



Master Plan
Midland Depot at Divide
November 2004

Midland Depot at Divide Master Plan

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1. Introduction and Background

The 100th anniversary of the Midland Depot in Divide was celebrated in 2004. For over fifty years the depot served the people of Teller County as the central hub of transportation. Farming, ranching, mining, logging, industry, and commerce all depended heavily on the railroads. The little depot in Divide was their link to supplies and markets. Since 1949 the depot has survived as only a ghostly reminder of its former importance in the Teller County economic community. Today the structure survives as one of only three remaining depots in the Colorado Midland system.

Early in 2001, group of interested parties once again looked at the historic depot as a potential focal point for Divide and Teller County. Participants include: Teller Historic and Environmental Coalition (T.H.E. Coalition), Trails and Open Space Coalition, Cripple Creek and Victor Gold Mining Company , Ute Pass Historical Society, Mueller State Park, Florissant Fossil Beds National Monument, Divide Chamber of Commerce, Woodland Park Chamber of Commerce, Pueblo Locomotive & Rail Historical Society, Teller County Parks, Pike National Forest, Colorado Department of Transportation, Pikes Peak Community Club, Divide Parks Board, railroad buffs, and prominent local businesses.

What emerged was a plan in which the Midland Depot, restored and refurbished, would anchor a regional project to include a small park and trailhead, a visitors' center with historical exhibits, interpretive and educational displays, information about surrounding attractions such as the Florissant Fossil Beds and the Gold Belt Scenic Byway and preservation of adjacent ranchland.

As momentum built for the project, the various objectives and concepts for the property evolved to include:

Historic Exhibits on:

- Midland Railway
- The Midland Terminal Railway
- Gold Mining
- Agriculture
- Lumbering

Interpretive displays and interactive educational programs on:

- History and geology of the surrounding area
- Natural resources
- Wildlife
- Recreational Opportunities

Visitor Information on the Upper Ute Pass Region
Mueller State Park
Florissant Fossil Beds National Monument
Gold Belt Scenic and Historic By-Way

Visitor Amenities:

Restrooms
Trail Head
[Link to America Discovery Trailhead](#)
[Link to Hayden Divide Loop Trail](#)
Parking
Picnic Area with Tables
Coffee Shop
Gift Shop

It was envisioned that, space permitting, the site may also house meeting and office space for such entities as the Divide Chamber of Commerce, Teller County Parks, and the Colorado Department of Transportation.

By incorporating some of the above goals, the depot in Divide can once again serve the Teller County community as a hub for transportation, information, commerce, and recreation.

The proposed project is part of a regional project that includes development of a five-acre park and trailhead surrounding the Colorado Midland Depot in Divide, restoration of the historic railroad depot to serve as interpretive centers for historic and environmental education, linking of local and regional trails with the coast-to-coast American Discovery Trail; construction and/or improvement of trails; acquisition of a conservation easement on ranchland adjacent to Midland Depot at Divide; protection of wetlands, riparian environment and wildlife habitat, and a half-acre park surrounding the Midland Terminal depot in Victor;.

Regional Vision

The proposed Divide Depot Park is a concrete step toward realizing the Regional Vision articulated in the 1999 *Pikes Peak Multi-Use Plan* which represents a consensus of 14 local, regional, and national entities. That Plan envisions a network of trails, recreation use centers, and interpretive centers accessed through selected “Gateway” communities and enhanced by buffer zones of traditional agriculture, resource restoration, and limited use.

The regional goals summed up by the Multi-Use Plan are laid out in greater detail in local and area documents which preceded it: *Teller County Parks, Trails and Open Space Master Plan*; *Teller County Growth Management Plan*; *Divide Regional Plan*. This Master Plan is fully consistent with these local and regional plans and has the support of the multiple public agencies and private sector organizations which formulated them.

Local Vision and Objectives

With designation of Divide as an official “Gateway” for the Pikes Peak Multi-Use recreation area, the century-old Midland Depot -- once the hub of railroad activity in Colorado’s gold rush days -- is again becoming a hub. This time it will be a center for historic preservation, environmental education and outdoor recreation.

Local energy was galvanized several years ago when the Depot, which dates from 1894, was faced with demolition to make way for a car wash and self-storage unit. On the understanding that the building would be integrated into the planned interpretative and recreation center, a civic-minded local businessman bought and held the property.

