

UNITED STATES DEPARTMENT OF THE INTERIOR
THE NATIONAL PARK SERVICE

THE MASTER PLAN
BOULDER MOUNTAIN PARKS

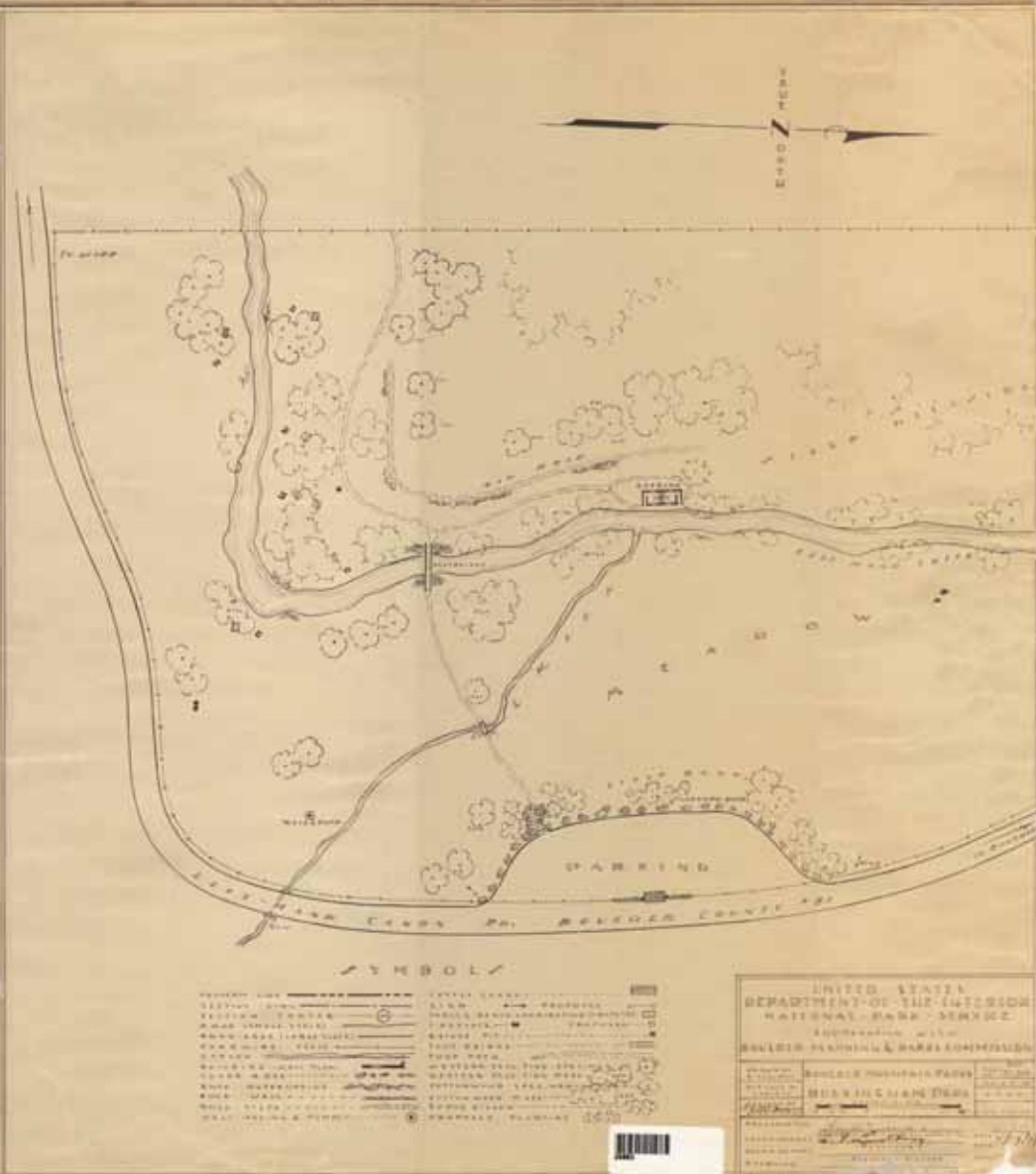
BOULDER &
COLORADO



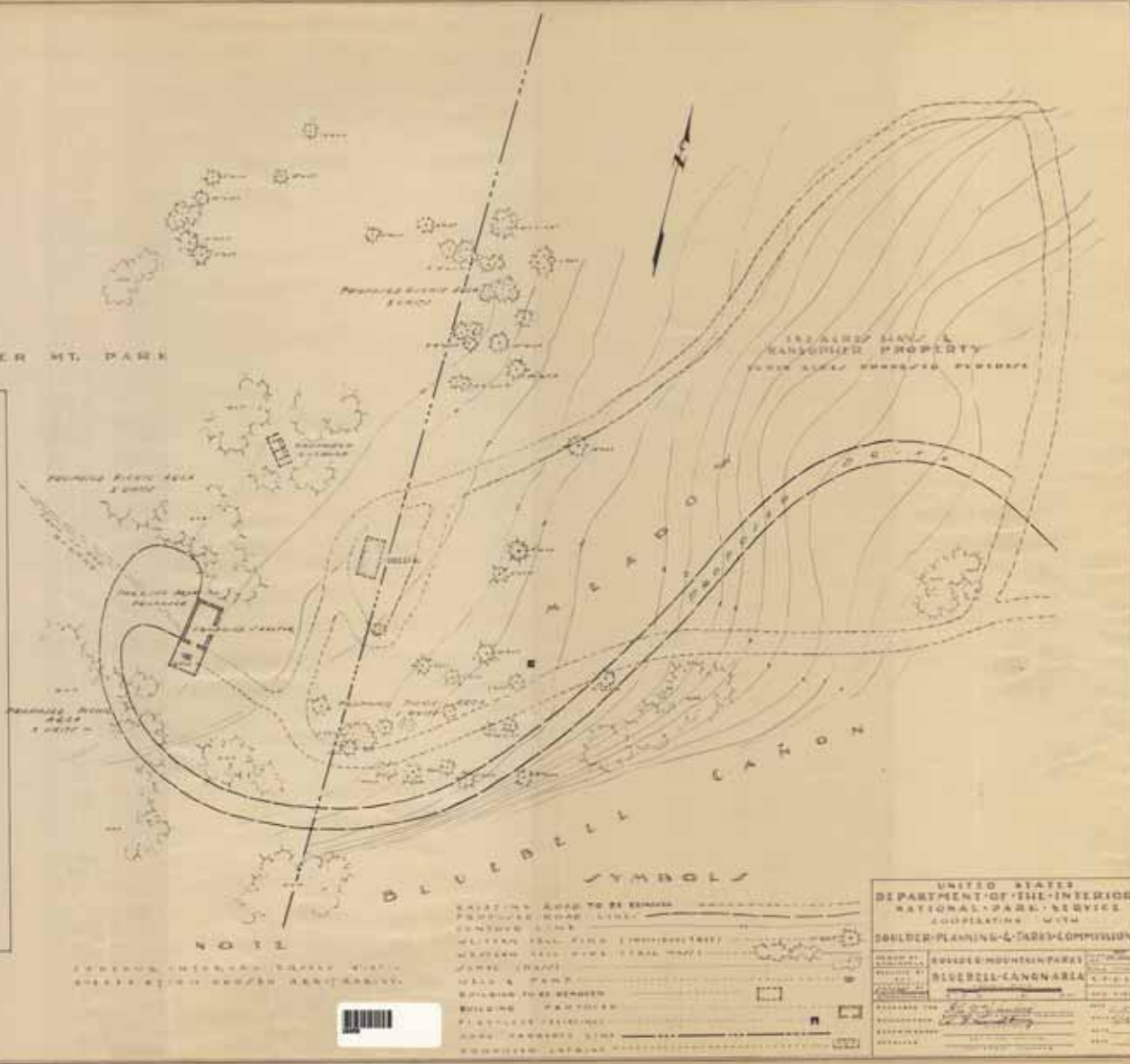
PREPARED AT
CAMP S.P.2.C
MARCH 1937

THE ROYAL ARCH





BOULDER MT. PARK



UNDEVELOPED LAND & WASHINGTON PROPERTY
THESE ARE UNIMPROVED PERMANENT

NOTE
