodels have been found. The building is recommended as a contributing element to the Downtown Cheyenne Historic District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**First United Methodist Church Education Hall:** The First United Methodist Church Education Hall (No. 118, 118 E. 18<sup>th</sup> St.) was constructed in 1967 and represents the Post-World War II growth of the church, as well as a local expression of the International Style popular in Cheyenne and the U.S. during the 1950s and 1960s. The Education Hall has an irregular rectangle footprint with its main openings onto East 18<sup>th</sup> Street and Warren Avenue. The exterior the building is dominated by brick with precast concrete accents. The few windows and doors present in the building are metal-framed fixed windows and metal-framed glass doors. There are planters along the southern and eastern walls of the building with shrubbery and trees planted in openings in the sidewalk along the southern wall. The most notable feature of the building is its austere appearance and lack of exterior decoration. The main church building is west of the Education Hall and connected via an enclosed walkway. ECS recommends the First United Methodist Church Education Hall to be a contributing element of the Downtown Cheyenne Historic District under Criteria A and C within the contexts of Cheyenne in the Post World War II Era and Post-War Commercial Architecture.

**Frontier Hotel:** The Frontier Hotel (No. 119, 1901 Central Ave.) is a classic example of Art Deco architecture in Cheyenne and is closely associated with the growth of Cheyenne during the late 1930s as America pulled out of the Great Depression. The building is roughly rectangular and five stories tall, with roof-mounted utilities and what appears to be a fenced enclosure, possibly a roof-top swimming pool or tennis court. The main façade of the building faces the south,

while the secondary façade faces Central Avenue and clearly indicates that the southern portion of the first floor of the building is where the office and other key hotel functions were located. Along the western wall are four storefronts in addition to the secondary entry to the hotel lobby. The exterior the first floor is made of stone panels with metal-framed window and door openings. A black and silver suspended flat hood covers the main entry and a smaller but similar one covers the secondary entry on Central Avenue. A similar trim line projects slightly from the plane of the wall and extends east and west from the hood on the main façade. The brick walls extend from the top of the first floor to a minimally carved stone architrave. The frieze is essentially a continuation of the brick walls with three terra-cotta upright decorative pieces on the main façade and two identical ones on the west wall above the western lobby entrance. The southern wall has four columns of windows and stone panels that extend from above the entry to the entablature with a similar treatment with three columns of stone and windows on the west wall. These are slightly inset from the main plane of the wall. The current windows are modern replacements of the historic windows, but the window openings do not appear to have been changed and the stone sills are still present. The building has a very high degree of integrity and represents the Art Deco style as expressed in Cheyenne. ECS recommends the Frontier Hotel to be a contributing element of the Downtown Cheyenne Historic District under Criteria a and c.

**Frontier Hotel Motel Annex/United Airlines Dormitory:** The Frontier Hotel Motel Annex/United Airlines Dormitory (No. 120, 118 E. 19<sup>th</sup> St.) is a motel building built in 1960. The building is two stories tall and has an L footprint. It has a gabled roof and exterior walkways for access to the rooms on the second floor. The walls are a mix of precast concrete and cinderblocks. The building has sliding windows with metal frames in the room doors are made of an unknown material. The lot is landscaped with deciduous and evergreen trees and a courtyard area. The building sits behind a concrete fence as insulation from street noise. Overall, it looks very similar to many motels built during the 1960s and is clearly representative of that era. Information indicates that during its early years the building served as a dormitory for United flight attendants who were being trained in Cheyenne and then became part of the Frontier Hotel complex. Today it is an apartment building. Despite these changes in functions, it has not been heavily modified or remodeled and continues to retain its historic integrity. ECS recommends it to be a contributing element of the Downtown Cheyenne Historic District under Criterion A as a representative of the Post-World War II development of Cheyenne context.

**AT&T/Qwest Building:** The AT&T/Qwest Building (No. 121, 1919 Capitol Ave.) is a rectangular building that is a mix of two and three stories tall, built in the International Style. The defining characteristics of the International Style of the AT&T building include: 1) smooth, unornamented surfaces stripped of applied ornamentation or decoration, 2) flat roofs, usually without a ledge or any coping, 3) defined bands of windows and solid planes, and 4) use of light and shadow. The exact date of construction for the building is unknown; however, it is estimated to been built circa 1960 as Cheyenne and Warren Air Force Base grew as a result of the Cold War.

