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# HISTORIC RESOURCES/SECTION 4(F) (HISTORY) TECHNICAL REPORT

FOR THE

I-25, US 36 to 104<sup>th</sup> Avenue  
Environmental Assessment

*Prepared for*



Colorado Department of Transportation  
Region 1  
2829 W. Howard Place  
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March 2020



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## List of Acronyms and Abbreviations

|       |   |
|-------|---|
| ACHP  | Advisory Council on Historic Preservation       |
| APE   | Area of Potential Effects                       |
| CDOT  | Colorado Department of Transportation           |
| DOT   | Department of Transportation                    |
| EA    | Environmental Assessment                        |
| FEIS  | Final Environmental Impact Statement            |
| FHU   | Felsburg Holt & Ullevig                         |
| FHWA  | Federal Highway Administration                  |
| HRG   | Historic Resources Group Inc.                   |
| I-25  | Interstate Highway 25                           |
| MPDF  | Multiple Property Documentation Form            |
| NEPA  | National Environmental Policy Act               |
| NHPA  | National Historic Preservation Act              |
| NRHP  | National Register of Historic Places            |
| OAHP  | Office of Archaeology and Historic Preservation |
| PA    | Proposed Action                                 |
| ROW   | Right-of-Way                                    |
| SH    | State Highway                                   |
| SHPO  | State Historic Preservation Officer             |
| US 36 | United States Highway 36                        |
| WWII  | World War II                                    |

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## 1.0 Project Description

A historical resources evaluation was completed for the Interstate 25 (I-25) North, United States Highway 36 (US 36) to 104<sup>th</sup> Avenue project. Colorado Department of Transportation (CDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a template Environmental Assessment (EA) for the I-25 North, US 36 to Thornton Parkway project. The Regional Transportation District is a cooperating agency.

The I-25 North, US 36 to 104<sup>th</sup> Avenue project includes improvements to relieve congestion and improve safety on I-25 from US 36 to 104<sup>th</sup> Avenue in Adams County, the City of Thornton, and the City of Northglenn (Figure 1). The project will provide improvements to an approximately 4-mile segment of I-25 between US 36 and 104<sup>th</sup> Avenue. The current cross-section of I-25 between US 36 and 104<sup>th</sup> Avenue generally includes three general purpose lanes and one Express Lane along the inside shoulder with an auxiliary lane between 84<sup>th</sup> Avenue and Thornton Parkway. The inside shoulder varies in size between 2 and 12 feet, and the outside shoulder varies between 10 and 12 feet. There is a 2-foot inside shoulder and a 2-foot buffer between the Express Lane and the nearest general-purpose lane.

Proposed improvements associated with this project are as follows:

- ▶ Adding a fourth general purpose lane in each direction from 84<sup>th</sup> Avenue to Thornton Parkway with the northbound general-purpose lane extending to 104<sup>th</sup> Avenue,
- ▶ Constructing continuous acceleration and deceleration lanes between the I-25/84<sup>th</sup> Avenue interchange, and the I-25/Thornton Parkway interchange,
- ▶ Widening the inside and outside shoulder to a consistent 12-foot width,
- ▶ Accommodating a proposed median transit station and pedestrian bridge for the Thornton Park-n-Ride just south of 88<sup>th</sup> Avenue, and
- ▶ Replacing the 88<sup>th</sup> Avenue bridge.

The proposed typical section on I-25 will consist of four 12-ft general purpose lanes, a 12-ft Express Lane along the inside traveled way, and a 12-ft outside auxiliary lane between each interchange. Additionally, the inside and outside shoulders will be widened to 12 feet and the Express Lane buffer will be widened to 4 feet, and a 2-foot barrier will separate the northbound and southbound lanes of

I-25. Surrounding the median station will be a 2-foot concrete barrier separating the Express Lanes from the bus station and bus lanes. Anticipated improvements are shown in Appendix B, Area of Potential Effects Map Book.

## 2.0 Applicable Statutes and Regulations

The National Environmental Policy Act (NEPA) requires projects with federal oversight or projects pursuing federal funding assistance to evaluate the environmental consequences of proposed actions. Historic properties are afforded special protection under the National Historic Preservation Act of 1966 (NHPA) and Section 4(f) of the Department of Transportation Act of 1966 as outlined below.

### 2.1 National Historic Preservation Act of 1966

Section 106 of the NHPA of 1966 requires federal agencies to consider the effects of their undertakings on historic properties and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by the Advisory Council on Historic Preservation. Revised regulations were issued August 5, 2004 and codified in 36 CFR 800.

### 2.2 Section 4(f) of the Department of Transportation Act of 1966

The Department of Transportation Act of 1966 includes a special provision, Section 4(f), which stipulates that FHWA and other Department of Transportation (DOT) agencies cannot approve the use of land from private or publicly owned historical sites (or properties) unless there is no feasible and prudent avoidance alternative to the use of the land and the project has included all possible planning to minimize harm to the property resulting from the use. FHWA can approve a use to a historic property, however, if the agency determines that the use will have a *de minimis* impact on the historic site. FHWA can make a *de minimis* finding when FHWA and CDOT, in consultation with the State Historic Preservation Office (SHPO), determine that the use has *no adverse effect* under the Section 106 process (Section 2.1)



Figure 1. Project Vicinity





## 3.0 Project Area

### 3.1 Environmental Setting

Primary land use adjacent to the project area consists of urban development with a few areas of open space and landscaped parks. These more natural areas are concentrated toward the northern end of the project corridor. The bulk of urban development includes residential and commercial zoning, along with local, arterial, and highway roadways.

The project area is located in the Flat to Rolling Plains sub-ecoregion within the High Plains Ecoregion, which consists of dry grassland across smooth or slightly irregular plains with a high percentage of cropland. The Flat to Rolling Plains sub-ecoregion is considered more level with soils being silty with a layer of loess.

Surface water found within the project area include Badding Creek, Badding Reservoir, Croke Reservoir, and Niver Creek. Badding Creek and Niver Creek are perennial waterways; however, several ephemeral and intermittent tributaries to these two creeks are present within or adjacent to the project area.

### 3.2 Area of Potential Effects

The Area of Potential Effects (APE) is the geographic area within which a project may directly or indirectly cause alterations in the character or use of historic properties. For this EA, a project team consisting of Melissa Gengler of Historic Resources Group Inc. (HRG) and Jake Lloyd of Felsburg Holt & Ullevig (FHU) developed the APE boundary. This project team coordinated with Barbara Stocklin-Steely, Senior Historian, CDOT Region 1, during a meeting at CDOT offices February 9, 2017. At that time, CDOT recommended a broad APE to incorporate potential effects on any properties eligible or listed on the National Register of Historic Places (NRHP). In determining the APE, the project team incorporated CDOT comments and gave special consideration to the known project description and the potential work that is not yet confirmed as part of the project scope or not yet fully designed or funded. The proposed APE was developed based on a comprehensive project scope and will provide project flexibility if scope changes occur in the future. The APE includes existing and anticipated proposed right-of-way

(ROW), anticipated easements, and adjacent properties to where work is proposed.

Existing and potential resources within the APE are concentrated between US 36 and the 88<sup>th</sup> Avenue overpass, and again between Thornton Parkway and E. 104<sup>th</sup> Avenue. cursory research was completed to identify the approximate age of residential subdivisions and other buildings near the Proposed Action to determine whether they should be included within the APE. The APE includes all subdivisions that meet age requirements adjacent to the I-25 corridor, including those immediately adjacent to areas where staging or future park-n-ride structures may be expanded. Subdivisions include Sherrelwood Estates on the west side of I-25 north of the US 36 interchange and south of 84<sup>th</sup> Avenue; Northview Estates on the east side of I-25 south of the 84<sup>th</sup> Avenue Interchange and north of 80<sup>th</sup> Avenue; North Star Hills on the west side of I-25 south of 88<sup>th</sup> Avenue and east of Huron Street; and Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filing southeast of W. 104<sup>th</sup> Avenue and Huron Street. These neighborhoods date from 1959 to the mid-to-late 1960s and were evaluated for NRHP eligibility using the methodology identified in **Section 4.0**.

The APE also included two apartment complexes; the Cordova 88 PUD dating from 1973 located north of the 88<sup>th</sup> Avenue interchange directly east of I-25. The Sherman Apartments constructed in 1971 were also included within the APE and are located directly south of Sherrelwood Estates, between Broadway/Conifer Road and I-25. Commercial properties along the corridor were included provided they met the minimum survey standards identified in the methodology addressed in **Section 4.0**. One canal, the Colorado Agricultural Canal, is located within the APE, crossing beneath the I-25/US 36 interchange. The only age-eligible bridge within the APE is the 88<sup>th</sup> Avenue bridge over I-25, which dates to 1972 and is not exempt from Section 106 and Section 4(f) like most of the interstate system since the bridge was not built as part of the interstate system and does not have ramps connecting the crossroad to I-25.