CONTOUR INTERVALS 20 FEET
SHADES IN GREEN ARE ROCKS

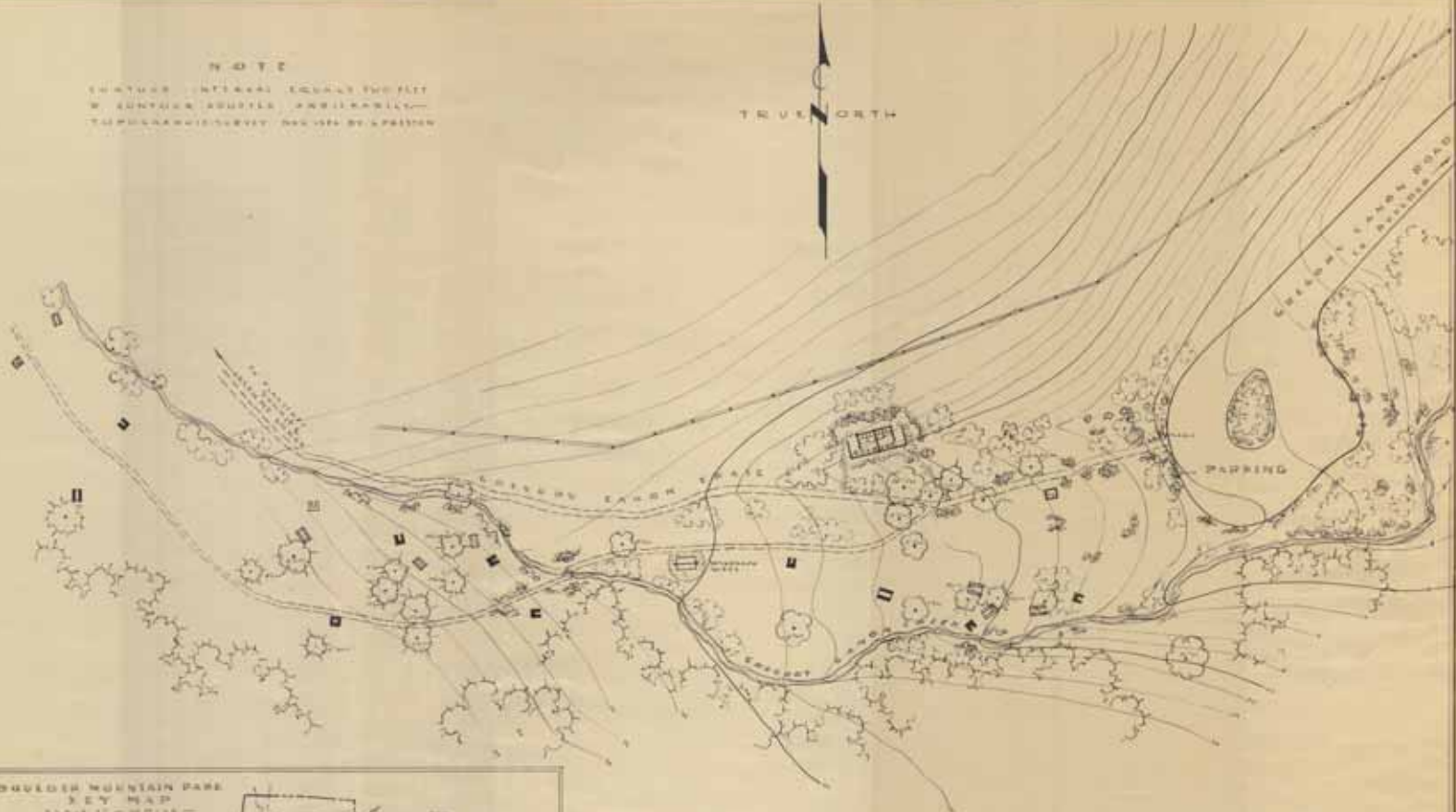


UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
COOPERATING WITH
BOULDER PLANNING & TRAILS COMMISSION

PROJECT NO.	BOULDER MOUNTAIN PARK
PROJECT TITLE	BLUEBELL CANYON AREA
DATE	1954
SCALE	1:25,000
PREPARED BY	[Signature]
APPROVED BY	[Signature]
DATE	1954
OFFICE	BOULDER