The building faces Capitol Avenue and fills half of a block. The façade is symmetrical with the main entry rocketed by two sets of windows that begin well above the sidewalk and extend to the roof line. The roof columns are bracketed by vertical and horizontal strips of precast concrete and the remainder the wall is made of panels of an unknown material. The northeast corner of the building has an extension that makes that section one story taller than the rest of the building (third story). This section of the building is interpreted as in addition, based on the presence of a belt of panels that appears to cover the meeting place between the original roof line and the next story. Other indications that the upper story is in addition are the changes in color and materials with the wall pieces above the belt being ribbed precast concrete vault below the belt and the rest of the building the panels are smooth. The window treatments described for the façade are repeated around the rest of the building. The building has minimal entrances limiting access from the sidewalk. The locations of the windows well above street level, minimal entries, and the general character indicate that the building was built to be a secured facility. This would be in keeping with the role of AT&T in the Cold War as a backbone for national security communications. ECS recommends the building to be contributing to the National Register District under Criteria a and c.

#### ***Newly Recorded Recommended Noncontributing Elements***

**Goodyear Tire Store:** The Goodyear Tire Store (No. 101, 401 W. 16<sup>th</sup> St.) is a one-story building with brick and metal-framed plate-glass walls in the office and retail sections and brick walls with oversized, overhead garage doors in the shop area (southern portion). The building has two flat roofs surrounded by painted flat parapets made of metal sheet and unknown material. The building was heavily modified and expanded after its initial construction. As a result, it lacks the elements of integrity, other than location, and is recommended to be noncontributing to the expanded Historic District.

**Stockgrowers' National Bank/Wells Fargo:** The Stockgrowers' National Bank/Wells Fargo Building (No. 102, 1701 Capitol Ave.) has been a bank since its construction in 1906, operating for many years as the Stockgrowers' National Bank. Over time, the building has been consolidated with the one next door on 17<sup>th</sup> Street, followed by a series of remodels. The street level of the building is a mix of plate-glass windows, metal-framed glass doors, and solid walls. The upper portions of the over-height walls are covered with vertically ribbed siding without any windows. The siding extends above the roof lines and is painted a darker shade of tan than the lower walls. Based on comparisons of 1931 Sanborn maps and historic photos from old newspapers, it is apparent that the current building has lost all its historic integrity except location. Due to lack of integrity, ECS recommends the building to be noncontributing to the significance of the Downtown Cheyenne Historic District.

**Mayflower/Re-O-Na's/Bejo Building:** The Mayflower/Re-O-Na's/Bejo Building (No. 103, 112 W. 17<sup>th</sup> St.) is currently a restaurant that replaced the Mayflower on this lot. The Mayflower burned down in 1976 and the current building replaced the burned-out structure. It has been a restaurant since it was reconstructed. It has changed hands many times and is currently the Bejo sushi restaurant. At the time of according in 2016, the restaurant was RE-O-Nas. The

building is a one-story brick building with an asymmetrical façade and two recessed doorways with metal framed double glass doors. The door openings are highlighted with Japanese style gates applied to the front brick wall. The façade also includes three plate-glass windows. The lower portion of the wall is made of two different colors of brick laid in common bond and other manners to form decorative treatments. Above the brick are tightly laid planks forming the flat-topped parapet. The planks are painted black. The building is recommended as noncontributing to the Historic District because it lacks sufficient age and possesses no exceptional significance under any of the National Register criteria.

**Electrical Center/Avalon Hair Design and Color Group:** The Electrical Center/Avalon Hair Design and Color Group Building (No. 106, 107 W. 17<sup>th</sup> St.) has an estimated construction date of 1915 and was extensively remodeled during the past 20 years. The remodeling included new brick work on the façade, installation of new windows, a new entry door, and an elaborate design on the stepped parapet. The lower portion the façade is made of brick and has a recessed entry, including a metal-framed glass door with a small transom light and a display window. The other portion of the façade has a three-light metal-framed display window. The upper portion of the façade is made of flat panels of unknown material, with a frame and two “window” frames applied to it with a stepped top. The different elements are painted in contrasting shades of brown and tan and the store signage is centered in this part of the façade. The building was extensively remodeled, and as a result, has lost all its integrity except for integrity of location. With the remodeling of the building next door to the west, even its setting has been impaired. ECS, therefore, recommends that this building is noncontributing to the Cheyenne Downtown Historic District.