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The APE boundary developed by project team members during a consultation meeting with CDOT in February 2017 was expanded to incorporate additional project activity in September 2018. The APE that formerly terminated at I-25 and Thornton Parkway was extended approximately 1 mile north to terminate at the north side of the 104<sup>th</sup> Avenue interchange. Additional resources in this area include the Badding Reservoir on the west side of I-25 north of Thornton Parkway; the Croke Reservoir on the east side of I-25 and north of Thornton Parkway; the Tuck Lateral Ditch west of I-25; a pedestrian underpass structure beneath I-25 near the Croke and Badding Reservoirs; the Northglenn Subdivision (3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> filings) on the west side of I-25; Olinger Chapel of the Chimes and Resource Center at the south and east corner

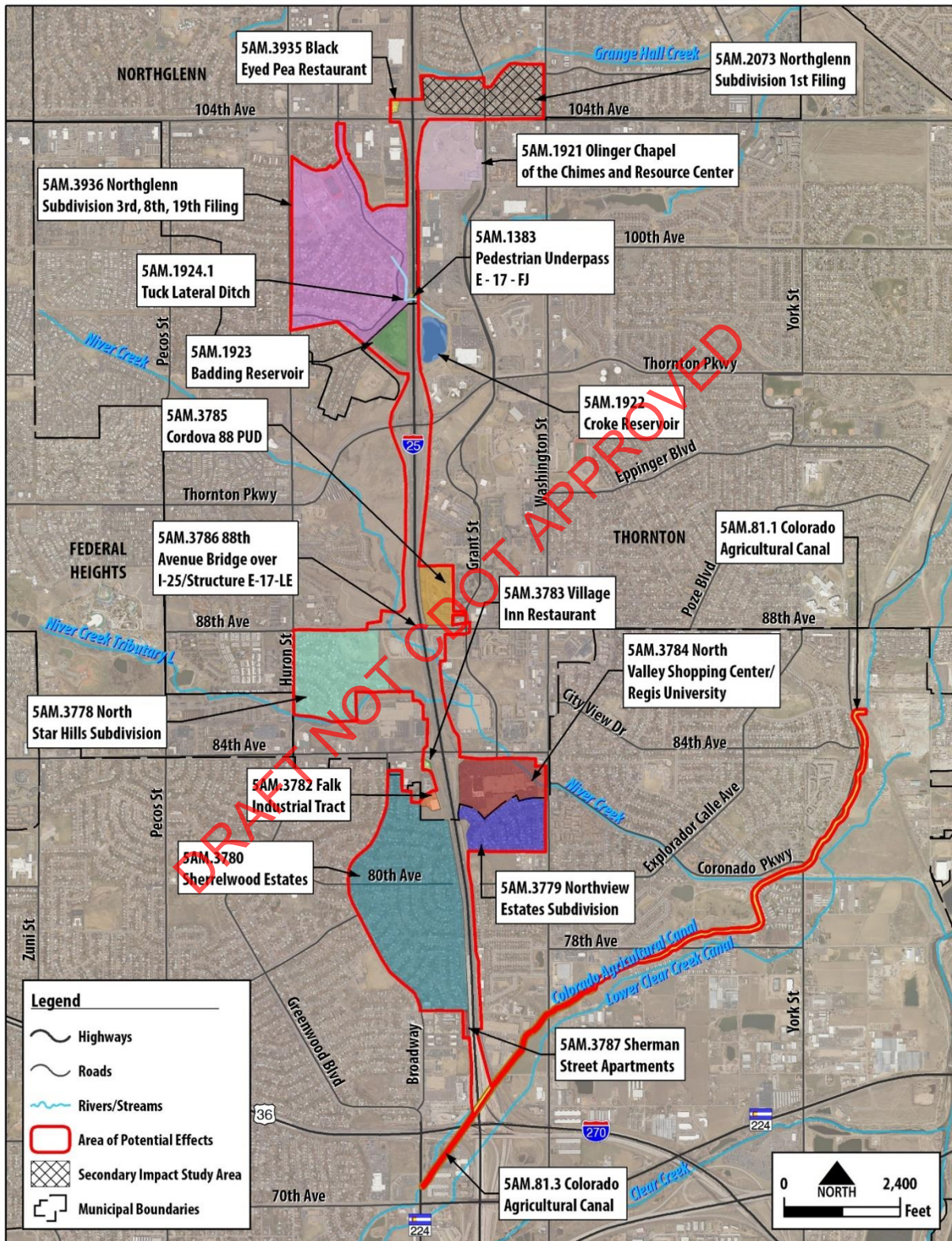
of the 104<sup>th</sup> Avenue and I-25 interchange; and a restaurant at the north and west corner of the 104<sup>th</sup> Avenue and I-25 interchange. These properties meet the general age standard and minimum survey requirements for inclusion in the discussion of historic properties.

The APE also contains one location where proposed improvements are in close enough proximity to the potentially historic Northglenn Subdivision 1<sup>st</sup> Filing to warrant consideration of potential effects, but where impacts are anticipated to be minimal. This area is labeled as “Secondary Impact Study Area.” **Figure 2** provides information regarding the APE (also refer to the detailed APE map book in **Appendix B** for more details).

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Figure 2. Area of Potential Effects Map







## 4.0 Research Design and Survey Methodology

### 4.1 National Register Criteria for Evaluation

When evaluating historic properties, the NRHP is the primary device by which they are identified for protection under Section 106 of the NHPA. Criteria for determinations of eligibility are set forth in 36 Code of Federal Regulations Part 60.4 (70) and are described in National Register Bulletin *How to Apply the National Register Criteria for Evaluation*. For a property to be determined eligible, it generally must be 50 years old or older, retain a high degree of historic integrity, and possess significance. Location, design, setting, materials, workmanship, feeling, and association are the seven aspects of integrity defined by the NRHP. In general, most of the seven integrity aspects must be present for a property to convey historic significance. Historic significance may then be present in one of four categories:

- ▶ Important historic events;
- ▶ Significant people in history;
- ▶ Significant architecture, design, or property type; and
- ▶ Potential to yield important historic information.

The project team reviewed the History Colorado's Office of Archaeology and Historic Preservation (OAHP) Compass database to determine whether existing resources were located within the APE.

The Adams County Assessor's online database was reviewed to determine construction dates for buildings within the APE. All properties 45-years and older (1974 or earlier) were evaluated for NRHP eligibility in lieu of the typical 50-year date since the project schedule could potentially be extended if funding or design changes occur. The APE was reviewed to determine whether any properties qualified for the NRHP under Criteria Consideration G, which gives properties less than 50-years special consideration if they retain exceptional significance.

Surveys conducted by the project team used appropriate OAHP survey forms, including Architectural Inventory Form 1403, post-World War II (WWII) Residential Suburban Subdivision

Form 1403b as provided by CDOT, Cultural Re-Visitation Form 1405, and Management Data/Linear Component Form 1400/1418 as needed.

### 4.2 Field Survey and Evaluation

Beginning in February 2017, the project team started surveying properties within the APE to identify property types, dates of construction, and development patterns. During field work, factors such as context, integrity, and comparative analysis were considered. In general, the information that follows for each specific property type was used to formulate determinations of NRHP eligibility as part of the survey process. The project team used the appropriate History Colorado OAHP survey forms for properties documented by this survey.

#### 4.2.1 Residential Subdivisions

Groups of residences in appropriate settings are evaluated within their respective historical context and physical setting as an historic district. Because larger groups of buildings can speak to a greater area of significance and historic development, minor alterations to individual buildings that may be incompatible with the historic design intent may be overlooked, provided those alterations do not diminish a property's historic integrity or its ability to contribute to the district. For example, an individual residence with non-historic siding, but with no additions or other alterations, may still contribute to a district when it would most likely not be considered individually eligible.

Residences in the APE were evaluated as potential components of historic districts since properties were typically associated with a particular subdivision development. Since all subdivisions in the APE are post-WWII, the project team used OAHP Form 1403b: Post World War II Residential Suburban Subdivision Form to document age-eligible subdivisions within the APE.

When evaluating neighborhoods as potential districts, minor alterations to the area as a whole are tolerated provided the character defining features of the neighborhood have been retained. Considerations for evaluating residential historic districts include consistency in massing, building configuration, landscape, setback, and physical relation to other buildings. Identifying the



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character defining features of a group of buildings, retention of historic integrity, and commonality of features in an area are what give neighborhoods distinction. A district should be generally consistent in the types of residences, contain minimal modern infill, and retain an overwhelming collection of contributing properties.

The neighborhoods found within the APE, which lie within Thornton, Northglenn, and unincorporated Adams County, were all developed following the end of WWII, during a time when a rapidly increasing regional population and housing shortages converged, creating a heavy demand for suburban expansion. Thousands of homes were built around planned community ideas that included serving residential neighborhoods with social, academic, and civic buildings, along with public parks and recreation areas. They also represent the most ubiquitous housing type of this era and in the Denver suburbs; the one-story brick ranch style. This building type represents 86 percent of all houses built in the four-county area surrounding Denver proper.<sup>1</sup> Significantly smaller numbers of houses reflecting Bi-Level, Cape Cod, Contemporary, Minimal Traditional, and Split-Level houses were constructed. A subdivision composed wholly of one of these less-built housing styles/types was unusual, whereas a subdivision composed of Ranch houses was common. In Northglenn, non-ranch housing types constructed between 1940 and 1965 together comprised just 36 percent of all building stock. In unincorporated Adams County, they comprise only 6 percent of housing stock. In Thornton, it's even lower, at just 2 percent. As such, many of the first neighborhoods that began this suburban expansion hold potential significance for the broad development patterns that shaped the region. Development date, association with significant builders, and contextual trends were all considered when evaluating these property types for NRHP eligibility.

Several historic context documents were available to support survey methodology in the area of post-WWII suburban subdivisions, including the *Historic Residential Subdivisions of Metropolitan Denver, 1945-1965 (MPDF)*, and National Park Service Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. Various

<sup>1</sup> Thomas and Laurie Simmons and Dawn Bunyak, *Historic Residential Subdivisions of Metropolitan Denver, 1940-1965*. National Register of Historic Places Multiple Property

supporting documents from the cities of Thornton and Northglenn, including comprehensive plans, pattern books, and historic designations. Northglenn subdivisions are associated with Perl-Mack, one of the largest housing developers in the country at the time.

Each subdivision is typically made up of a repetitive pattern of the same house type. Perl-Mack, for example, developed 15 house types across their properties. These houses had two-to-three-bedrooms, carports, or attached garages, and some basements. Other amenities such as central air-conditioning was added in later developments.

Residential subdivisions within the APE were evaluated under the MPDF since they fall under the specific requirements as outlined, including being located in the Denver region, being developed substantially between 1940 and 1965, possessing historical associations related to the residential subdivision development of the region, and retaining sufficient historic physical integrity to convey significance. The integrity of setting and association are often lost today in these developments, as continued pressure and growth have an impact on these features. Shopping malls are torn down or significantly altered, parks are incorporated into developments, and schools have been added on to or replaced all together.