NOTE
 EARTHWORK DISTANCES EQUALS TWO FEET
 IN LENGTH SQUARES AND CIRCLES—
 TO BE CONSIDERED AS SUCH BY SURVEYOR

TRUE NORTH



**BOULDER MOUNTAIN PARK
 KEY MAP**
 SCALE 1" = 1 MILE



SYMBOLS

- FIREPLACE..... [Symbol]
- TOILETS..... [Symbol]
- REST HOUSE..... [Symbol]
- WELL..... [Symbol]
- TRAIL..... [Symbol]
- TELEPHONE LINE..... [Symbol]
- WATER TOWER..... [Symbol]
- WALKWAY..... [Symbol]
- FRYINGWOOD..... [Symbol]
- SHRUBS..... [Symbol]
- GRASSY SPACES..... [Symbol]
- PROPOSED..... [Symbol]
- PAVING..... [Symbol]
- CONCRETE..... [Symbol]
- ASPHALT..... [Symbol]
- GRAVEL..... [Symbol]
- ROCK..... [Symbol]
- WOOD..... [Symbol]
- IRON..... [Symbol]
- STEEL..... [Symbol]
- GLASS..... [Symbol]
- PAINT..... [Symbol]
- PLASTER..... [Symbol]
- CEMENT..... [Symbol]
- BRICK..... [Symbol]
- CONCRETE..... [Symbol]
- ASPHALT..... [Symbol]
- GRAVEL..... [Symbol]
- ROCK..... [Symbol]
- WOOD..... [Symbol]
- IRON..... [Symbol]
- STEEL..... [Symbol]
- GLASS..... [Symbol]
- PAINT..... [Symbol]
- PLASTER..... [Symbol]
- CEMENT..... [Symbol]
- BRICK..... [Symbol]



UNITED STATES
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 NATIONAL PARK SERVICE
 BOULDER PLANNING & PARKS COMMISSION

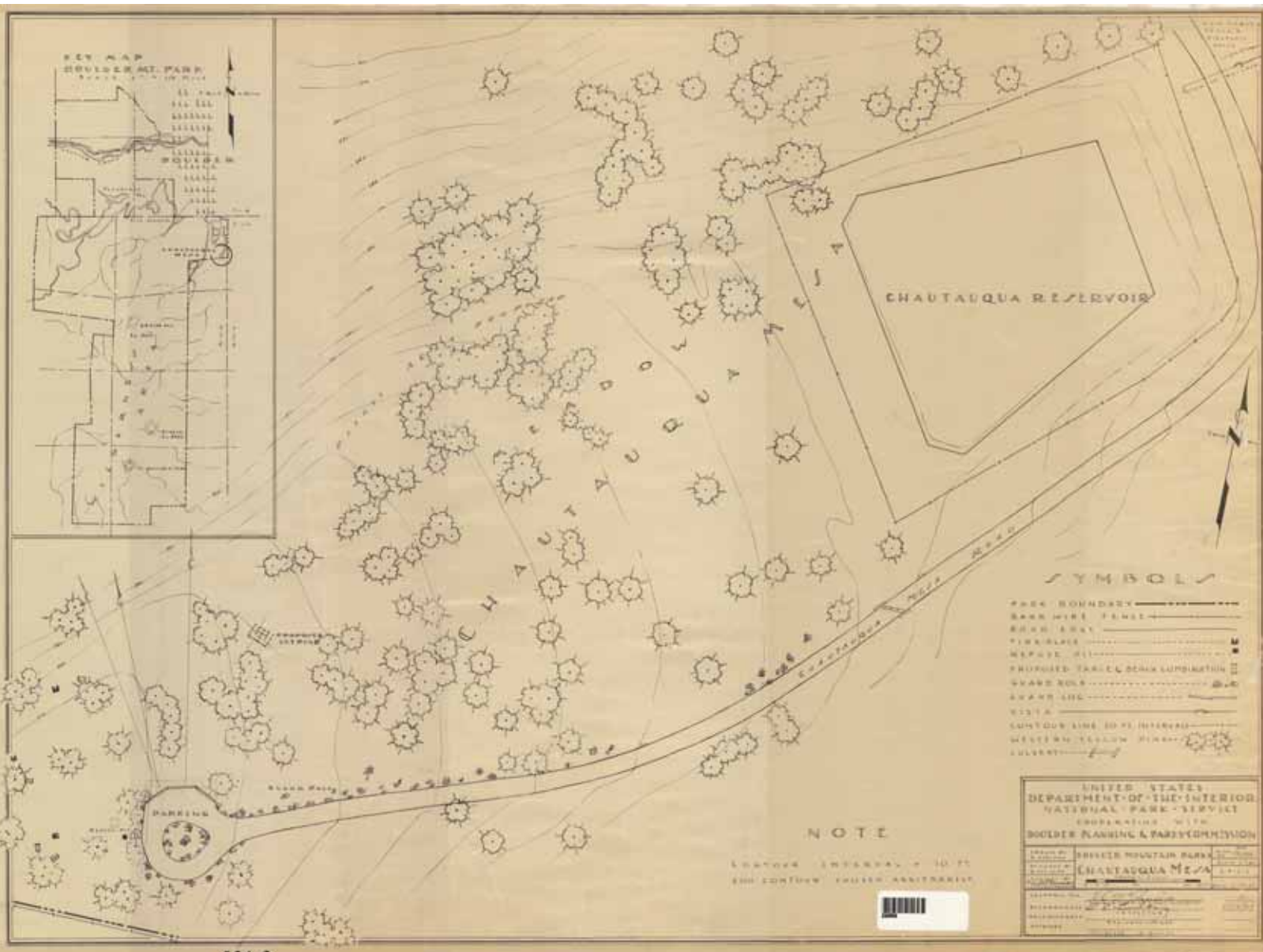
BOULDER MOUNTAIN PARK
BALDY PARK

Scale: 1" = 100 FEET

DATE: 1934

BY: [Signature]