**Wyoming Medical Society Building:** The Wyoming Medical Society Building (No. 111, 122 E. 17<sup>th</sup> St.) was built in 1936 and originally appears to have been very similar to the neighboring buildings to the west—the Two Doors Down and Bedder Sleep Building and the building at 112 East 17<sup>th</sup> Street—based on the parapet around the façade and down most of the length of the eastern wall (Warren Avenue). Below the parapet, however, the building has experienced extensive remodeling that has destroyed its integrity of design, materials, and workmanship. The current façade is in-filled with dozens of diamond-shaped tiles set on edge around the entryway, which is recessed and includes a metal-framed glass door and metal-framed window. The large windows on the eastern wall have been replaced with smaller ones and infilling of the previous window openings. The only date for the remodeling found during the research was 1977. As a result, the remodeling is not historic and the building is recommended as noncontributing to the Historic District.

**Eclectic Elephant Antique Shop:** The Eclectic Elephant Antique Shop (No. 115, 112 W. 18<sup>th</sup> St.) was originally built in 1928 as 18<sup>th</sup> Street developed and the Cheyenne business district grew north from the railroad toward the state capital. The building has been remodeled a number of times over the years. The most recent remodeling took place in 1992 and included removal of the canopy and installation of brick on the façade. Thus, the present façade, which is symmetrical with a central recessed double-door entry flanked by plate-glass windows on each

side and brick columns at the extreme edges of the building and brick kick plates, is 25 years old. The wooden parapet above the windows and door opening may be even newer. As a result, the building has lost its integrity of materials, design, workmanship, and feeling and is recommended as a noncontributing element of the Downtown Cheyenne Historic District.

**Filling Station/Subway:** The Filling Station/Subway Building (No. 117, 1802 Central Ave.) was originally built in 1954 and has experienced extensive remodeling. The building has a rectangular footprint and sits back in the lot from the street, indicative of the location of the pumps and parking areas associated with the typical filling station in the days before the modern convenience store. Today, only a minimal resemblance to the filling station can be seen. The three service bays are represented by the large windows and pilasters that separate them from each other and the former office and public area of the gas station, which is now the main ordering and preparation area for the current tenant, Subway sandwiches. Over the former office section of the building, a large timber-supported wood and metal gabled roof is present with the Subway sign suspended from the roof framing. The conversion to a Subway is not historic and as a result, ECS argues that the building has lost all its elements of integrity except location and is recommended to be noncontributing to the Downtown Cheyenne Historic District.

## **Conclusions/Summary**

ECS conducted an architectural-resources inventory of the Downtown Cheyenne Historic District and designated expansion areas as requested by the City of Cheyenne Development Office. The project was carried out to update the Downtown Historic District documentation and examine areas on the periphery of the District to identify additional contributing elements. The survey area covered approximately 160 acres. The 1996 Historic District included 96 resources and was the last update prior to the current study.

ECS revisited all the 96 previously recorded buildings and recorded an additional 25 buildings outside the District boundaries. The revisit portion of the study found that two contributing buildings had been destroyed and one has lost its historic integrity. In addition, 11 buildings that had been considered to be non-contributing in 1996 were re-evaluated and are now recommended as contributing elements to the National Register Historic District. Of the newly recorded buildings, 17 are recommended as contributing elements and 7 are recommended to be non-contributing. One resource is a corner building already contributing to the Historic District that has addresses on two streets (Deming/WyoLotto Building, 1620 Central Ave. and 105 W. 17<sup>th</sup> Street, Nos. 54 and 105). ECS further recommends the expansion of the District boundaries to include six blocks to the east and northeast and two blocks to the west and southwest of the existing District. These revised and consolidated boundaries should facilitate the management of the Downtown Cheyenne Historic District in terms of planning, historic preservation ordinances, and tax act incentives. In total, the revised district would include 93 contributing resources and 28 non-contributing resources in approximately a 20-block area.