Victor, also a Pikes Peak “Gateway”, was the destination for the hundreds of trains that passed through Divide bound for the great gold camps. Its Midland Terminal Depot hosted some 50 trains a day and was a vital link in the rail circuit that supported the mining industry. Local vision includes restoration of the depot, development of a small park and much-needed recreation facility on adjacent land, and trail links to Battle Mountain and other trails recently completed by the Cripple Creek and Victor Gold Mining Company, Southern Teller County Focus Group and the City of Cripple Creek. This component of the project could be considered in a second phase.

Parks, Trails, and Interpretive Centers

The former depot building will house an Interpretive Center and historical displays to enhance visitors’ appreciation of the parks, trails, wildlife, and natural landscape around them. It will feature exhibits, assembled by the Ute Pass Historical Society, of the rich railroad history of the area.

As envisioned, Midland Depot at Divide Park will anchor a trail system that integrates local loop trails (such as Hayden Divide) with the American Discovery Trail and the “America the Beautiful” segment, Colorado’s Millennium Trail. It will offer full support facilities for outdoor recreation and provide information on the nearby Mueller State Park, Florissant Fossil Beds National Park, and the Gold Belt National Scenic Byway.

CDOT is nearing completion on construction of the Woodland Park to Divide portion of Hwy. 24. The detached bicycle and pedestrian trail being constructed by CDOT is an integral component of highway expansion and will be integrated into the trail components of the proposed project.

Open Lands, Landscapes, and Wildlife

The landscape surrounding Divide Depot Park frames dramatic vistas of Pikes Peak. Thanks to efforts begun more than a decade ago, some 3,000 acres of north slope landscape and wildlife habitat are now protected by conservation easements. Efforts are underway to obtain a conservation easement on an additional 200 acres of traditional ranchland -- contiguous with previously

protected land and adjacent to Midland Depot Park in Divide. This ranch property is the key remaining piece in the Woodland Park/Divide view corridor. It is also one of the three working ranches, which operate together in order to form an economically viable ranching unit along that corridor.

A significant attribute of this property is Colson Lake -- a wetland environment that is currently home to waterfowl and raptors. The project envisions an overlook that will afford bird watchers and wildlife enthusiasts views of the flora and fauna while keeping the riparian environment itself protected from incursion.

Because Colson Lake sits astride the headwaters of Rule Creek, which joins Trout Creek to form one of the main tributaries to the South Platte, it also has watershed values. It is a feature of Teller County history as the 'reservoir' for ice blocks that kept lettuce, cabbage, and broccoli cool on the train trip from the farms of Divide to the markets of Colorado Springs and the mining camps at Cripple Creek/Victor.

Public benefits of the project

- Thousands of visitors (historians, railroad buffs, environmentalists, and tourists) who are expected to visit the Interpretative Centers.
- The school children of Teller County and the Ute Pass Region for whom the Centers and the wildlife areas will be important adjuncts to their education
- The expected thousands of hikers, cyclists, runners, and sight-seers who will use the facilities and the trails
- The elk herds, deer, and other animals whose habitat will be protected and whose migration routes will have one less interruption

Public value of the project

The project is an example on-the-ground of the "culture of collaboration" which the Teller Historic and Environmental Coalition seeks to promote.

- Today the Midland Depot at Divide survives as one of only three remaining depots in the Colorado Midland system.
- The project was built from the outset on the concept of *partnership*. The numerous entities involved are counties, state agencies, a federal agency, historic and environmental preservation organizations, park and recreation districts, private enterprise, community service organizations, and a non-profit land trust organization.
- The project is regional in scope.

- This project is proof that multiple agencies -- government and private sector-- can actually work together to get something done.
- This project embodies the vision articulated by the Pikes Peak Multi-Use Plan “to provide access and recreational opportunities while preserving critical resources”, and provides the first working model of the recreation hubs envisioned in this Plan.
- The location -- near the intersection of U.S. Highway 24 and Teller County 67-- is strategic. Average Daily Volume through Divide on Hwy 24 has increased significantly. Much of that traffic turns south to Cripple Creek on Hwy. 67.
- The project will merit special attention because of its tie-in with the American Discovery Trail and the “America the Beautiful” Millennium Trail.
- Midland Depot at Divide will serve as a regional gateway for other nearby attractions including Mueller State Park, Florissant Fossil Beds National Park, and the Gold Belt National Scenic Byway.
- This project will be a model for the potential of ‘alternative transportation’ with an emphasis on bicycles and pedestrians.