FOR: [Signature]



KEY MAP
BOULDER MT. PARK



CHAUTAUQUA RESERVOIR

SYMBOLS

- PARK BOUNDARY —————
- BARB WIRE FENCE ————
- ROAD ROAD ————
- TRAILBLAZE ————
- WATER ————
- PROPOSED TRAIL OR BENCH LOCATION ————
- GUARD ROLL ————
- GRAND LOG ————
- VISTA ————
- CONTOUR LINE 20 FT INTERVAL ————
- WESTERN YELLOW PINE ————
- CULBERT ————

NOTE

CONTOUR INTERVAL = 10 FT
 200' CONTOUR THICKEN ARBITRARILY



UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE COOPERATING WITH BOULDER PLANNING & PARKS COMMISSION	
PROJECT NO.	BOULDER MOUNTAIN PARK
TITLE	CHAUTAUQUA MEVA
DATE	
BY	
CHECKED BY	
APPROVED BY	

GENERAL

Wild Park is located east of the west entrance of the Park at the mouth of Gregory Canyon. This Canyon runs due east and west to the south side, for the first 0.45 miles of the Canyon, the area has been developed.

REPLANTING

ROADS

At the bridge near the foot of Sycamore Canyon Drive, a brook road, 10 feet in width, gravelled and with corrugated metal culverts leads west, 0.2 miles, to a turnout at Wild Park.

PARKING

The turnout at the end of the road leading to Wild Park has been widened so that space for 10 cars has been provided for parking. The area has been outlined with rocks, lithomorphous boulders for guard rail.

TRAILS

Wild Park is the place where Gregory Canyon trail originates. On the first 0.25 mile this trail is graded stone, covered 100 standard feet and horse trail located on the floor of the canyon with a grade of 10% to 15%. At the end of the first 0.25 mile it leaves the stone area and ascends the north side of the canyon and crosses the hill top 100 standard feet and horse trail with inside railings and stone curb walls.

Circulation thru the picnic area is by means of a foot path which leads the creek to continue on the south slope of the canyon to the upper part of the area.

CONSTRUCTION

PIERCING (GRILLS)

Seven sets of three different types exist in the area. The oldest is a grille surrounded by a masonry chimney. There is one of this type in the area.

There are two fireplaces of concrete and firebrick construction with an interperated metal grille. These chimneys have been built to place and have a flue formed by the placing of natural boulders around them.

The remaining four fireplaces are of precast concrete, firebrick and metal grills surrounded by natural rock and without flue.

CONCRETE CONSTRUCTION

It is proposed to alterate the grille with masonry chimney and to install two fireplaces of the precast concrete, firebrick and metal construction.

TABLES AND BENCHES (GRILLS)

There are two construction tables and benches in Wild Park. They are of log trunk construction with plank table top and benches.

TABLES AND BENCHES (GRILLS)

It is proposed to install seven tables and bench combinations of log trunk type with split log top and benches.

WATER SUPPLY

The source of water supply in the area is an extension well with its bottom in the (unstable) formation of the upper lower sandstone. A masonry casing leads off around water and is covered by a rustic, sealed top with vitreous and internally damped copper basket.

CONCRETE STRUCTURES (GRILLS)

The comfort station located in the area is a combination of log and native lumber and has a capacity of four. Enclosed pits of concrete contain chemical receptacles approved for removal and cleaning and are drained to prevent accumulation of water. These pits are ventilated by concealed vents. The building is open at the sides and has fill inside lower stories and other screens around the entrances. The building is painted with a preservative stain.



BLIND PAGE

REPAIRS TO PITS (4-11-70)

The concrete pits provided with sheet metal containers and covered with steel plate tops with trap covers are located in the area for the disposal of refuse. These pits are fly tight and provided with drains to prevent the accumulation of water.

REPAIRS TO PITS (4-11-70)

There is a human plaque located on the corner of the pit located on the west face of a rock on the west side of the turn-around facing the road. A second wooden sign marking John Henry and discovered pit in the area in 1958 is located on the southwest corner of the turn-around.

REPAIRS TO PITS (4-11-70)

It is proposed to redesign and rebuild the historical sign relating the story of the discovery of gold to convey more complete and accurate information, and to locate small signs designating trails and facilities.



(11111111)

PLU 1111 (11111111)

Four concrete lined refuse pits are proposed. These should have
steel covers and trap doors for dumping, also ground drains
at the bottom and all drains for maintaining refuse.



MUSKOGEE LAKE

LOCATION

Blue Bell Camp picnic area is located one half mile south of the Flaxstaff picnic drive near the east boundary of the park. The area lies just adjacent to Blue Bell Camp and in a small tributary cove. The present approach road leaves the park boundary and passes through land owned by L. Humphreys and Sons. This property is the south-west quarter section of T-1-2, R-70-0.

The existing shelter house is just inside the park boundary.

PROPOSED DEVELOPMENT

It is proposed to purchase forty acres immediately adjacent to the shelter house area, thereby protecting the picnic area and keeping the approach road entirely within the park.

DESCRIPTION

The area proposed for use as picnic area is one of the most beautiful in the park. It is heavily wooded and at the foot the majestic flat tops.

ROADS

EXISTING

A low road sixteen feet in width forms the present approach road to the shelter house. This road is at present outside of the park boundary. It is a very poor one, having no culverts, is not graded, and has grades up to twenty percent.

ROADS (PROPOSED)

It is proposed to replace the present approach road with a high standard, road sixteen feet wide which will curve across the area and allow for an eight percent grade.

PARKING AREA

At present there is no definitely designated parking area.

PARKING AREA (PROPOSED)

It is proposed to locate a parking area and turnaround at the end of the proposed approach road and one hundred fifty feet southwest of the present shelter.