## References Cited

- Anonymous. "Brutalist Architecture" *Essential Architecture*. Electronic document, <http://www.essential-architecture.com/STYLE/STY-M11A.htm>, accessed September 15, 2016.
- Appleman, Roy E.  
"A History of the Mission 66 Program," Original manuscript available on-line at <http://www.npshistory.com/centennial/0516/index.htm>, accessed 7 December 2016.
- Baker, Steven C. "Joseph C. O'Mahoney Federal Center National Register of Historic Places Nomination." Prepared by Archer, Inc., Englewood, CO for the General Services Administration, Denver, CO., 8 October 2014.
- Flynn, Shirley E. *Let's Go! Let's Show! Let's Rodeo!: The History of Cheyenne Frontier Days, The "Daddy of 'Em All."* Wigwam Publishing Co., Cheyenne, WY. 1996.
- Gelernter, Mark. *A History of American Architecture: Buildings in Their Cultural and Technological Context*. Hanover and London: University Press of New England, 1999.
- Gish, Robert F. *Cheyenne, Wyoming 1940-1955; WWII National Defense Work Shortage of Living Quarters Justifying the Construction of Federal Housing Projects*. UBuildABook, No City Listed, 2016.
- Gutfreund, Owen D. *Twentieth Century Sprawl: Highways and the Reshaping of the American Landscape*. Oxford University Press, New York, NY., 2004.
- Hanesworth, Robert D. *Daddy of 'Em All: The Story of Cheyenne Frontier Days*. Flintlock Publishing Co., Cheyenne, WY., 1967.
- Heil, R. D., D. S. Romine, D. C. Moreland, R. K. Dansdill, R. H. Montgovery, and J. E. Cipra. *Soils of Colorado*. Colorado State University Experiment Station Fort Collins Bulletin 566S, 1977.
- Herman, Marguerite. "Laramie County, Wyoming." WyoHistory.Org. Electronic document, <http://www.wyohistory.org/encyclopedia/laramie-county-wyoming>, accessed 1 August 2016.
- Hess, Alan. *Googie Redux* (revised edition). San Francisco, CA.: Chronicle Books, 2004.
- Higgins, Alan. *Architectural Movements of the Recent Past: An Illustrated Handbook for Identifying Architectural Styles and Building Forms since 1941*.

- Humstone, Mary M., "Presentation: "Mid-Century Modern Architecture, Laramie, Wyoming" (2013). *Mid-Century Modern Architecture in Laramie, Wyoming*. Book 1. Electronic document, [http://repository.uwyo.edu/mcm\\_architec/1](http://repository.uwyo.edu/mcm_architec/1), accessed July 14, 2016.
- Kuchler, A. W. The Potential Natural Vegetation of the Conterminous United States. In *Distribution of Mammals, Reptiles, and Amphibians by BLM Physiographic Regions and A.W. Kuchler's Associations for the Eleven Western States*, edited by S. R. Bernard and K. F. Brown. United States Department of the Interior, Bureau of Land Management, Denver, 1975.
- Lincoln Highway Association. *Tracks Across Wyoming*. Electronic document, [http://www.tracksacrosswyoming.com/lincoln\\_highway\\_association.asp](http://www.tracksacrosswyoming.com/lincoln_highway_association.asp), accessed 7 December 2016.
- McNichol, Dan. *The Roads that Built America: The Incredible Story of the U.S. Interstate System*. Barnes & Noble Books, New York, NY., 2003.
- Mehls, Steven F. and Collette C. Chambellan. *A Cultural Resource Survey and Evaluation of the Cheyenne Regional Airport Terminal Facility Project, Laramie County, Wyoming*. Prepared for SEH Inc. and the Federal Aviation Administration; prepared by Western Cultural Resource Management, Inc., Boulder, CO., 2011.
- Nathan, Carol A. *Downtown Cheyenne Historic District National Register of Historic Places Registration Form*. Copy on file at the National Register of Historic Places, Washington, D.C., 1997.
- Plambeck, Maurice. *Boeing/United Airlines Terminal Building, Hangar, and Fountain National Register of Historic Places Registration Form*. Copy on file at the National Register of Historic Places, Washington, D.C., 1983.
- Roberts, Phil. A New History of Wyoming. Electronic document, [http://www.uwyo.edu/robertshistory/new\\_history\\_of\\_wyoming.htm](http://www.uwyo.edu/robertshistory/new_history_of_wyoming.htm), accessed 1 and 2 August 2016.
- Rosenberg, Robert G. *Union Pacific Roundhouse, Turntable, and Machine Shop (48LA1204) National Register of Historic Places Registration Form*. Copy on file at the National Register of Historic Places, Washington, D.C., 1992.
- Cheyenne South Side Historic District National Register of Historic Places Registration Form*. Copy on file at the National Register of Historic Places, Washington, D.C., 2005.
- Schrock, Heyward D. "A Room for the Night: Evolution of Roadside of Lodging in Wyoming," *Annals of Wyoming*. V. 75, # 4 (Autumn 2003): 31-39.