The Midland Depot at Divide Master Plan will be used in a variety of ways including:

1. The Historic Structure Assessment will be used to develop Architectural Standards for an appropriate treatment for the Midland Depot in accordance with State Historical Fund standards.
2. The Site Master Plan will be used to determine appropriate uses for the Depot and other uses on the site as well as appropriate access, utilities and landscaping and site amenities.
3. The Master Plan, including a narrative project description, color site plan and architectural plans and renderings will be used for public education and fund raising during the future acquisition and development phase of the project.
4. Upon completion of the project, the plans and renderings will be used for promotional and information brochures and other materials for the historic exhibits, interpretive displays and educational programs proposed for the Depot.

Teller County Historic Designation and Colorado State Historical Fund Grant

Local Historic Designation was an essential first step in the process of obtaining the planning and survey grants from the Colorado State Historical Fund (S.H.F.). The Teller County Historic Preservation Advisory Board approved the application by T.H.E. Coalition and property owner Pete Kuyper in March 2003.

On March 31, 2003, T.H.E. Coalition, in cooperation with the Regional Development Corporation of Teller County (RDCTC), submitted an application to the S.H.F. outlining Midland Depot at Divide as a project for consideration by the Colorado State Historical Society. The grant was approved in April, with the following Scope of Work:

1. Historic Structure Assessment for the Midland Depot
2. Facility and site design workshops with T.H.E. Coalition and R.D.C.T.C members, partners and the general public
3. Development of a Master Site Plan
4. Development of Architectural Standards for an appropriate treatment for the Midland Depot in accordance with State Historical Fund standards
5. Creation of Architectural plan views for the Midland Depot building
6. Creation of Architectural renderings and preliminary plans for all proposed structures
7. Development and publication of a “Midland Depot at Divide Master Plan” summary document that will incorporate all of the above items.

The completed Historic Structure Assessment is included under separate cover as a companion document to this Master Plan. A summary of the Facility and Site Design Process is provided in Section 4 of this Plan, while the final Master Site Plan, Architectural Standards, Architectural plan views and Architectural renderings and preliminary structural plans are included in subsequent sections herein.

2. A Brief History of the Teller Historic and Environmental Coalition, Inc.

The Teller Historic and Environmental Coalition, Inc. (T.H.E. Coalition) was conceived in January 2000 in a meeting attended by a number of local citizens' grassroots groups with shared interests to address common needs for nonprofit status. The compatible purposes of these groups include:

- ✓ The preservation and protection of historic structures, parklands, open space, recreational facilities and trails and other historic, cultural, scenic or environmental resources in the area.
- ✓ The preservation of the natural environment and beauty of the area.
- ✓ The education awareness of the public regarding historic structures and the geographic, geological or other environmental features unique to the area.
- ✓ And to provide assistance to charitable or educational organizations in the area with common purposes.

The powerful thread that bound these interests was a strong public willingness to enhance the quality of life in the region through projects and programs that cannot realistically be implemented by regional governments burdened by burgeoning growth and ancillary impacts brought on by rapid regional changes.

The creation of a single, nonprofit agency presented a more practical approach to meeting the needs of the public rather than a scattering of smaller (potentially competitive) groups all seeking nonprofit status. This single, cohesive organization provides a potent networking forum for groups and individuals with project and program ideas that further the purposes of T.H.E. Coalition and engenders within this community a "culture of collaboration".

Following a rigorous schedule of meetings that included the development of a mission and vision for the organization as well as the creation of governance policies, bylaws and articles of incorporation and board development, 501(c)(3) status was sought and attained by November 2000.

The mission of T.H.E. Coalition is: ***"To facilitate preservation of the historic, cultural, environmental, recreational, and scenic resources in and around Teller County, and to broaden public understanding regarding the significance of those resources."***

3. History of the Colorado Midland Railway and Midland Depot at Divide

The Colorado Midland Railway (CM) was the first standard gauge line into the Colorado Rockies in 1886. At its peak it was 260 miles long, with connections at Colorado Springs, Divide, Leadville, Aspen, Glenwood Springs, and Grand Junction. After the line was scrapped most of the depots were torn down. The only surviving depot buildings are at Manitou Springs (now a private residence), Divide, Hartsel (intact and abandoned), and Basalt (now part of a bank).