TRAILS

This area is the terminus of Blue Bell Camp horse trail, which leads to bird park. A foot trail which connects with the Royal Arch Trail and also leads up to an abandoned wagon road and to an old quarry. This trail is largely used by hunters who seek the "Clairmonts".

SHEDS

EXISTING

A small rock necessary shelter twenty five feet long and fourteen feet in width is now located in the area. This building is in very poor condition, having loose rock, cracked rafters and missing sheathing and siding. It is poorly located out of poor design, therefore it is not considered worthy of repair.

SHEDS (PROPOSED)

It is proposed to replace the present structure with a larger more adequate one, furnished with a terrace and located near the present pump and spring development. This will also be near the proposed parking area.

WATER DEVELOPMENT

The water supply for this area is a spring box, sixteen and one

and one

FIRPLACES

There is only one unlined, concrete and steel fireplace in the area.

FIRPLACES (PROPOSED)

Fifteen present, concrete and steel, ~~fire~~ brick lined fireplaces are planned. These will have steel grates and will be surrounded by three large boulders.

TABLE AND BENCH CONSTRUCTION (PROPOSED)

Since there are not any tables in this area, twenty one are proposed for future development. These, as planned, will be of log construction with half-log table and bench tops.



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FWP 211 (1957-1) (L)

(CONTINUED)

WATER SUPPLY

A concrete spring box located seven hundred feet southwest of the shelter-house furnishes water through a two-inch pipe to a concrete cistern, located, beneath the terrace. From the cistern a lift pump brings the water up for use.

WATER DEVELOPMENT

Since the spring development now furnishes sufficient water for the summer's use a well is proposed for this area with a casing pipe for pumping the water and a reservoir for storage; it is also planned to pipe the water to picnic sites.

FIREPLACES

Fireplaces in this area are seven in number and of three types. One is a masonry fireplace with chimney and steel grille. Three are of concrete and fire-brick with steel grills and rock flues. The remaining three fireplaces are of precast concrete and steel construction, fire-brick lined, and finished with steel, bar grilles, each has three large rocks around it.

TABLE AND BENCH CONSTRUCTION

At the present there are four table and bench combinations in the area. These are of log construction with native plank top and seats. Tables and bench tops are veneered with split logs around them.

TABLE AND BENCH (PROPOSED)

Five additional units are proposed of a similar design but with half-log tops and seats.

WASTE SITS

The area has two refuse pits. One, just south of the shelter, the other is east of the lower parking area. These pits are concrete lined, fitted with sheet metal lids and trap doors for dumping. Each has an oil drum for a receiver and a French drain.

WATER TOWER

This area has a wooden, upright, box working as a fire wood rack. This facility is located near the shelter building but across the road.

WOOD STACK (PROPOSED)

It is proposed to replace the existing dilapidated box with a less conspicuous one of better design and construction.

WELL

One well sign indicates the elevation of the park. Another indicates the comfort station.

SIGN (PROPOSED)

It is planned to supplement the existing signs with a sign marking the area and with small signs directing to the facilities.



LOCATION

Located on the east boundary of the park along the Flagstaff Bench Drive, this area is sometimes called, "Holloway Park." It is chiefly wooded but fringed with vine-covered slopes. This area affords the first observation point for tourists ascending Flagstaff Mountain and a ~~small~~ picnic area for persons not desiring to drive very far. The view from this area is of the city and plain below.

CONSTRUCTION

ROADS

This area is traversed by Flagstaff Bench Drive. The road averages twenty feet in width is well graded, gravelled, and is drained by ditches, rock-covered gutters and corrugated metal culverts.

PARKING AREAS

Two parking areas service this park. The lower one serves as a turn-around as well as observation point. From it one may gain a broad and impressive view of the city below. This area will park eight cars. It is gravelled graded and surfaced with metal culverts. Low rock masonry divide the parking spaces from adjacent picnic grounds.

The second parking area is located one hundred yards north west of the first and provides diagonal parking for twenty cars. It overlooks the rest of the park thus affording a fine scenic foreground to the larger view of the city and plain below. The area is gravelled and cars are protected by a masonry, sandstone, curb-wall.

TRAILS

Circulation through the park is by means of nine, high standard, trails, one of which connects the comfort-station with the shelter house, another connects the shelter with the lower parking area and surrounding picnic space. This trail, is a spur of Flagstaff Trail and leads on up Flagstaff Mountain, past Little Beecher Rock and connects with the main Flagstaff Trail. A third trail connects the lower park area and latrine.

SHelter BUILDING

GENERAL

A large but squat shelter-building crowns the principle knoll in the park. From it's three large windows may be obtained fine views of the city below, framed by flanking vines. The building proper has the dimensions forty feet by twenty-five feet. The walls are of large weathered sandstone rock having sufficient batter to blend at the base with the natural grade. rafters and joists are of large logs. The roof is covered with large hand-made shingles. The building has a large firebrick-lined fire-place. The floor is of weathered sandstone flagging and has a raised section at the north end.

A short flight of steps leads from the building to an adjacent terrace. This area is also twenty-five by forty feet in size. It has a rock parapet and paved flagstone floor. One end is semi-circular in shape, having a pump at it's center. There are two rock seats along the parapet wall, which has a wide batter finally ending up in a simulated rock outcropping.

COMFORT STATION

A large lichen covered, sandstone, latrine is located along the route about five hundred feet south of the shelter house. The building has a capacity of four, and is partitioned in the center. It's dimensions are thirty five feet by fifteen feet. It is furnished with separate booths, concrete pits, urinal, paved sandstone floor and four louvered windows. Galvanized iron containers in the pits are designed for emptying, by a maintenance crew.

GENERAL DISCUSSION

(Continued)



CONTENTS

GENERAL CONSIDERATIONS

It is proposed to reconstruct the existing building with a three story addition built except for having half-height walls and beam tops.

FOUNDATION

A present existing layout of rafters is indicated by the presence of five rafters (diagonal ribs). Of these two have concrete bases, sheet iron plate tops and trap doors. The other three have heavy ribs and wooden tops but no trap doors for drainage. All are provided with all steel for mounting rafters and cross-bracing.