Residential subdivisions may be significant under Criterion A for their association with events that have made an important contribution to the broad patterns of the Denver metropolitan region's history. Significance may relate to ethnic heritage, government, industry, transportation, social history, and various fields of endeavor if a group of residents was associated with a locally important facility in the field. Significance under Criterion B may include associations with the life and career of a person who made important contributions to the history of a locality or the region (i.e., the developer). Criterion C may apply if subdivisions retain a collection of buildings embodying the distinctive characteristics of a type, period, style, or method of construction, or for their representation of the work of one or more notable architects, builders, or landscape architects. This may also apply if the development represents patterns of development and land use

Documentation Form, United States Department of the Interior, October 22, 2010 (MPD).



significant to the overall development of the community.

The contributions of these subdivisions to the development of the Denver suburbs and the city's growth are well documented. They represent the massive and intense growth of a city during a concentrated period of time. The demand for housing and its affordability resulted in the repetitive nature of each residence.

### 4.2.2 Apartment Buildings

The proposed APE contains several age eligible apartment buildings, which can also be evaluated individually or as part of districts serving multiple family dwellings rather than as single-family residences. Buildings are considered apartments or multiple family units only if they were built as such. The project team documented two individual apartment buildings that were recorded using OAHP Form 1403: Architectural Inventory Form. While one of these, Sherman Street Apartments, is within the Sherrelwood Estates neighborhood, it was individually evaluated because of its proximity to I-25.

Eligibility requirements should recognize and accept that many apartment buildings remain from the historic period and that comparisons among common property types merit consideration. Because this is such a common resource, like property types (those where many examples remain), are typically recommended eligible if they are representative of a specific apartment property type, such as a garden apartment complex, and retain their original site layout, architectural composition, ornamental details and materials (at least on primary elevations) and retain a high degree of historic integrity. Examples that are early examples of a style or type, that are associated with an important developer or builder, or which are strongly associated with the Federal Housing Administration's guidelines and standards for multi-family housing projects issued in the 1930s and 1940s.

Because a vast number of apartment buildings in the area meet the general 45-year age recommendation of this report, a comparative analysis of property types, as well as architectural merit, is not possible. Therefore, a more limited view of the comparative context is limited to the APE. Apartment buildings in this study area are clearly divided between individually planned apartment developments or part of overall neighborhood development. There is an example

of each type within the study area. The very best examples include those with the highest degree of historic integrity both individually and in their surroundings.

### 4.2.3 Commercial Buildings

Commercial buildings in the APE were evaluated both individually and as potential components of historic districts. Commercial buildings within residential subdivisions were evaluated as part of the larger development using OAHP Form 1403b, while individual buildings not within subdivisions were recorded using OAHP Form 1403.

To be NRHP eligible, commercial buildings generally should have strong association with a business important to the development of a community or region or have architectural or design significance. Alterations to commercial buildings typically occur on the main first floor storefronts. Frequent changes through time, often with applied non-historic materials to accommodate new uses, are evaluated based on the size, scale, and configuration of the storefront. A storefront that retains the historic opening configuration, size and setbacks, such as recessed entrances with display windows, but has been replaced with new materials may not significantly diminish the buildings physical integrity. However, a storefront where the opening's size and shape have been altered or in filled, or which original design elements have been removed, can significantly affect historic integrity.

The number of stories or the building height and massing also contribute to evaluating eligibility and integrity in a commercial resource. For example, a significantly altered storefront on a one-story building consumes more surface area and percentage of historic material than a multi-story building with an altered storefront. The one-story building will have less ability to convey significance and, therefore, eligibility, than a multi-story building with the same altered storefront.

Multiple story buildings have a higher potential to retain integrity simply due to the additional area where historic materials may be present. Multiple-story commercial buildings may tolerate and absorb storefront alterations to a degree but have additional considerations, such as the configuration of fenestration or conversion to a new use which can add fenestration on upper levels which were not present historically.



Changes to door/window opening sizes, significant exterior design features and materials, the solid versus void space on buildings, and layout/configuration of historic units all help to determine whether a building has retained its historic integrity. The cumulative effect of altered storefronts and facades replaced and/or reconfigured windows, as well as additions, will diminish the historic integrity of a multiple story commercial building.

Commercial historic districts require similar evaluation techniques as those associated with residential districts. In general, similar property uses will contribute to the character defining features of a potential district. Dense urban areas of warehouses and industrial buildings defined by a grid road system or railroad tracks are an example. Groups of commercial or office buildings with support properties such as restaurants and small retail are another example. Groups of historic commercial buildings should generally retain material types (such as masonry or wood), size, scale, massing, and continuity in the group. Collections of buildings punctuated by vacant lots, parking areas, modern road systems, and buildings that have been physically altered generally do not create a group cohesive enough to support a historic district.

Commercial building types present in the APE include a shopping mall, two restaurants, industrial properties, and a school. These are isolated commercial buildings, with no cohesive groups of commercial buildings present within the APE. No commercial historic districts were identified within this study.

## 5.0 Historic Context

### 5.1 Early Inhabitation, The Plains American Indians

Colorado's eastern plains were home to various Plains Indian tribes including Apache, Comanche, Arapahoe, and Cheyenne. The most numerous bands of the Plains Apache were the Padouca, which established semi-agricultural settlements on the South Platte River. By 1700, the Apache were crowded from the region by Comanche tribes. Cheyenne and Arapaho arrived later, pushing the Comanche south toward the Arkansas River.<sup>2</sup> The

area known as Gregory Hill in modern day Westminster is thought to have been a semi-permanent Arapaho encampment.<sup>3</sup> The Cheyenne and Arapaho occupied the northern and central plains, while the Comanche were primarily south of the Arkansas River. Bands of Pawnee occasionally ventured onto the plains as well.<sup>4</sup>

During the decades after 1860, the arrival of thousands of eastern miners, farmers, ranchers, and other settlers forced most of the remaining Indians out of the region. After several years of armed conflict, a massacre at Sand Creek, and Indian raids against white settlements, the Cheyenne and Arapaho finally agreed to leave eastern Colorado. The Treaty of Medicine Lodge in 1867 provided them with reservations in Kansas and Oklahoma. The northern Ute bands were removed to a reservation in Utah in 1880. That treaty also assigned reservation land in the southwest corner of Colorado to three southern Ute bands.<sup>5</sup>

### 5.2 Euro-American Settlement and the Formation of Adams County

Prior to 1850, the area northwest of the confluence of Clear Creek and the South Platte River where the project is located was sparsely inhabited. The landscape outside of the flat fertile South Platte River floodplain consisted of dry rolling grasslands with scattered drainage gullies that made travel difficult. Following the discovery of gold near Cherry Creek in the late 1850s, thousands poured into the Front Range along the South Platte Trail, which followed the east side of the river through northeastern Colorado and into present-day Adams County. In 1861, the Colorado Territory was formed when Kansas was inducted to the Union. It was at this time that Arapahoe County was formed as one of the original 17 counties in the territory.

The Homestead Act of 1862 also encouraged settlement in the region during the late nineteenth century. Original land patents were granted in the project area primarily between 1874-1878. However, little settlement occurred prior to WWII, likely due to the hilly, irregular terrain and lack of access to irrigation. South of

<sup>2</sup> Ibid.

<sup>3</sup> City of Westminster History, "The Early Settlers".

<sup>4</sup> Allison Lockwood, "Native Americans in Northeastern Colorado," *CLG Survey Brighton*, 3-2, 2012.

<sup>5</sup> Ibid.





the project area, the Colorado Agricultural Canal was constructed in 1867. The canal derives its water from Clear Creek, flowing northeasterly along the west side of the South Platte and Clear Creek floodplains. This irrigation canal was one of the earliest in the area and led to the development of early farming along the floodplain. The community of Welby was established nearby in 1909 when Arthur E. Welby, the first vice president of the Denver-Laramie Realty Company, developed the original town plat. By 1920, approximately 300 Italian families called the Welby area their home. Up until 1960, Welby was the biggest vegetable producer in Adams County.

In 1902, nearly 50 years after it was first established, old Arapahoe County was divided into three counties. Organized in 1855 by the Kansas Territory, the original Arapahoe County consisted of a 30-mile wide strip of land, spanning from modern-day Sheridan Boulevard east to the Kansas border. However, growing populations in both Denver and communities to the north at the end of the nineteenth century led to the creation of smaller counties centered on these growing communities. What resulted was the formation of the City and County of Denver in 1901, followed by Arapahoe County with Littleton as the county seat, and Adams County with Brighton as the county seat. Adams County received its name from Governor Alva A. Adams, who served as Colorado Governor in three separate terms.

Adams County grew significantly during the early twentieth century. In 1910, the population was 8,892 and by 1930 there were 20,245 residents. By the early 1940s however, the City and County of Denver was still the primary metropolitan area in the region, with small isolated communities radiating out in all directions. This would all change as the two decades following WWII would bring a population surge that would more than double the number of residents along the Front Range. WWII brought new military installations and industries to the area which transitioned the economy away from agriculture. The growth following WWII was also aided by expansion of the transportation system, which exposed tens of thousands of servicemen and women to the region.<sup>6</sup> Completion of I-25 in 1958 was instrumental in providing the transportation

infrastructure needed for expansion in the northern Denver metropolitan area.