Divide was at Milepost 26.9 on the Colorado Midland Railway. The spot was actually named Hayden Divide, however, two early names were Theodore and Hayden's Divide. The CM initially used a siding at Divide for trains to pass each other. A "Section" or maintenance crew was assigned to Divide. This crew maintained the track from near Edlow Road half way to Florissant.

In the early 1890's the Colorado Midland noted an increase in traffic at Florissant. At about the same time a group of entrepreneurs in Cripple Creek started construction of a toll road between Cripple Creek and Divide. This road would cut travel time between Colorado Springs and the gold fields by about one third. A rail line from Divide south was started by the CM. The group building the toll road, projected to build from Cripple Creek to meet the CM at the town of Midland. Midland Terminal (MT) was already serving as a tollgate on the toll road. The MT was given the track between Divide and Midland, a small yard near Divide, and ground to construct buildings they would need at Divide. It was at this point that the unique passenger arrangement was established. The MT was a separate company until 1917 when it was purchased by the CM.

When the MT reached Divide conditions changed considerably. Additional tracks were built, including a second wye to serve the new branch line. The original wye now served as access to a large lumber mill, which provided ties and timbers for the construction, as well as needs in the mining district once the connection was made. At its peak in about 1904 the sawmill shipped over 500 cars of lumber, mainly to the Cripple Creek mines. Once the railroad was finished in 1894 the toll road was opened for public use. The town of Divide grew from just a few people in 1890 to nearly 300 a year later. Once the MT started daily service, the majority of the CM's business was centered in Divide. Up to eight freight trains a day were in service on the MT. The CM had up to six freight trains a day, and often two to four extra trains.

Initially one agent served both railroads. As business grew the depot needed two agents, two telegraphers, and two freight agents to handle all the work. The MT tried to keep an engine at Divide, where an engine house was built for it. The arrangement hardly worked. The engine was needed in the District and on the road. The MT started with five engines and quickly added two more. CM locomotives were regularly used on the MT when times were busy.

In the Divide area, three new products increased the town and the railroad's prospects. Just east of town, Colson Lake was built as well as a new Ice House. The ice from Colson Lake was used to ship the lettuce and potatoes from the area farmers. The CM used twelve cars for these shipments and the MT converted several boxcars for refrigerated shipments as well.

The CM's climb up from Florissant was eased in 1904 when the "cut" west of the yards at Divide was deepened. The equipment used in this project was similar to that used in building the Panama Canal. The "cut" was given that name. Once it was finished the main yards at Divide were revised. West of Divide a huge loop was eliminated. In the early 1900's the Cripple Creek District's output started on a slow decline. Between 1904 and 1918 business at Divide slowly declined as well. The facilities at Divide remained unchanged until 1921.

The CM closed on August 5, 1918. The MT was allowed to use the track into Colorado Springs. In 1921 the entire CM track was taken up west of Divide. The MT acquired all of the property of the CM that remained. The MT operated daily passenger service to and from Cripple Creek. There were four to six freight trains a day to and from the District. Occasionally extra helper engines were kept at Divide.

The MT's passenger business quickly declined in the 1920's. The station buildings at Cascade and Green Mountain Falls were closed and torn down in the 1920's. Their baggage buildings were used to sell the few tickets needed. The depot in Woodland Park burned in a fire in the late 1920's. The station in Colorado City burned in 1931. The station in Manitou Springs was closed and used by the Manitou Section Crew. The last steam passenger train to Cripple Creek was in 1931. Mail for the area was still being carried on the train. A special gasoline power car was built for passengers and mail and this service continued until the last days. The yards at Divide were slowly reduced until World War II when only a minimum track was needed. By this time there was only one agent and a section crew at Divide.

The Golden Cycle Corporation, owner of the only surviving mill, acquired the MT. The mining and milling of their product was nearly 90% of their business after 1934. The railroad ran a few times during in World War II. The mines had been shut down and the population of Divide was less than 100. After World War II the Golden Cycle built a new mill between Cripple Creek and Victor and no longer needed the railroad. A few freight trains and two special passenger trains ran in early 1949. The line was scrapped by summer.

The depot at Divide was an integral part of the transportation system of Teller County for over 60 years. Thousands of passengers and tons of ore and freight passed by its unique double bay windows.