FLOOR

The floor has only one floor under the roof. It consists of a double layer across with concrete slabs.

ROOF (WOOD)

It is proposed to reconstruct the "wooden" and all small signs (leading to the various facilities).

WATER TANK

In the west end of the largest parking area is located a small rectangular iron tank house.

WATER SUPPLY

It is proposed to construct a new fire-fight tank south of the present location and to a large section to west.

WATER SUPPLY

It is proposed to construct a small cistern for storing fire-water near the present water house.

WATER SUPPLY

A electric light generator and wiring system is proposed for the new especially for use in the neighborhood at night.



(Continued)

The seats and sides of the auditorium are built in the form of a circular circle, at the center of which is a roof circle designed as a fire pit. Construction is of native materials with mortar joints. The floor of the theater is a fine gravel. Good visibility of the stage is insured by the seating arrangement and by the slope of the tiers. Circulation is maintained by five radiating aisles and three circular ones. The outermost circles lead to two wide paths which end in a lobby area. Near the center of this area is located a large six-foot square rock base in which is mounted a bronze plaque, commemorating soldiers of the local part of the Grand Army of the Republic. The entire mountain receives its name from this flagstaff.

THEATER BUILDING

Near the center of the mount area is located a masonry theater building. This building is thirty feet long and eighteen feet wide. Log porches and rafters supports a varnished, steeply pitched shingle roof. The building has two large fireplaces and chimneys. The remaining wall space is broken by large windows, the sills of which serve as seats. The floor is of concrete. The building serves as a fire water cooler and refuge during inclement weather.

WELL

In the approach road, south of the area proper, is located the horse well, which provides clean cold water for the year round. This consists of a deep well and force pump, together with a surrounding masonry wall and two long flights of masonry steps. A small pool collects waste water, releases it into a paved channel, from which it flows to another pool, finally emptying into the drainage ditch.

WATER SUPPLY (PROPOSED)

Since the horse well is located on ground higher in elevation than most of the remainder of the area it is proposed to pipe water from it to taps in the surrounding picnic areas. This will necessitate erection of a reservoir, pressure pump and house, and water lines radiating from it.

LATRINE

Located on the north side of the log road is a latrine having a capacity of four and partitioned in the center. Its dimensions are twenty-five by twelve feet. The building is of frame construction with log porches and rafters. Siding and roofing are of shingled native board. The structure has four low-set windows, screened entrance, flagstone floor and concrete lined pits. Chemical fire containers are designed for removal by a cleannest crew. The building is stained from inside and out.

WATER SUPPLY (PROPOSED)

Another reservoir duplicating the facilities listed above is proposed for the area south of the spur road and one hundred and fifty feet removed from it.

FIREPLACES

There are eighteen fireplaces in this area. Of these five are of present concrete and steel construction lined with firebrick having steel grilles and are surrounded on three sides by large boulders. The remaining thirteen, of which one is a triple fireplace, are constructed of concrete and lined with bricks. They have steel bar grilles and flues of natural rock mortared together. They are surrounded by natural boulders which entirely disguise them.

FIREPLACES (PROPOSED)

Six additional fireplaces, of the former type are proposed for distribution in this area.

TABLES AND BENCHES

At present there are eight tables and bench combinations scattered throughout this area. These are of log construction having plank table and bench tops.

TABLES AND BENCHES (PROPOSED)

(Continued)



FLIGHTS

FLIGHTS

This area is located at the top of Flightstaff Mountain at the end of Flightstaff Drive and at an elevation of seventy two hundred feet. It is in the northwestern part of the park. This area contains the stumps of many fine maple observation points with well vegetated level areas for planting. It is therefore the most important and most highly developed area in the park. The topography is fairly flat with large sections of weathered granite leading out of the center.

FLIGHTS

FLIGHTS

The first and oldest one half of the area, probably was used as a camp site and serving as a headquarters for hunting party. The middle one half of the area is covered by a large area which was built on the topography. These ruins are fairly flat in view, gravel, gravel, and gravel with elevated level surfaces.

FLIGHTS

This area is obviously dominated with granite rock which covers several hundred feet of surface for parking the weathered rocks and the granite blocks. They are also very common. The granite and other naturally located spots occur in areas of about three quarters of an acre and will accumulate fairly soon. A low masonry wall wall, is provided and well defined. This area is chiefly used as an observation point and headquarters and also serves as an office for other areas.

Second large granite area, approximately twenty five acres is located at the top end of the long road and serves as a parking place for some of the highest magnification and plate area. This area is gravelly, gravelly, and has gravelly gravel pits.

Third large parking area is centrally located near the entrance of the park road. It serves the earlier areas opposite to the work parking area. It is gravelly and covered with a low and well built wall. This area supplies elevated parking for heavy cars.

The fourth largest granite area is at the end of the road road. It is used for parking, as a scenic observation point and headquarters. This area is gravelly, gravelly, and has gravelly gravel pits.

The remaining five small parking areas are scattered throughout the area and are very small. They will not be described in detail. They are gravelly, gravelly, and have gravelly gravel pits.

FLIGHTS

The first trail is the hardest for hikers to traverse being built with approach from the southwest. There are five to six miles long and Flightstaff Mountain trails which lead by various courses to the top of Flightstaff Mountain on the west face. The three trails enter at the same trail line which a very trail leads northeast to the shelter house.

This trail leads to the shelter house from the parking area by a fine observation point. This trail leads to the observation point of several rock towers which are very high for the un-equipped hiker.

The second trail enters the north of the area, entering a house up to the northshore, rather easily accessible to anyone hiker.

FLIGHTS

FLIGHTS

The Flightstaff Mountain area boasts the construction of a fine shelter house. This structure is located at the most scenic point of the area at the base of a rocky outcrop. It is probably well maintained by the national forest agency.



DESIGN PLAN

LOCATION

Bushington Park is located on Boulder County Road 87, and is about ten miles north-west of Boulder in scenic Left-Side Canon. The area now developed contains about five acres of land, along Left Side Creek which is frozen, separating it from adjacent privately owned land as well as from land owned by the city but not considered worthy of fencing.