### 5.3 Thornton

What is now the city of Thornton evolved from a 640-acre farm field that grew in just two years to a population of approximately 10,000 people. Sam Hoffman developed the neighborhoods and communities within Thornton and successfully promoted the area as a desirable place to locate from Denver. As a post-WWII developer, Hoffman introduced larger scale suburban developments as a model to repeat to eventually form an established community. In the years leading to WWII, the American economy's severe depression saw a limited availability of building materials, personal wealth, and employment opportunities. As the country entered the War, a united front swept the population and every effort from personal sacrifices, to limited food and luxury commodities, to the labor force were streamlined and focused on the War effort resulting in the eventual success of the Allied Forces. The American economy stabilized and flourished after the war. Troops returned home, started families, and found that nearly two decades of depression and war resulted in a limited housing supply. Denver's economy grew, and the resulting baby boom set forth a need for new small-scale mass construction of residential properties throughout the city. Per the historic context for the original city of Thornton completed by the Center of Preservation Research at the University of Colorado, "developers introduced mass construction techniques, simplified designs, and new materials in order to build houses at an unprecedented rate."<sup>7</sup> Area towns were incorporated, and Denver expanded its borders to areas like Littleton, Arvada, and Aurora that grew quickly. Sam Hoffman built his first post-WWII subdivision in Colorado in Aurora.

Hoffman identified himself as the "Henry Ford of the home-building industry."<sup>8</sup> He built on recommended precepts for development from the National Association of Home Builders and the Urban Land Institute. He developed small-scale standard house plans, with minimal variation in roof shape, brick color, and entry features and mass produced them by the thousands to

<sup>6</sup> Simmons/Bunyak. Metro Denver Suburban Development MPDF. 2010.

<sup>7</sup> Center of Preservation Research, University of Colorado, Historic Context Original City of Thornton, p. 8

<sup>8</sup> Hoehn Architects, Reconnaissance Survey of Hoffman Heights-Aurora, Colorado, 2009, p. 4.



accommodate the Denver metropolitan area housing boom. In Aurora, he created a self-sustaining community of affordable housing aimed at returning GIs that was supported by shopping, a school, a library, and other public amenities. This development, his first, was known as Hoffman Heights in 1952 and contained three property types identified as the Deluxe Brick Model, the Economy Frame and Shingle Model, and the Cosmopolitan Brick Model. In 2009, Hoehn Architects completed nearly 1,700 survey forms for the standard house plans in this original Hoffman subdivision, which is known as Aurora's first large tract home project.<sup>9</sup>

Just as Henry Ford was significant for his use of the assembly line to mass produce vehicles, Sam Hoffman believed his ability to mass produce houses was much the same. Before WWII, individual builders and designers completed most residential construction at a rate of four to six houses per year. Banks financed these properties with very short terms until the National Housing Act of 1934 created the Federal Housing Administration (FHA) to overhaul the lending industry and to attempt to address the numbers of unemployed construction workers. The Serviceman's Readjustment Act of 1944 (the GI Bill) provided low interest loans to servicemen to help create the demand for single family dwellings. As a result, construction had to increase accordingly, and builders and developers began planning large-scale housing developments with repetitive house plans that were quick and easy to construct. Hoffman related to the concept of the assembly line analogy because the developers would purchase large tracts of land, install infrastructure, build the houses, and sell the community. The assembly line was a result of builders hired to construct one piece of the residence. The concrete trades would lay one foundation and then move on to the next until all foundations were laid. Following closely behind by framers to build the walls for each residence, and the process would continue to the interior finishes until all houses in a development were complete. Then the development as a whole was marketed and sold. These developers built in unincorporated areas and established their own zoning and building laws, as well as public amenities to support the neighborhoods. These were almost wholly built off the grid system using curvilinear streets, extra-long blocks, and cul-de-sacs. Street

design served the residential properties only and were not through streets, thereby, lessening traffic through the neighborhoods.<sup>10</sup>

Hoffman had a streamlined and single-minded focus in his housing developments. He built for the middle-income buyer and solely built affordable housing. He also built mass quantities quickly and with low overhead and small profits. He was quoted, "Frank Lloyd Wright says he builds houses around the personalities of the people who live in the house, I build houses around the pocketbooks of the people." As well as stating, "I want fast nickels, not slow quarters."<sup>11</sup> His plans for Hoffman Heights in Aurora called for completing 1,700 homes, with 100 under construction at any one time and a goal of 12 residences finished each day. He built neighborhoods not only in Colorado and the Denver area but also in Illinois and Arizona. His first-generation properties in the early 1950s were geared to servicemen returning because of the attractive financing available for them.

While Hoffman Heights was under construction in Aurora, Hoffman purchased the 640-acre farm tract with a plan to build 5,000 houses that became the community of Thornton, which he named after Governor Dan Thornton. *Business Week* magazine identified Hoffman as the third largest builder in the United States in 1954, with nearly 3,000 homes under construction.

Residential house plans available when Thornton was originally developed included nine individual models. Model 1 was four bays wide, with an off-center entrance, irregular plan with a projecting wing toward the street that gave the residence "two hipped roofs". Model 2, which was called "Ashley", was a slightly stretched out version of Model 1, with longer ridge lines. Model 3 was characterized by gable roofs. Model 4 was similar to the Ashley with hipped roofs, but with varying ridge heights. Model 5 was similar to the Ashley but with front-facing hipped roof projecting wing toward the street. Model 5 had a hipped roof and a simple, rectangular plan. Model 7 was known as "Arden" and was only three bays wide (as opposed to four on other models). Model 8 was a simple rectangular plan, either three or four bays wide, and with a gable roof. Model 9 was similar to Model 5 but with gable roofs.

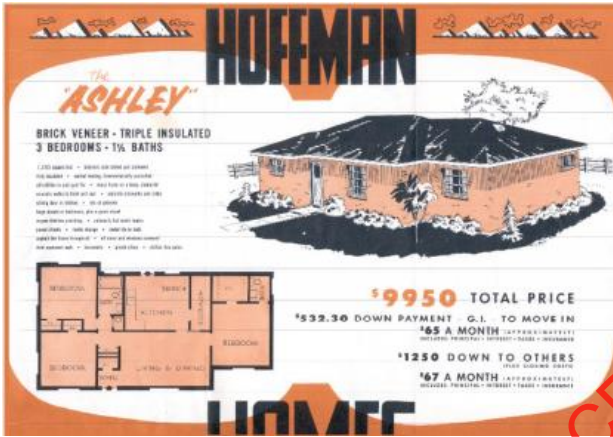
<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> Ibid p. 18.



At the end of 1952, the *Denver Post* documented that a new community with 5,000 residences, including public services like parks, libraries, shopping, and schools, would be built north of Denver. F and S Construction, which stood for Father and Son Construction Company and belonged to Sam Hoffman, would build the neighborhood on 640 acres of farm fields. Before construction, Hoffman named the community Thornton after Colorado Governor Dan Thornton. The paper continued to elaborate, Hoffman’s plan as one of the most ambitious ever attempted in Colorado and was linked to his faith in the ongoing need for affordable housing in the Denver area.



Construction began in spring 1953 and within one month three model homes were open, decorated, and ready for sale, including the Ashley shown above. Hoffman’s ability to market and publicize his developments was outstanding. In Thornton, he recruited Hollywood bombshell Jane Russell to complete the interior design of two of the houses to promote the sale and development of properties. Russell was connected to the company because three of her brothers worked for Hoffman. Six thousand people were drawn to the opening to see the three completed properties isolated in the middle of the open field.

Hoffman had plans for the entire community identifying the need for all the requisite supporting structures and infrastructure to make it a successful and desirable place for families to relocate. He planned for a projected population of 20,000 people.<sup>12</sup> However, the FHA identified the lack of infrastructure, including paved streets, utilities, and public safety services, as high risk. Thus, they declined loans for housing in Thornton. Many believe this was influenced by other builders

in Denver, but the lack of schools, libraries, shopping, public transportation, churches, roads, and street lighting made the yet undeveloped farm field a high risk according to the FHA.

The first house completed in Thornton was ready for occupation in January 1954, and many early residents were veterans who found the area appealing because property was more affordable than in Denver proper. At this time, Hoffman was completing six homes per day in Thornton. The area was still unincorporated with no tax base; therefore, there were no funds for public infrastructure like fire protection, road construction, and streetlights. The residents and community association privately funded these features by selling phone directories and other neighborhood items.

Constructing residences without any organized community backbone proved a significant problem for the area. Thornton was incorporated as a city in August 1956. After incorporation, because there were no funds to support law enforcement, fire safety, or payroll for officials, fees were collected for licenses and permits to attempt to bridge the gap until the first year of the tax roll was collected. The private fundraising purchased a used fire truck, paved sidewalks, and installed streetlights among other things. Hoffman died in 1959 under tragic circumstances when he killed his wife and himself in his home in Phoenix, Arizona. His son-in-law Sol Dichter continued Hoffman’s work in the Denver area.

Despite these organizational challenges, the population continued to increase by thousands every year. By 1959, new model houses with expanded features like basements were available. The repetitive nature of the basic three models was expanded to include slightly larger footprints with greater square footage, including one model with up to 1,400 square feet and 3 bedrooms. By the late 1950s, the community was more well-rounded with completion of the city building, swimming pool, and churches.

The nine house models available in the original city of Thornton development were all similar with slight variations in roof configuration, fenestration, and entry orientation. They were all one-story ranch type houses with minimal but uniform street setbacks, simple grassy lawns, and primarily curvilinear street patterns. The *Original*

<sup>12</sup> Center of Preservation Research, p. 11.





*Thornton Pattern Book* historic context studied the area of original Thornton municipality located east of I-25, south of Thornton Parkway, and north of 88<sup>th</sup> Avenue. The original development of Thornton was located northeast of Washington Street and Russell Boulevard, approximately one-half mile east of the APE, north of 88<sup>th</sup> Avenue. North Star Hills Subdivision, which is located in Thornton, is located west of I-25 and south of 88<sup>th</sup> Avenue. The house types found in the original development of Thornton consist of various models of one-story brick ranch type homes that lack entrance details. The original development consisted of a rectilinear grid layout as opposed to later subdivisions like North Star Hills that were laid out on curvilinear roadways. Later subdivisions also tended to include other external building materials such as aluminum and wood siding as well as attached garages and front porches. Washington Street also provides a major thoroughfare barrier between the original construction area and I-25. Although this area is outside the APE of this undertaking, the development story drove the construction of properties within the APE.