4. Facility and Site Design Process

Following awarding of the SHF Grant, Pinnacle DesignWorks, Inc., a local architectural and planning firm based in Woodland Park, was selected to facilitate the project design and master planning process. An informational start-up gathering was held on June 11, 2003 with over 30 representatives and interested parties from across Teller County. At this meeting, the background of the project was shared by those involved in the project over the past several years. To facilitate an efficient process, a representative steering committee was appointed for the project. Steering Committee members and their affiliations included:

Mel McFarland	Midland Terminal Historian
Lisa Harrison	Divide Chamber of Commerce
Kevin Tanski	Teller County Parks
Ken Matthews	Regional Development Corporation
Harold Kaelin	Pikes Peak Historical Society
Dee Breitenfeld	Ute Pass Historical Society
Marion Vance	Rural Land Preservation Group
Paul Crowson	Teller Historical Designation Committee
Helen Dyer	Divide Chamber
Chuck Severance	Pinnacle DesignWorks
Jerry Haire	Pinnacle DesignWorks
Luke Cammack	T.H.E. Coalition
Pete Kuyper	Property Donor



The steering committee conducted a number of design workshops and site visits over the next 14 months. The goal of the committee work throughout the process involved several key elements. Collaborative efforts, both short and long term, blending with the larger community vision, and sustainability were established and maintained by the individual committee members who regularly provided progress reports to their respective entities and their affiliates in the community. Secondly, development of the Master Site Plan evolved over the course of many hours of discussion, review and revision. At the same time, work progressed on the Historic Structure Assessment and subsequent development of architectural standards and plans for the Depot building and other site elements.

The consensus of the committee was to designate the Ute Pass Historical Society, the Pikes Peak Historical Society, and the Divide Chamber of Commerce as the logical primary users for the small depot facility. T.H.E. Coalition, R.D.T.C., Teller County Parks, and other committee members served as liaisons with local government agencies, the Colorado Department of Transportation, other public and private interests, and the general public.

By March of 2004 the plans had developed sufficiently for presentation at an open house sponsored by the Ute Pass Historical Society in Divide, with approximately 50 members of the community attending.

The work of the Steering Committee, and the numerous comments, suggestions and revisions received over the course of the design process are reflected in the finalized Master Site Development Plan as described in Section 5.

5. Master Site Plan - Project Description

The history of the depot building is described in the Historic Structure Assessment. It is certainly possible that by itself the depot could be rehabilitated for future generations. What is unique about this project is the 4.26 acres of land, which accompanies the depot building. With this land adjacent to Highway 24, in a Teller County Growth Node, and on the American Discovery trail, the potential for the project success is increased several times. The primary questions were, what the project should be, what should it look like, and how should it be paid for and maintained.

A consistent theme through all the public input was that the depot building and its importance to the railroad and the development of the region should be a dominant theme of the project. Any other site buildings, improvements or changes should be secondary to the depot and not overwhelm its presence in the project.

Since the building served most of its useful life as a gathering place for trade, commerce, and information most of the design input focused around a revival of that use. Possibilities included a visitor's center, display area, information center.

Site

The site was designed to allow the depot building to remain dominant on the site. No other future building or improvements should screen or obscure it from views from the highway.

The rail tracks are to be reconstructed in their original locations. They should be built to standard railroad specifications, which would allow for future antique railroad cars and equipment to be displayed on the tracks.

The parking lot was placed to the center of the site for maximum flexibility and future expansion. Drive thru spaces were incorporated in the design to allow for special RV or trailer parking.

The public toilet building was located near the center of the site adjacent to the parking lot and in close proximity to the depot building.

The hillside to the south should remain mostly open space. The area along the toe of the slope should be used for accessory buildings on the site. These buildings can be set slightly up onto the slope for exposure and visibility from the highway. A secluded picnic area was located toward the southeast. This area would provide the best view from the property toward the historic Colson Lake. The lake is on private property so a new barbed wire fence is included with no trespassing signs along the southeast property line. Also at this site is an area for historic display. There should be some information placards describing the original use of the lake as an ice source and possibly placing the ice saw there which is presently located in front of the Pikes Peak Community Center just to the west of the site.