DESCRIPTION

ROAD

There are no roads running through the developed area, none are proposed.

PARKING AREA

The parking area services the entire developed area. It offers a well drained, gravelled surface, protected by large guard rails. Parking space for twenty cars is provided as well as ample space for turning around. A concrete and steel curbside-guard separates the parking area from the road.

TRAIL

A foot-path leads from the parking area down a set of rock steps across a small foot bridge, then across a larger footbridge. The trail then branches, one branch leading to a latrine the other to the art's picnic area.

WATER SUPPLY FACILITIES

FOOTBRIDGE

A large foot-bridge spans Left-Side Creek. The forty-foot span is of kin-post type (see construction) and allows ample room for the stream to rise in the spring without fear of damage to the masonry stone abutments or bridge.

LATRINE

This area has a comfort station with a capacity of four and is partitioned. The building is of frame construction with log partitions and rafters. The dimensions are twenty-five by twelve feet. Siding and roof are of wire-sawn native lumber. The building has four, louvered windows, screened entrances, flagstone floor and ventilated, concrete lined pits. Galvanized metal containers are designed for removal by a maintenance crew. The building is stained brown inside and out.

WELL

The water supply for this area is a well with a lift pump. This device is of an automatic type with "finger-bread" grille around the base. This well retains water all summer.

FIREPLACES

There are at present five fireplaces in this area. These are of present concrete and steel construction lined with firebrick. Each has a steel bar grille and is surrounded on three sides by large weathered rock.

PROPOSED FIREPLACES

Two additional fireplaces of this design are proposed for this area.

REFUSE PIT

There is at present one concrete refuse-pit in this area. This facility has a heavy sheet metal top with small foot operated door for dumping refuse. A heavy oil drum provided with handles, receives the refuse and a french drain prevents collection of water.

REFUSE PIT COVER

One additional refuse pit is intended for the east-bank of the stream.

TABLES & BENCH CONSTRUCTION PROPOSED

Five tables and bench combinations are proposed for this area. These are planned for log construction, halved logs to be used for the tops and seats.

SIGNS

One large sign serves as an entrance sign. Another smaller one is proposed to face in the opposite direction.

GENERAL REMARKS

Duplication of all the facilities now present in Bushington Park is proposed for the Bushington Clear area which lies one half mile west of the present park.



LOCATION

Chateaugus Dam is located on a table-like promontory south of and overlooking Chateaugus Park and the city of Boulder. It is reached by driving thru Chateaugus Park and up onto the dam.

CONSTRUCTION

ROAD

A high standard road, 1.2 miles in length, gravel and gravel, with corrugated metal culverts, extends from Chateaugus Park to a turn-around on the dam. The road is paved with rubber, rocks near the upper end.

PARKING AND TURN-AROUND

The turn-around at the end of the entrance road has been widened to provide parking space for seven cars. This area is surrounded by a curb to confine cars to the area.

PLANT AREA

It is proposed to build a four car parking area on the north-west corner of Chateaugus Reservoir to provide accommodations for the plants from located there and to serve as an overlook.

UTILITIES

STOVEPIPES

Four fireplaces of precast concrete, firebrick and metal grill are located on the dam. They are divided in two groups, one near the end of the entrance road and one on the north-west side of the Reservoir.

WATER SUPPLY

It is proposed to increase the number of fireplaces to provide needed accommodations.

PLANT AREA

In addition to plants above, it is proposed to install five tables and bench modifications of the lot trunk type with built in table tops and benches.

WATER SUPPLY

The proximity to the largest reservoir in the city water system and the installation of a water station a perfect supply of water.

WATER SUPPLY

Water supply system is proposed to pump water from the nearby reservoir to the plant area.



The area is located at the junction of Flagstaff roads
Honey and Chaparral drives. It affords a comprehensive view of the
east slope of the Santa Catalina. The Via Arroyo, Santa Rita
Trail, Johnson Trail and Leavitt Canyon Trail all pass at this
point. The area has a parking area, path indicator, and direction
signs.

On the east side south of the road junction on the Johnson
Trail is a small area in which is located open mountain lodge.
This area is wooded and has beautiful mountain vegetation
which makes it unique. A community lodge building and parking lot
are the only developments in the area except for the junction of
Johnson and Green Mountain Trails. A contact station and water
improvements are needed to complement the developments in the area.

Cathedral Peak

This is the most highly developed area in the park. It is
located on the top of Flagstaff Mountain at an elevation of 7000
feet, and affords the finest observation point for viewing the
surrounding mountains, plains and sky. For the most part, the
ground is fairly level, well drained and well covered with
vegetation.

Circulation through the area is principally by a circular
drive and over one half mile in length. In addition there is
about one half mile of foot-path connecting the various facilities.

An amphitheater accommodating approximately fifteen hundred
persons is the center of attraction for the development. The area
has a dining room, contact station, well and supply of twenty
picnic units. There are also parking areas of which two are
excellent over-lots.

Cathedral Peak - West Side

This small area is located about one mile southwest of
Cathedral Peak on Leavitt road.

The chief reason for development here has been the promi-
nence of the Cathedral Peak, an interesting geological formation.

Development has consisted of a parking area, ten picnic units
and a connecting foot-path.

Further development in this area includes increasing
picnic facilities, construction of a water supply system and
latrine.

Left-hand Canyon

This area is located in left-hand canyon, two miles north-
west of Leavitt, on a sandy road. It consists of a number of
disjointed former placer claims on left-hand canyon creek. The
area is mostly scrub-bottom land, which has been partially stripped
by placer mining.

Development in this area has been one parking area, one
contact station, well with pump, foot-path, bench or fence,
five picnic units and connecting foot paths.

Present and future development in this area will consist of
duplication of these facilities on sections which are not
contiguous with the developed area.