The City of Thornton Historic Context Study PowerPoint presentation identifies the historic eras of Thornton's growth as the period from 1953 to 1956 with the original municipal boundaries of Thornton, the Annexation Era from 1972 to 1986, and Northward Expansion Era from 1994 to 2007. The period of construction of the North Star Hills Subdivision, which is the only resource within the APE located within the City of Thornton, falls within the general construction lull of the 1960s after the market was inundated and saturated with the first construction phase in the 1950s.

### 5.4 Northglenn

The City of Northglenn was incorporated in April 1969 and is comprised of several residential subdivision plats. The development of Northglenn is quite similar to that of the neighborhoods and subdivisions within the city of Thornton. The Northglenn Subdivision 1<sup>st</sup> Filing is located within the APE at the northeast quadrant of the 104<sup>th</sup> Avenue and I-25 interchange. This area is labeled the "Secondary Impact Study" since resource 5AM.2073 is in proximity to the proposed project but has a low likelihood of being impacted either directly or indirectly by the proposed project. The 1<sup>st</sup> Filing, constructed in 1959,

included five model homes: Matchless, Eureka, Summit, Alpine, and Lark models. **Figure 3** below illustrates the original open house held by Perl-Mack on June 30, 1959 presenting the original five model homes.

Northglenn was part of an award-winning master planned neighborhood, built as a response to the tremendous growth in Denver's population following WWII. The subdivision plat was filed in 1959 and named North Glenn. It was developed by the Perl-Mack Construction Company with contributions from Harman, O'Donnell, Henninger and Associates, a planning firm. Much like the development of the Thornton subdivisions, Northglenn was meant to be a self-sustaining group of neighborhoods with residential housing units, schools, parks, churches, shopping centers, and public service facilities. Originally, Northglenn was planned to include five neighborhoods of single-family residential units spanning more than 1,500 acres. These planned neighborhoods created curvilinear streets, which provided a distinct change from the commercial areas of the development which followed a more rigid, rectilinear grid design. The winding streets helped control speed, contributed to privacy of the residences, and supported the safety of children and families.<sup>13</sup>



Photo 1. Northglenn 1<sup>st</sup> Filing New Model Open House (1959)

<sup>13</sup> Gail Keeley and Jason Marmor. North Glenn First Filing Survey for a Potentially Eligible Historic District, Hermsen

Consultants, Inc. and Felsburg Holt & Ullevig. December 4, 2007.





Photo 2. Northglenn 1<sup>st</sup> Filing (1959)

Additional Northglenn subdivisions within the APE include the 3<sup>rd</sup>, 8<sup>th</sup> and 19<sup>th</sup> Filings, dating from the late 1950s through the mid-1960s. While the one-story brick ranch house was the most common residential building type constructed during this time period, 36% of housing constructed in Northglenn between 1940-1965 consists of other residential building types including Bi-Level, Tri-Level, 1 ½-story, and 2-story. This was considerably higher than neighboring communities such as Thornton and unincorporated Adams County where less than 10% of residential construction was comprised of other building types.

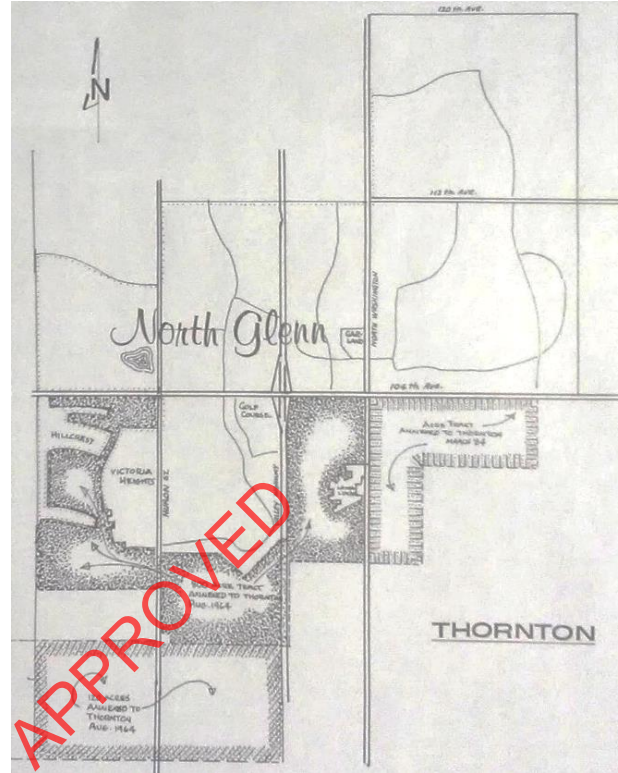


Photo 3. Map of Northglenn before being incorporated in 1969

Perl-Mack was a construction company founded in 1951 by Jordan Harvey Perlmutter and Samuel Primack in 1951. Together, and later with William Morrison, Perl-Mack built their first residence in north Denver in 1952. As demand rose, the company began to visualize planned neighborhoods across the north Denver suburbs. They built the Perl-Mack Manor in Westminster in 1955, where they established the formula of mass-construction of residential neighborhoods, offering up to 15 house models. These models offered two or three bedrooms, carports, or one or two car garages. Their houses were masonry construction, one-story, simplified ranch style buildings.

Northglenn was one of their most well-known developments. The company incorporated many of the ideas from their previous neighborhoods. They strove to address all the needs of a residential community. They planned to build more than 6,000 houses in their Northglenn additions. Northglenn's 1<sup>st</sup> Addition plat was filed in 1959, and by 1962, one-third of the 6,000 proposed houses were occupied. Their effort at Northglenn was recognized by magazines such as *Practical Builder*, *McCall's*, *Life*, *American Home*, *Good Housekeeping*, and *Look*. Its highest accolade was

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the “Most Perfectly Planned Community” by *Life* magazine.

Perl-Mack developed other contained subdivisions and neighborhoods in Montebello and Southglenn. Over a 10-year span, from 1952 to 1962, the company built more than 5,000 residences in the north Denver metro area.<sup>14</sup> These properties were mostly purchased using VA and FHA loans. The company dissolved in 1983 after building more than 20,000 residential units in the Denver area.<sup>15</sup>

## 5.5 Unincorporated Adams County

Unincorporated Adams County consists of subdivisions platted between approximately 1940 and 1965 along the I-25 and US 36 corridors just south of Thornton. Some of the larger subdivision platting in unincorporated Adams County includes Shaw Heights, Norwood Park, Western Hills, Perl-Mack Manor, and City View Heights. City View Heights is geographically closest to properties within the APE but still well outside that boundary.

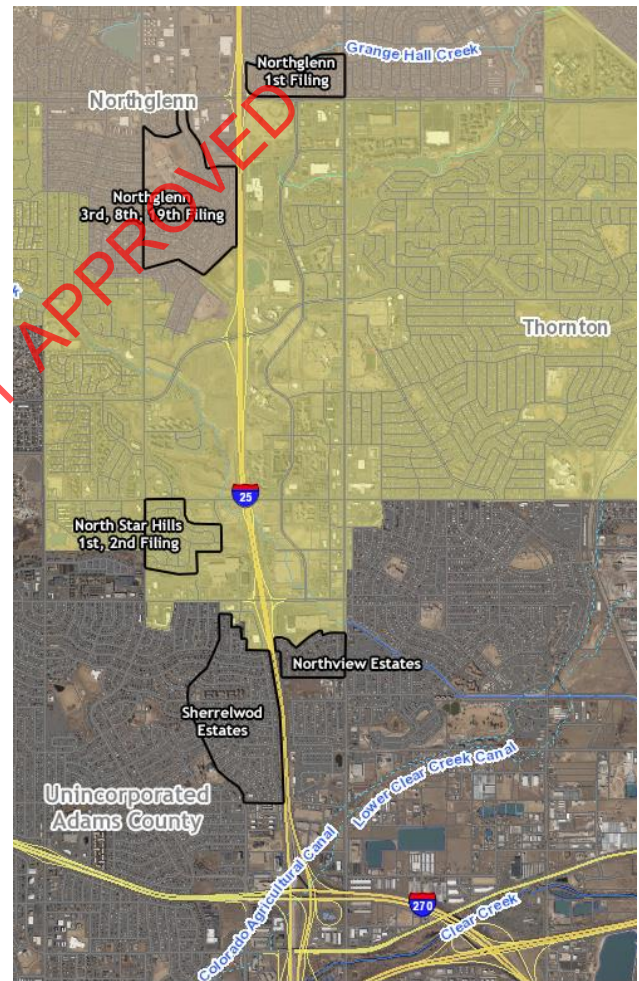
Neighborhoods found within the unincorporated Adams County portion of the APE are immediately adjacent to I-25 and appear to be slightly later subdivision filings and meant to infill the area between the established community of Thornton and the other neighborhoods in unincorporated Adams County.<sup>16</sup> Neighborhoods evaluated here most closely represent the Multiple Filing Subdivision property type identified in the Historic Residential Subdivisions of Metropolitan Denver Historic Context.<sup>17</sup>

The Sherrelwood Estates Subdivision and the Northview Estates Subdivision were established in the open annexation period of the 1960s in unincorporated Adams County. The North Star Hills Subdivision dates to the same period but is further north and within the city limits of Thornton.<sup>18</sup>

The Northglenn Subdivision 1<sup>st</sup> Filing, which was established in 1959, represents the first generation of residential development in the APE. Other residential subdivision neighborhoods including Sherrelwood Estates, North Star Hills,

and Northview date to the second generation of development in Thornton, Northglenn, and unincorporated Adams County. Initial residential growth occurred in the area from the mid-1950s through the mid-1960s. Development slowed in the decade following, though housing construction increased again in the decade between 1975 and 1985 and then again after 1995.