The Ute Pass Corridor Trail, which is a section of The American Discovery Trail, passes through the site. The bike trail improvements are presently (Fall 2004) under construction by CDOT along Highway 24 directly adjacent to the site. An additional spur trail is to be built, by CDOT, from the highway into the site along the east side of Weaverville Road as part of their work. This trail provides an opportunity for a trailhead information center. The trail through the project is designed to link to both the new bike trail under construction along the highway 24 and to the existing trail just south of the property. Horses are allowed to use the trail from Divide and south. A hitching rail is included in the site design as the trail enters the site from the south. Riders will be asked to leave their horses there and walk the remaining way to the depot and other attractions.

The need for a multi-purpose area is met with the open space just east of the parking lot. This space could be used for farmers-market, craft shows, historic reenactments, and special events. This would be a level gravel surface area for short-term attractions.

Depot Building

The historic depot building is to remain as the key building on the site. The Divide Chamber of Commerce intends to occupy the 1987 east addition. Their needs are for an enclosed office and an open space to meet the public in and display information. The existing space will need to be remodeled by adding a new floor, level with the existing entry door, and raising the loft floor to accommodate an 8' ceiling in the office. The loft would be used only as storage for the gift shop and not accessible to the public. Also in this space a handicap accessible unisex toilet for staff use only would be included.

The old depot part of the structure would be used as a gift shop and historic display. The center part of the building would have the existing toilets and kitchen removed so the space would be opened up again, like when it used to be the waiting room in the depot. This space would be used for the gift shop. The remainder of the building, the former freight room and the agent area would be used for historic displays. As described in the Historic Structure Assessment the old depot building will need considerable rehabilitation.

The exterior of the building would be rehabilitated since the 1987 addition is proposed to remain. The exterior historic materials are to be retained or repaired. The massing, as it exists today (with the 1987 addition) should remain unchanged.

The interior of the building would also be rehabilitated for the proposed adaptive reuse. The interior layout must not cause a change of location or removal of any existing doors and windows

Toilet Building

This structure is simply a public toilet that may be open 24/7 unless security becomes an issue. This building needs to be basic but with durable construction materials for minimal maintenance. The walls could be painted concrete block on the inside with an applied painted wood siding on the exterior to match the railroad theme of the site. It would also have a corrugated metal roof similar to the depot building.

Information Pavilion

This is an open structure with exposed timber columns and a hip roof with corrugated roofing. It would contain information boards for the American Discovery Trail and other local trails on the east end and local history of mining, and agriculture, and local natural history including Mueller State Park and Florissant Fossil Beds National Monument on the west end.

Kiosk

The kiosk would be a three-sided structure with a gable roof. The inside surface of three walls would be for information display. The intent is that it would be reminiscent of the outhouse that was once at this location. This outhouse can be seen in the historic photos in part 2 of the historic structure assessment.

Concessions

This structure is intended to serve as a revenue generator for the project to help defer construction and maintenance costs. Until the actual tenant is determined this structure is the least defined of all. Possible uses include: coffee shop, ice cream, art gallery, antique store, etc. It would not be a convenience store, gas station, or fast food. The use would need to be strictly controlled by the owner at the time of lease. The plans included at this time show a small ice cream or coffee shop with a dining area, kitchen, storage, and toilet facilities.

The principle coordinating agencies will be the Teller Historic and Environmental Coalition and the Regional Development Corporation of Teller County in cooperation their member organizations, and the Teller County Division of Parks.

6. Implementing the Plan – Partners and Participating Organizations

The Teller Historic and Environmental Coalition, in conjunction with member organizations, will coordinate restoration activities and historical and environmental interpretation. The Coalition has worked successfully with member organizations on conservation easements, regional efforts to disseminate land protection options, and implementation of County historic preservation policies.

Current property owner Pete Kuyper purchased the Depot property several years ago to prevent proposed demolition of the structure for a car wash and self-storage project. He has agreed to convey the property to the RDCTC.

The Regional Development Corporation of Teller County, a 501(c) 3 non-profit Colorado corporation, will assume ownership and sponsorship of the development of the project. The RDTC intends to work and partner with supporting organizations in Teller County such as the Gold camp Development Corporation in the cripple Creek Mining District, the Teller County HBA, the local school districts, the current property owner and other Teller County property owners and businesses to see this project to completion. The RDTC will provide the organization and expertise necessary to sustain the Midland Depot at Divide for our future.

Teller County Division of Parks will be responsible for coordination with Colorado State Parks and DOW in implementing the parks, trails, and wildlife components.