The development of the water supply system in the city of Boulder, Colorado, has been a continuous process. The city of Boulder, in providing local protection for its citizens, has been successful in providing a water supply system which has been a model for other cities. The water supply system in the city of Boulder is a result of the cooperation of the city and the state. The water supply system in the city of Boulder is a result of the cooperation of the city and the state. The water supply system in the city of Boulder is a result of the cooperation of the city and the state.

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14' under rock, one half mile from the beginning of the road.

Trail 10

The road has, within its boundaries, approximately fifty miles of trail leading from east past into the wilderness area to standard 10' horse trails. Of these the more important are:

1. Clayton Canyon trail (1.5 miles) - the western horse and foot. Starting up Clayton Canyon, it crosses and crosses the canyon twice, reaching at the summit. It is the west regular horse trail to the west.
2. Green Canyon trail, (1.5 miles) - the standard horse and foot.
3. Green Canyon trail section 2 (0.8 miles) - the standard horse and foot. These section trails are very popular for horse and foot traffic, and are used by the pack trains to parallel the road. They lead to collection sites, basins, Green Canyon, Green Lake, and the trails.
4. Small Canyon trail (1.2 miles) - the standard horse and foot. This trail leads from Green Canyon to Small Canyon.
5. Green Lake trail (1.2 miles) - the standard horse and foot.
6. The trail (1.2 miles) - the standard horse and foot. These trails combine with Clayton Canyon of course. Good trails to Green Canyon and west of Green Canyon. This view of the Continental Divide. The section of collection sites and west of Clayton Canyon.
7. Royal Lake trail (1.2 miles) - the standard horse and foot. A very fast trail for horses, from the major collection sites to the basins and standard horse.
8. Green Lake trail (1.2 miles) - the standard horse and foot. A very fast trail for horses, from Clayton Canyon to Green Lake presenting the view of the Continental Divide.
9. Green Lake trail (1.2 miles) - the standard horse and foot. This trail used by riders to ascend Green Canyon, leads from Green Canyon Lake to Green Canyon.
10. Green Canyon trail (1.2 miles) - the standard horse and foot. Leads from Green Canyon to Clayton Canyon, and is used by school children, and is not used by heavy loads.
11. Regular trail (1.2 miles) - the standard horse and foot. Used by others, especially university students, leads from Green Canyon Lake to Green Lake where the University of Colorado maintains a lodge. It carries a heavy traffic.

Trail 11

A new trail leading between the Royal Lake and Green Canyon is proposed, in order to put the Royal Lake trail into a loop circuit. This will necessitate a trail about one half mile to length leading south from the Royal Lake and connecting with an existing trail leading to Green Canyon.

Of the fifty miles of trails now in existence in this area, less than 20 have been properly built with grading, water bars, crossing etc. It is proposed to maintain most of all trails until the national park service standard construction is accomplished.

Trail 12

Over the ridge in Small Canyon, a trail trail leads south for 1.5 miles, reaching and paralleling the standard quarter near the east boundary of the park.

Over a ridge 1.2 miles south west of the middle point on the Clayton trail, a trail trail leads 1.2 miles to the valley south and westward 1.2 miles west to the east boundary.



GENERAL DEVELOPMENT CONCEPTS

ROADS

It is proposed to complete the layout of this park with one and one half miles of roads. This road will be in two sections. The western will include the Chautauque Lane and Chautauque Park Drive on the south, east and north. The other section will connect with the present fence north-west of State Park and will follow Flagstaff Drive to the Chautauque entrance.

WATER SUPPLY

A area entirely devoted to winter sports is proposed for this park. Tentative plans locate this area about a quarter mile southwest of present main building. It will be supplied from the proposed leader road. This area, as contemplated, will contain three buildings: a ski-lift, a ski-hill access, a ski trail, a toboggan slide, a smaller building, a comfort station, and a water supply system.

TRAIL DEVELOPMENT

In close cooperation with the Chautauque Park area a snow-ski area is planned. Plans for this development call for the reconstruction of an "icehouse" building to serve as a starting point with the standard construction of both houses.

UTILITIES

A proposed utility area, to be used chiefly for storage of equipment and in part maintenance is planned. The proposed location is an abandoned gravel pit located north-west of the main building. The area is planned to consist of a leader road and a connecting link from the "ice" leader road.

CONCLUSIONS

ROAD DEVELOPMENT

One road, the Flagstaff double highway, traverses the developed area from east to west. Utilizing in the city of Boulder, it enters the Flagstaff entrance and runs into leader canyon on the west, to Chautauque Lane, returning to the city over the road leader canyon road. A drive of about eight miles over high standard, graded, gravel road. This road requires heavy load in winter. It is proposed for one half its length, and will be paved by concrete and reinforced metal sidewalks at frequent intervals. Flagstaff double drive is provided with concrete for one half its length. This is of three types in order of use:

1. Low-way and mill.
2. Active sandstone quarry.
3. Active granite boulder.

Chautauque Lane is paved with active-granite, boulder road rock at the sharpest curves.

From Flagstaff Drive various roads lead off to the developed areas. From east to west, the various roads are provided by these known points:

1. Chautauque Lane Road, 0.5 miles high standard, graded, provided, reinforced metal sidewalks.
2. Flagstaff Canyon Road, 1.5 miles low standard.
3. Quarry Canyon Road, 1.5 miles high standard, graded, provided, reinforced metal sidewalks.
4. Flagstaff Drive, 1.5 miles high standard, graded, provided, reinforced metal sidewalks, granite boulder road rock.
5. Leader Road, 1.5 miles low standard, gravel sidewalk.

In addition, the Chautauque Lane area is traversed by one mile of high standard gravel road, leading from the northwest part of the city and Chautauque Lane is covered by eleven miles of state highway. In all there are thirteen miles of road within the park boundaries.

WATER SUPPLY

It is proposed to relocate the leader road which at present is a low standard road having grades as steep as 14 percent and sharp curves. The proposed road is planned to be a reconstruction with a gravel road. Tentative location calls for the road to cross the Chautauque Lane and to run below the existing link and to run north-west one and one half miles to connect the present road to the quarry area within park.

A short concrete road three hundred feet in length and of the same standard as the gravel road is planned to connect the "ice" and