Figure 3. Recorded Subdivisions in Relation to Community Boundaries



<sup>14</sup> “Builders of Colorado Biographical Sketch.” Office of Archaeology and Historic Preservation, Colorado Historical Society, August 23, 2006.

<sup>15</sup> MPD

<sup>16</sup> Thomas Simmons, Laurie Simmons, and Dawn Bunyak. Historic Residential Subdivisions of Metropolitan Denver, 1940-1965, p. 140.

<sup>17</sup> Ibid. p. 189.

<sup>18</sup> City of Thornton Historic Context Study Power Point Presentation, January 2014, table on slide 12.





## 6.0 Eligibility Determinations

The research team, including FHU historians Jake Lloyd, Jamie Shapiro, and Melissa Dirr Gengler conducted intensive level documentation for eleven (11) resources, including four post-WWII residential subdivisions, six previously unrecorded properties with buildings at least 45 years of age, and one bridge structure. Subdivision evaluations were surveyed using OAHF Form 1403b, while age-eligible properties were surveyed using OAHF Form 1403. The 88<sup>th</sup> Avenue Bridge E-17-LE was evaluated using the OAHF Bridge Inventory Form. Additional properties found within the APE but that failed to meet the minimum 45-year age (1974 or earlier) threshold for NRHP eligibility were not documented as part of this analysis.

### 6.1 Previously Recorded Resources

A literature search of the APE identified seven (7) previously recorded resources. These include, the Colorado Agricultural Canal 5AM.81 (including two segments 5AM.81.1 and 5AM.81.3), Pedestrian Underpass Structure E-17-FJ (5AM.1383), the Olinger Chapel of the Chimes and Resource Center (5AM.1921), the Croke Reservoir (5AM.1922), the Badding Reservoir (5AM.1923), the Tuck Lateral Ditch (segment 5AM.1924.1), and the Northglenn Subdivision 1<sup>st</sup> Filing (5AM.2073).

Six of the seven previously recorded resources were determined *Not Eligible - Officially*. These resources remain *Not Eligible*, and were not re-considered for this report. This includes the Colorado Agricultural Canal (5AM.81) which was determined *Not Eligible - Officially* in 2013, although various segments of this resource have been found to be *Supporting* over the years. Similarly, the Tuck Lateral (5AM.1924) was determined *Not Eligible - Officially* in 2013, and its associated segment 5AM.1924.1 has been found *Not Eligible - Officially*, or *Not Supporting*. The Northglenn Subdivision 1<sup>st</sup> Filing (5AM.2073) was determined *Officially Needs Data* following the original survey in 2007. Constructed in 1959, this subdivision contains the original model homes for the larger Northglenn planned community and is being treated as eligible to the NRHP. A summary of the NRHP eligibility determinations for these two previously recorded resources is outlined below.

Table 1 provides a summary of eligibility determinations for all previously recorded resources located within the APE.

#### 6.1.1 5AM.81 (including 5AM.81.1 and 5AM.81.3), Colorado Agricultural Canal



Photo 4. Colorado Agricultural Canal Segment (5AM.81 - Segment 5AM.81.1)

#### Historical Summary

The Colorado Agricultural Canal, an irrigation ditch constructed in 1867, originates at Clear Creek in the SW quarter of Section 4, T3S, R68W.

Segment 5AM.81.1 was originally surveyed and evaluated in 1980 by a historian with then Colorado Department of Highways (now CDOT). It was later evaluated in 1991 (Pearce, CDOT) and again in 2007 (Fariello, URS Corp.). It was found to be *Non-Supporting* by the SHPO in 2009. Segment 5AM.81.1 begins near the E. 74<sup>th</sup> Avenue/I-25 junction and runs northeast to the Union Pacific Railroad corridor in Section 25 of T2S, R68W.

Segment 5AM.81.3 of the Colorado Agricultural Canal, which was originally recorded by Jones & Stokes for the US 36 Environmental Impact Statement project in 2004, consists of the portion of the ditch that passes beneath the I-25/US 36 interchange. The segment begins at Broadway Street on the west and extends northeast, where it adjoins 5AM.81.1 on the east side of the I-25/US 36 interchange. It was found to be *Non-Supporting* by the SHPO in 2006.

In 2013, the SHPO determined the entire Colorado Agricultural Canal, 5AM.81 to be *Not Eligible - Officially*. Given that the entire canal resource is NRHP *Not Eligible*, it remains NRHP *Not Eligible* (including all of its associated segments) and no further recordation of this resource is required.



### 6.1.2 5AM.2073 Northglenn Subdivision 1<sup>st</sup> Filing



Photo 5. Northglenn Subdivision 1<sup>st</sup> Filing (5AM.2073)

#### Historical Summary

Developed by the Perl-Mack Construction Company, Northglenn was envisioned as a large-scale, self-contained community providing all the homeowner necessities including schools, churches, shopping centers, and civic facilities in addition to single-family residential neighborhood development. The 1<sup>st</sup> Filing of the Northglenn Subdivision is located northeast of the I-25/E. 104<sup>th</sup> Avenue interchange and represents the first development of what Life Magazine in 1961 would call “The Most Perfectly Planned Community in America.” Perl-Mack would proceed to build thousands more houses in this area and throughout the northern Denver suburbs, though the plan for Northglenn was to build a complete community with social, professional, educational, and recreational amenities for its residents.

Perl-Mack developed five model homes (Eureka, Summit, Chieftain, Matchless, and Alpine) for the 1<sup>st</sup> filing of Northglenn in 1959. Two additional home models, the “Lark” and “Columbine,” became available in April 1960. The Lark sold for \$13,750 and was of brick construction, while the Columbine sold for \$15,359. The 3<sup>rd</sup> Filing was platted in late 1959 and construction commenced in 1960-1961. These houses consisted primarily of one-story ranch type houses. In October 1960, the 8<sup>th</sup> Filing was constructed on the west side of Melody Drive. Houses in the 8<sup>th</sup> Filing were constructed primarily in 1964 and include a variety of bi-level and tri-level houses. The 19<sup>th</sup> Filing, originally platted in 1962, includes house construction from 1962 to 1964.

#### Significance Assessment

The resource was recommended eligible to the NRHP when it was surveyed as a potential historic district. In 2008, SHPO recommended that additional information would be needed to make a final determination of eligibility. Since this residential subdivision resource is unlikely to be impacted by the proposed project, CDOT did not perform an intensive survey of the resource (5AM.2073).

Instead, the resource is being treated as *eligible* to the NRHP for the purposes of this study.



Table 1. NRHP Eligibility of Previously Recorded Resources Within the Area of Potential Effects

| (Resource No.)<br>Site Name                                    | Year Built | Address/ Location  | Site Type                  | Prior National Register Eligibility Determinations            | EA National Register Eligibility Determinations/ Remarks   |
|--|------------|--|----------------------------|---|--|
| (5AM.81)<br>Colorado Agricultural Canal                        | 1867       | T2S, R67W<br>N ½ Sect. 4 (end)<br>T2S, R67W<br>All except NW ¼ Sect. 5;<br>T2S, R67W<br>NW ¼ Sect. 8;<br>T2S, R67W<br>All except NW ¼ Sect. 7;<br>T2S, R67W<br>All except SE ¼ Sect. 18;<br>T2S, R68W<br>All except NW ¼ Sect. 24;<br>T2S, R68W<br>W ½ Sect. 25;<br>T2S, R68W<br>SE ¼ Sect. 26;<br>T2S, R68W<br>NE & NW ¼ Sect. 35;<br>T2S, R68W<br>SE ¼ Sect. 34;<br>T3S, R68W<br>NE & NW ¼ Sect. 3 (begin) | Linear Structure           | <i>Not Eligible - Entire Resource (Officially) 03/25/2013</i> | <b>Not Eligible</b><br><br>Suncor Energy Pipeline, Class III Cultural Resource Inventory, also refer to 5AM.81.7 |
| 5AM.81.1 (Segment)   | 1867       | T2S, R68W<br>SE ¼ Sect. 34<br>T3S, R68W<br>NE ¼ Sect. 3  | Linear Structure (Segment) | <i>Non-Supporting (Officially) 05/14/2009</i>                 | (Not Re-evaluated; Entire Resource Not Eligible)   |
| 5AM.81.3 (Segment)   | 1867       |  | Linear Structure (Segment) | <i>Non-Supporting (Officially) 10/17/2006</i>                 | (Not Re-evaluated; Entire Resource Not Eligible)   |
| (5AM.1383)<br>Pedestrian Underpass E-17-FJ                     | 1955       | T2S, R68W<br>SW ¼ Sect. 15   | Structure                  | <i>Not Eligible (Officially) 05/28/2002</i>                   | <b>Not Eligible</b><br><br>2002 CDOT Statewide Bridge Survey   |
| (5AM.1921)<br>Olinger Chapel Of the Chimes and Resource Center | 1958       | 10201 Grant St.<br>Thornton, CO 80229  | Site/ Buildings            | <i>Not Eligible (Officially) 08/09/2007</i>                   | <b>Not Eligible</b><br><br>2007 North I-25 EIS   |