The Division manages six active-use park facilities, and in the past five years has constructed the Loop Trail and a multi-use court in Divide and the Four Mile Community Park in southwest Teller County. The Division has worked successfully in collaboration with the Colorado Department of Transportation to integrate construction of the American Discovery Trail into Highway 24 improvements, and is collaborating with the community on construction of a library at its Florissant park facility.

There is much work to be done, however with the help of these dedicated participants we feel that this important part of Teller County's historic fabric can be preserved for future generations. All of the project partners are committed and prepared to proceed once funding is secured.

7. Implementing the Plan - Funding sources and strategies

To develop the property, input from a range of sources will be sought. T.H.E. Coalition will spearhead a grant campaign aimed at local foundations, national foundations and groups with an interest in the shared mission.

The RDC will spearhead the development of a local Capital Campaign, raising funds from businesses and individuals within the community as well as through local fundraising events. This will help to generate the "match" base for requests to grant funds.

Once developed, the property will be able to generate income through leases to partner organizations using the facility, and the partner organizations will be able to able to earn their lease funds through a variety of sales opportunities appropriate to the property.

Leases will be based on the operational and maintenance costs of the building combined with any potential purchase recovery costs. These costs shared by a group of participating tenants will ease the burden of responsibility held by a single entity.

Once the building and property has been assessed, appropriate activities identified and daily usage projected, a realistic operating and maintenance budget can be better determined.

Projected Primary Financial Partners:

- Colorado State Parks
- Colorado Division of Wildlife
- Colorado Department of Transportation
- PK Enterprises
- Local foundations
- State Historical Preservation Fund
- DOLA

-Colorado Springs Utilities

Other contributing Partners are:

- Divide Park Board
- Divide Chamber of Commerce
- Ute Pass Historical Society
- Rural Land Preservation Group
- Palmer Foundation Land Trust
- Victor Heritage Society
- Cripple Creek & Victor Gold Mining Company

Supporting institutions include:

- Florissant Fossil Beds National Park
- Mueller State Park
- Trails and Open Space of the Pikes Peak Region (TOSC)
- America the Beautiful Millennium Legacy Trail Group
- Pikes Peak Historical Society
- Elk Valley Homeowners Association
- Ute Pass Trails Committee
- Friends of the Peak
- USFS, Pike National Forest
- UPHS Pueblo Locomotive & Rail Historical Society
- Trails and Open Space Coalition

8. Architectural Standards

Architectural Standards Whistle Stop Subdivision Lot 1 Teller County, Colorado

Overview:

The intent of these standards is to establish a theme or style for the entire site. The existing depot building is the most important feature of the site and should be a basis of design for all other improvements on the site. Historic photos of the depot site show scattered buildings in the immediate vicinity of the depot. These accessory structures and other typical railroad buildings are basis for the following design standards.

Site:

The design intent is to maintain the depot as the focal point of the site. No structures, signage, or landscaping should be placed so as to block the view of the depot from the highway.

Sidewalks and patios should be either brick pavers or exposed aggregate concrete. The existing brick platform surrounding the depot on the north and south sides should be uncovered and restored.

Landscaping should be limited to materials native to the Divide region.

Massing:

All structures should be simple rectangular shapes with gable or hip roofs. Roof slopes should vary from 4:12 to 8:12 slopes. Buildings should be predominately one story. Any multi story buildings should be cut into the hillside to diminish their impact on the site.

The existing depot has a footprint of about 1200 square feet. New structures should limit their perceived footprint to 1500 square feet. That is to mean that a structure could be larger in area but should be designed with narrow connection “breezeway” type features that make it appear that one building is actually separate structures.

Building Code:

All new construction must comply with current building codes and zoning requirements.

Materials:

Roofs should be weathered (rusted) corrugated steel such as CorTen or cold rolled steel. This type of roof was common on maintenance buildings around the railroad because of the numerous sparks from the steam engines. All roofs shall have both eave and rake overhangs a minimum of 12” deep.

The **siding** options include: vertical board and batten with 1x2 battens, horizontal beveled wood siding with a 3” to 5” exposure and corner boards, or natural or cultured stone. Textured plywood to simulate siding may not be used.

Exposed portions of the **foundations** should be natural or cultured stone in a random rubble pattern.

Windows should be double hung with an emphasis on a long vertical proportion. Windows should be cased on the exterior with a flat 1x4 or wider trim board. Standard brick mould should not be used. The exterior of the windows should be a dark bronze or black color. Depending on the manufacturer these colors may not be available as a standard or even a custom color. Painted wood windows may be the best option. Glazing may be either single or double insulated.