Spaceagecity. *Google Architecture* (2010). Electronic document,  
<http://www.spaceagecity.com/google/>, accessed 10/17/16.

The Military Standard. "Atlas Missile Construction History." Electronic Document,  
<http://www.themilitarystandard.com/missile/atlas/constructionhistory.php>.  
[accessed 6 December](#) 2016(a).

"Atlas Missile Deployment Strategy." Electronic Document,  
<http://www.themilitarystandard.com/missile/atlas/deployment.php>. accessed  
6 December 2016(b).

Thomas, William E.

"Amtrak Returns to Wyoming, From Denver to Ogden, it's all Union Pacific for the Pioneer,"  
*Trains Magazine*, 22 September 1991, p. 22; copy available at  
[http://utahrails.net/utahrails/amtrak-pioneer\\_trains-article.php](http://utahrails.net/utahrails/amtrak-pioneer_trains-article.php).

U.S. Army Corps of Engineers. 2016 "Historical Vignette 032 - The Corps Built the Launch Sites  
for Atlas ICBM." Electronic Document, [http://www.usace.army.mil/About/History/  
HistoricalVignettes/MilitaryConstructionCombat/032AtlasICBM.aspx](http://www.usace.army.mil/About/History/HistoricalVignettes/MilitaryConstructionCombat/032AtlasICBM.aspx). accessed  
7 December 2016.

United States Air Force. "F. E. Warren History." Electronic document,  
<http://www.warren.af.mil/DesktopModules/ArticlesCS/>, accessed 1 August 2016.

U.S. Department of Commerce, Bureau of the Census. *Historical Decennial Census Population  
for Wyoming Counties, Cities, and Towns*. Compiled by the Wyoming Division of  
Economic Analysis, Cheyenne, WY., 1997.

U.S. Geological Survey, Department of the Interior. Historic Topographic Maps of Cheyenne,  
Wyoming. Electronic documents,  
[https://geonames.usgs.gov/apex/f?p=262:18:0::NO:RP:P18\\_STATE%2CP18\\_SCALE%2CP18\\_MAP\\_NAME%2CP18\\_MAP\\_TYPE:WY%2CALL%2C%5CCheyenne%5C%2CALL](https://geonames.usgs.gov/apex/f?p=262:18:0::NO:RP:P18_STATE%2CP18_SCALE%2CP18_MAP_NAME%2CP18_MAP_TYPE:WY%2CALL%2C%5CCheyenne%5C%2CALL), accessed  
18 November 2016.

Warren Air Force Base Museum. "Atlas (SM-65)." Electronic Document,  
<http://www.warrenmuseum.com/missiles/atlas-sm-65/>. accessed 7 December 2016.

Whipple, Dan. "Wyoming's Nuclear Might: Warren AFB in the Cold War," WyoHistory.Org.  
Electronic document, <http://www.wyohistory.org/essays/wyomings-nuclear-might-warren-afb-cold-war>, accessed 1 August 2016.

Wikipedia. *Google Architecture*. (2016a) Electronic document,  
[http://en.wikipedia.org/wiki/Google\\_architecture](http://en.wikipedia.org/wiki/Google_architecture), accessed 10/17/16.

*Theme Building.* (2016b) [http://en.wikipedia.org/wiki/Theme\\_Building](http://en.wikipedia.org/wiki/Theme_Building), accessed 10/17/16.

*TWA Flight Center.* (2016) [http://en.wikipedia.org/wiki/TWA\\_Flight\\_Center](http://en.wikipedia.org/wiki/TWA_Flight_Center), accessed 10/17/16.

“Geography and Climate.” In *Cheyenne, Wyoming*. [http://en.wikipedia.org/wiki/Cheyenne\\_Wyoming](http://en.wikipedia.org/wiki/Cheyenne_Wyoming), accessed 7/22/16.

Wyoming State Historic Preservation Office. Site Documentation Form for Site 48LA112. Copy available from the Wyoming State Historic Preservation Office, Cheyenne and Laramie, WY., 2011