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## I-25 (US 36 to 104<sup>th</sup> Avenue) Environmental Assessment

| (Resource No.)<br>Site Name                                    | Year Built    | Address/ Location          | Site Type                            | Prior National Register Eligibility Determinations        | EA National Register Eligibility Determinations/ Remarks                             |
|--|---------------|----------------------------|--------------------------------------|---|--|
| (5AM.1922)<br>Croke Reservoir<br>No. 12                        | 1936          | T2S, R68W<br>SE ¼ Sect. 15 | Structure                            | <i>Not Eligible (Officially)</i><br>08/09/2007            | <b>Not Eligible</b><br><br>2007 North I-25 EIS                                       |
| (5AM.1923)<br>Badding Reservoir                                | 1936          | T2S, R68W<br>SW ¼ Sect. 15 | Structure                            | <i>Not Eligible (Officially)</i><br>08/09/2007            | <b>Not Eligible</b><br><br>2007 North I-25 EIS                                       |
| (5AM.1924)<br>Tuck Lateral                                     | 1887/<br>1936 | T2S, R68W<br>W ½ Sect. 15  | Linear<br>Structure                  | <i>Not Eligible (Officially)</i><br>05/01/2013            | <b>Not Eligible</b>  |
| 5AM.1924.1<br>(Segment)  | 1887/<br>1936 | T2S, R68W<br>W ½ Sect. 15  | Linear<br>Structure<br>(Segment)     | <i>Non-Supporting Eligible (Officially)</i><br>08/09/2007 | 2007 North I-25 EIS<br>(Not Re-evaluated;<br>Entire Resource Not Eligible)           |
| (5AM.2073)<br>Northglenn Subdivision<br>1 <sup>st</sup> Filing | 1959          | T2S, R68W<br>SE ¼ Sect. 10 | Post-WWII<br>Residential Subdivision | <i>Needs Data (Officially)</i><br>01/04/2008              | <b>Treat as Eligible</b><br><br>2007 Survey for Potential Eligible Historic District |

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## 6.2 Newly Evaluated Resources

New evaluations were conducted for eleven previously unrecorded resources located within the APE. Newly evaluated resources include four post-WWII residential subdivisions: North Star Hills, Northview Estates, Sherrelwood Estates, and Northglenn 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings. Each neighborhood was evaluated for potential eligibility under National Register Criterion A as part of urban planning and community development, Criterion B for direct associations with the life and career of persons who made important contributions to the area, and under Criterion C for potential significance in design. Residences and individual properties in each of the

Residential neighborhoods found within the APE retain a general sense of historic integrity through their design and layout, location, and workmanship. In some cases, integrity of materials is compromised in terms of altered siding materials, new windows, doors, garage additions, and landscaping/fencing. Further, integrity of feeling and association is challenged as a result of changes in the general setting as caused by newer commercial and residential development, roadway and utility improvements, highway noise wall construction, and other setting alterations.

The Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings was part of the primary development of Northglenn, which was originally laid out in 1959 with multiple filings occurring simultaneously. Other neighborhoods such as North Star Hills and Northview Estates were developed following the original development of Thornton and represent selective annexations to the original community. Sherrelwood Estates Subdivision is located in unincorporated Adams County, just south of Thornton and does not represent an annexation to that community.

The APE was also found to contain seven previously unrecorded structures or properties with buildings meeting the minimum age for potential NRHP eligibility. These properties include one industrial building, two multi-family residential apartment complexes, two restaurants, and a former shopping center that now serves as a local branch of Regis University and also houses a small medical facility. Also found within the APE is the 88<sup>th</sup> Avenue bridge structure E-17-LE, which was constructed in 1972 and is located where 88<sup>th</sup> Avenue crosses I-25.

A summary of eligibility determinations for newly evaluated resources are illustrated in the following sections.

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### 6.2.1 5AM.3778 North Star Hills Subdivision

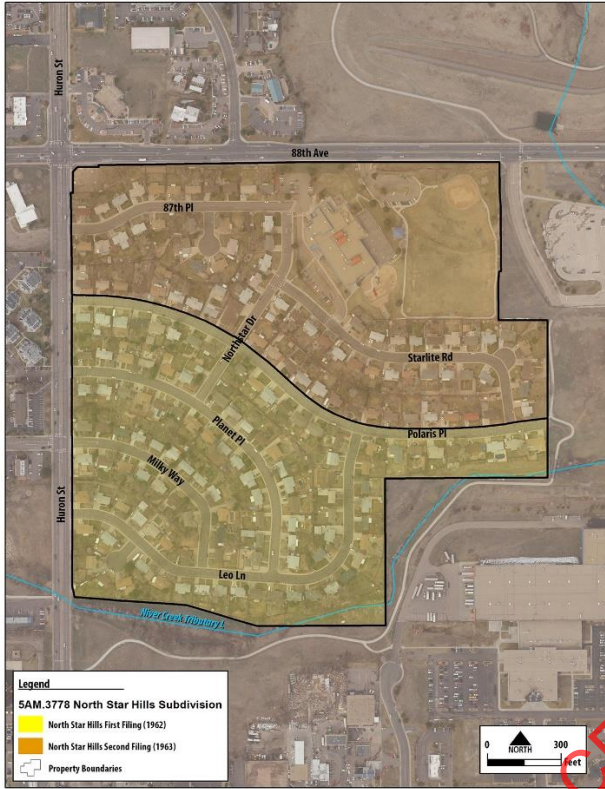


Figure 4. North Star Hills Subdivision (5AM.3778)

#### Historical Summary

The North Star Hills Subdivision, located in Thornton, was platted in two filings, the first in 1962 and the second in 1963. It is south and east of a large park-n-ride structure providing parking for public transportation users. Though the neighborhood is located some distance from I-25 and construction activity, it is included in this survey because of possible construction activity at the neighboring park-n-ride surface parking lot. This construction activity will border the neighborhood.

Five house models were constructed in the North Star Hills Subdivision, including the Rainbow, Constellation, Universal, Northstar, and Stardust. Houses were constructed between 1963 and 1969. The development was created around an astronomy theme and aside from the house types, the street names include Planet Place, Milky Way, Starlite Road, Polaris Place, Leo Lane, and Northstar Drive.



Photo 6. 5AM.3778, Bi-Level House



Photo 7. 5AM.3778, Cross-Gabled Ranch



Photo 8. 5AM.3778, Streetscape View

#### Significance Assessment

This subdivision was not found to have played an instrumental role in the broad development patterns of Thornton or to have been associated with important housing trends, or for its association with specific movements and events. The subdivision is not eligible under Criterion A. This subdivision has no direct association with the life and career of a prominent developer, nor was it home to a person who made important contributions to the history of a locality or region and is not eligible under Criterion B.

North Star Hills consists of an intact diverse yet cohesive grouping of suburban house types, including ranch, bi-level, and tri-level homes, constructed between 1963-1969 by a single developer. The buildings in this neighborhood demonstrate all aspects of integrity and are representative of the distinctive characteristics during the period in which they were built. The subdivision also represents typical Federal Housing Administration subdivision characteristics such as broad curvilinear streets, large lots, cul-de-sacs, and inclusion of a major amenity, a school. The subdivision is eligible for listing in the NRHP under Criterion C. The subdivision is unlikely to reveal significant information. As a result, the resource is not eligible under Criterion D. Because this subdivision meets NRHP Criterion C, it is *NRHP eligible*.



## 6.2.2 5AM.3779 Northview Estates Subdivision

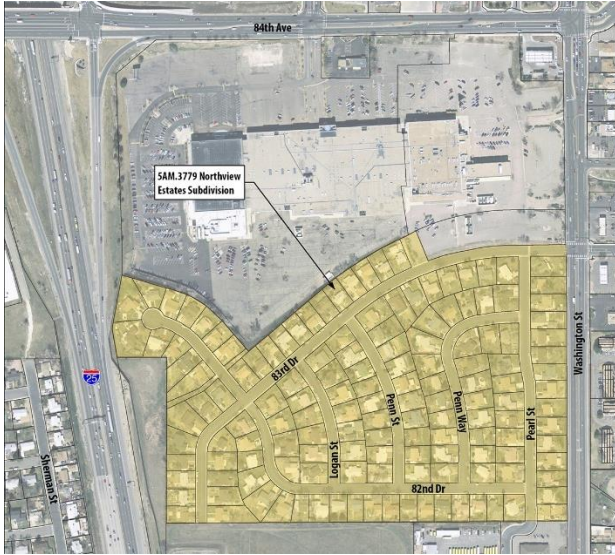


Figure 5. Northview Estates Subdivision (5AM.3779)

### Historical Summary

Northview Estates Subdivision, located in unincorporated Adams County, also has three basic property types and dates to the early 1960s. Residential patterns include a brick ranch with an attached garage, a brick ranch with ell, and a smaller brick cottage with no garage. The neighborhood development, including 2<sup>nd</sup> and 5<sup>th</sup> Additions, is an example of the Domestic Subdivision subtype as defined in the *Historic Residential Subdivisions of Metropolitan Denver, 1940-1965* (MPDF). This subtype is defined by an exclusively residential function, with no commercial, recreational, institutional, or other land uses within the subdivision.



Photo 9. 5AM.3779, L-Shaped Ranch House



Photo 10. 5AM.3779, Rectangular Ranch House

### Significance Assessment

The Northview Estates Subdivision was not found to be associated with important housing trends, such as veteran-related housing, ethnic-related housing, important planning principles, or for its association with specific movements and events. The development also is not considered significant for its role in the broad development of Thornton and is not eligible under Criterion A. This subdivision was also not found to be the home of persons of significance or prominent developers in the area at the time. Therefore, it is not considered eligible under Criterion B.

Northview Estates consists of an intact diverse yet cohesive grouping of ranch-type houses with consistent Craftsman design detailing across house types that gives the neighborhood its own unique character. Residences were constructed between 1961 and 1963, and the majority demonstrate all aspects of integrity and are representative of the distinctive characteristics during the period in which they were built. As a result, the subdivision is eligible for listing in the NRHP under Criterion C. The subdivision is unlikely to reveal significant information. As a result, the resource is not eligible under Criterion D.

Because this subdivision meets NRHP Criterion C, it is *NRHP eligible*.

**6.2.3 5AM.3780 Sherrelwood Estates Subdivision 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup> Filings**



**Figure 6. Sherrelwood Estates Subdivision 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup> Filings (5AM.3780)**

**Historical Summary**

Sherrelwood Estates Subdivision dates to the late 1950s through early 1970s and is located in unincorporated Adams County. This subdivision displays a wide diversity in housing patterns. Seven property types were identified during field survey, including a series of linear split-level apartment buildings that are located immediately adjacent to I-25. Additional types include single-family bi-level houses with unornamented façades, bi-levels with attached garages, bi-level’s with chalet details, a cottage with no garage, a ranch with a garage, and a ranch with door hood variations, including applied A-frame or cat slide detail. As with the other two neighborhoods, these property types are repeated throughout the area multiple times. Filing 1 for Sherrelwood Estates dates to 1958, while later filings such as 4 and 5 came in 1959. Most homes date from 1959 through 1971.