Skylights should not be used, unless they are designed to be completely hidden from view.

Doors should be raised panel wood or materials simulating the raised panel wood. The doors shall be either stained or painted. The doors may be either solid core or with half-lights. Doors should be cased on the exterior with a flat 1x4 or wider trim board. Standard brick mould should not be used.

Roof penetrations shall as plumbing vents and flues must be concealed as much as possible. Exposed flues should be enclosed in a brick, or cultured brick chimney to the greatest extent possible.

Exterior decoration should be limited to simple corbels, logs, timbers, or bead board wainscoting. Victorian gingerbread fretwork should not be used.

Colors should be limited to natural stained wood, weathered wood, natural earth tones, or the “maintenance red” railroad color scheme.

Depot Building:

All work done on the depot building should be done in compliance with “The Secretary of the Interiors Standards”. The depot building should be rehabilitated with emphasis placed on the time period when it was used as a depot.

9. Architectural Renderings and Plans

The master site plan and schematic plans for the various buildings on the site are attached:

Names and qualifications of key staff

Luke Cammack, executive director for T.H.E. Coalition, is a career professional in the nonprofit sector, and brings extensive expertise promoting collaborative endeavors. He was chosen for his successful track record in organizational growth and development, effective community partnerships, and fundraising. He has previously worked with both grassroots and mature organizations, including respected organizations such as the YMCA, Big Brothers/Big Sisters, the United Way, Headstart, and the Interfaith Hospitality Network. In addition to his significant experience in organizational leadership, Luke has a specialized Masters degree in Nonprofit Management.

Clarke Becker, Executive Director of the Regional Development Corporation of Teller County, formerly the Teller County Economic Development Council, since 1993. As Executive Director, he has worked with many area businesses, non-profits and local governments on many projects to the benefit of all of Teller County. The RDCTC is in a position to provide important leadership to successfully complete this project.

Kevin Tanski is Parks Coordinator, Teller County Division of Parks. He has been the Parks Coordinator since the inception of the Division in 1996, where he oversees management of six park facilities. He is a graduate of Colorado State University with an academic emphasis in Natural Resources and Recreation Management. He served as Education Director of the Fossil Rim Wildlife Center in Glen Rose, Texas and for seven years as Education Curator of the Cheyenne Mountain Zoo in Colorado Springs. He currently serves on the Board of the Gold Belt National Scenic and Historic Byway, and is the Secretary of the Board of Directors of the Teller Historic and Environmental Coalition. Additionally, he serves on the Pikes Peak Area Council of Governments Transportation Enhancements Subcommittee, and is Chairman-elect of the Rural Land Preservation Group.

Pinnacle DesignWorks, Inc. is a professional Architectural and Planning firm located in Woodland Park. We have extensive experience in both Architectural and Historical Rehabilitation, and our staff of eight full time professionals has over 80 years combined experience in Architecture, Planning, Construction, and Interior Design.

The **Project Architect** is **Charles Severance**. Chuck is a Colorado licensed Architect with over 22 years of experience. He lived and worked in Breckenridge for 9 years and developed considerable expertise in high altitude construction and working within the Breckenridge National Historic District. His years of historic renovation experience qualify him to meet the Secretary of Interior's Professional Qualification Standards for Historic Architecture.

The **Project Manager** is **Keith Meier**. Keith is also a Colorado licensed Architect with 16 years of Colorado experience. Keith's historic renovation experience qualify him to meet the Secretary of Interior's Professional Qualification Standards for Historic Architecture. In 1996 Keith won a Statewide Honor Award from Colorado Preservation, Inc. for the restoration of the historic Woodland Park Middle School into the Ute Pass Cultural Center.

The **Principal Planner** is **Jerry Haire**. Jerry is a 1985 graduate of Appalachian State University with a degree in Community and Regional Planning and is a member of the American Institute of Certified Planners (AICP). Jerry is the former City Planner of Woodland Park. His 15 years of progressive experience in land use and municipal planning include zoning and subdivision administration, grants administration, economic development, downtown and neighborhood revitalization, historic preservation, project management and geographic information systems (GIS). Jerry is knowledgeable and experienced in application of local design standards, the governmental project review process including the public hearing and board approval process.