*Photo 11. 5AM.3780, Ranch House*



*Photo 12. 5AM.3780, Bi-Level House*



*Photo 13 5AM.3780, Tri-Level House*

**Significance Assessment**

The Sherrelwood Estates Subdivision 1<sup>st</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Filings together comprise an example of the Multiple Filing Subdivision subtype as defined in the MPDF. The subdivision was not found to be associated with important housing trends nor was it significant for its role in the broad development of Thornton and is not eligible under Criterion A.

The Sherrelwood subdivision was developed by various land development companies, which led to the lack of cohesiveness found in the variety of house types, styles, and details. There is also substantial recent infill development within the historic subdivision boundaries. This neighborhood was not found to have any direct association with the life and career of a prominent developer, and it is not considered eligible under Criterion B. For this reason, the residential neighborhood is also not eligible under Criterion C and many houses lack integrity. The subdivision is also unlikely to reveal significant information. As a result, the resource is not eligible under Criterion D.

As such, this subdivision is NRHP *Not Eligible*.





### 6.2.4 5AM.3782 Falk Industrial Tract



Photo 14. Falk Industrial Tract (5AM.3872)

#### Historical Summary

Built in 1971, the Falk Industrial Tract building consists of a simple rectangular distribution warehouse building with a flat roof. The building has a precast concrete wall panel exterior; northeast and southwest walls have smooth wall panels, while the southeast and northwest walls consist of precast concrete panels with vertical ribs that provide additional support to the wall system and detail to the exterior of a generally plain building. Located at the center of the roofline on the northeast elevation is an extended parapet shaped like the Chevrolet emblem. This detail faces I-25 and appears to have been used as a billboard, advertising the building's original use. A chain-link fence and security gate mark the entrance to the site, located at the end of a cul-de-sac on Valley Highway/W. 83<sup>rd</sup> Place.

#### Significance Assessment

Construction of this resource followed that of I-25, which was built in 1958 and was the primary driver in the broad development patterns of the Thornton and Northglenn communities following WWII. Therefore, the resource is not eligible under Criterion A of the NRHP. Review of local records did not find the site to be associated with persons of historical importance and is not significant under Criteria B of the NRHP.

The building does not embody a good representation of an architectural type, period or method of construction, represent the work of a known architect or builder, and has undergone many modifications to the site; therefore, it does not qualify for the NRHP under Criterion C. The site is also not likely to yield important information and does not qualify under Criterion D.

This property is NRHP *Not Eligible*.

### 6.2.5 5AM.3783 Village Inn Restaurant



Photo 15. Village Inn Restaurant (5AM.3783)

#### Historical Summary

Resource 5AM.3783, located within the southwest quadrant of W. 84<sup>th</sup> Avenue and I-25, consists of a commercial restaurant built in 1969. The building is rectangular with a small projection off the rear of the building, presumably where the kitchen is located. The entrance faces the intersection between the two major roads, and the building has the standard green mansard metal roof and blonde brick exterior. The building has a pre-designed floor plan used in commercial chain restaurants.

#### Significance Assessment

The Village Inn was constructed in 1969, more than a decade after I-25 and the original development of Thornton eleven years after the construction of I-25 through Adams County. I-25 and the original development site of Thornton were responsible for the broad development patterns following WWII, which led to development such as the Village Inn and other nearby commercial businesses. As a result, the resource is not considered eligible under Criterion A. Further, the resource was not found to be associated with persons of historical importance and is not eligible under Criterion B of the NRHP.

The building's pre-designed floor plan is well represented throughout the nation, does not represent or embody the characteristics of a style or type of building, and does not represent the work of a master. Therefore, the resource does not qualify for the NRHP under Criterion C. The site is also not likely to yield important information to historic or prehistoric inhabitation and does not qualify under Criterion D.

This property is NRHP *Not Eligible*.



### 6.2.6 5AM.3784 North Valley Shopping Center/Regis University



Photo 16. North Valley Shopping Center / Regis University (5AM.3784)

#### Historical Summary

This site is home to the former North Valley Shopping Center. The mall was built after a market study characterized the area along I-25 as one of the fastest growing regions in the Denver metropolitan area. This anticipated growth led to the development of adjacent residential subdivisions such as North Star Hills, Northview Estates, and Sherrelwood Estates. When the mall opened in late 1967, the anchor department stores included May D&F and Montgomery Ward, among some 50 specialty shops. Today, the center is home to Regis University, Concentra Urgent Care, and other uses.

#### Significance Assessment

While the resource provided retail amenities to area residences, the resource is not considered significant in the broad development patterns of the area which were ultimately shaped by the establishment of Thornton and Interstate 25 following WWII. Other nearby shopping centers, such as Northglenn mall were larger and more successful commercially during the late 1960s and 1970s. As a result, the resource is not significant under Criterion A. Further, the resource was not found to be associated with persons of historical importance and is not eligible under Criterion B of the NRHP. While the complex largely retains its original proportions and layout, the buildings have been thoroughly altered inside and out, losing much of their historic integrity. The complex does not represent a particular building style or type, nor does it represent the work of a master and is not eligible under Criterion C. The site is also not likely to yield important information and therefore, does

not qualify under Criterion D. This resource is NRHP *Not Eligible*.

### 6.2.7 5AM.3785 Cordova 88 PUD



Photo 17. Cordova 88 PUD (5AM.3785)

#### Historical Summary

The Cordova 88 PUD resource consists of an apartment complex located northeast of the 88<sup>th</sup> Avenue crossing over I-25. The complex consists of 14 three-story apartment buildings irregularly arranged throughout the site. The buildings share a similar appearance and consist of flat roofed buildings with a combination of brick and stucco siding with aluminum sliding casement windows and aluminum flashing. The apartments were originally constructed in 1973. However, the entire development underwent extensive building renovations in 2014.

#### Significance Assessment

Development of the Cordova 88 PUD site followed the establishment of Thornton in 1953 and later by Interstate 25 in 1958, which were the primary drivers in the broad development patterns of the area after WWII. Historical research has led to no association between this resource and events of historical significance and the property is not eligible under Criterion A. Review of local records did not find the site to be associated with persons of historical importance and is not significant under Criteria B of the NRHP.

Further, the buildings associated with the apartment complex do not represent a particular building style or type and do not represent the work of a master. Renovations in 2014 removed mansard roofs, installed new siding, and replaced windows and doors. As a result, the resource does not qualify for the NRHP under Criterion C. The site is also not likely to yield important information and does not qualify under Criterion D.

This resource is *NRHP Not Eligible*.



### 6.2.8 5AM.3786 88<sup>th</sup> Avenue Bridge over I-25/Structure E-17-LE



Photo 18. 88<sup>th</sup> Avenue Bridge (5AM.3786)

#### Historical Summary

Built in 1972, the resource consists of a steel and concrete vehicular bridge overpass at I-25. The bridge has four 10-foot lanes, a 5-foot bike path on each side, and a 5-foot concrete sidewalk on each side with galvanized steel bridge railing. The bridge uses a steel girder superstructure supported on concrete piers and abutments. Overall, the bridge is approximately 250 feet long and 65 feet wide.

#### Significance Assessment

Since the bridge was constructed nearly 20 years after Thornton was first platted, the bridge did not contribute to the broad settlement pattern of the area and is not eligible under Criterion A. The bridge was not associated with designers or builders of particular significance and is not eligible under Criterion B.

The structure is a common bridge type, is well represented throughout the state, and does not represent significance for engineering technology nor is it architecturally significant. Therefore, it is not eligible under Criterion C. It is unlikely that the bridge would yield important information to historic or prehistoric inhabitation and, therefore, does not qualify under Criterion D.

This resource is *NRHP Not Eligible*.

### 6.2.9 5AM.3787 Sherman Street Apartments



Photo 19. Sherman Street Apartments (5AM.3787)

#### Historical Summary

The Sherman Street Apartments consist of two identical rectangular two-story buildings at the south end of Sherman Street, adjacent to the Sherrelwood Estates neighborhood. Built in 1971, the apartments are bordered by I-25 to the east and separated by a concrete noise wall. The exterior of the apartments is clad in blonde brick and wood siding, and a small playground separates the two buildings. The buildings appear to be in original condition from the exterior and still exhibit their original building materials.

#### Significance Assessment

The Sherman Apartments are located in the Sherrelwood Estates Subdivision (1958-1971); consist of multiple filings, a sprawling layout, various phases of construction; and lacks a cohesive theme or sense of significant neighborhood planning. The Sherman Apartments, constructed in 1971, did not play a significant role in the broad development of the area and are not eligible under Criterion A. Review of local records did not find the property to be associated with persons of historical importance and is not significant under Criteria B of the NRHP.

The building does not embody distinctive characteristics of an architectural type, period or method of construction, and so does not qualify for the NRHP under Criterion C. The site is also not likely to yield important information and does not qualify under Criterion D.

This resource is *NRHP Not Eligible*.





### 6.2.10 5AM.3935 Black Eyed Pea Restaurant



Photo 20. Black Eyed Pea Restaurant (5AM.3935)

#### Historical Summary

Originally constructed within what was known as the North Glenn Center or Northglenn Mall, this restaurant building has seen many changes since it was first constructed in 1970. The adjacent mall opened in 1968, providing 850,000 square feet of retail space for the Northglenn community. Today, the shopping center of which this restaurant is a part is known as Northglenn Marketplace. Black-Eyed Pea Homestyle Restaurant now occupies the building. The restaurant is located at the southeast corner of the shopping center property, at the E. 104<sup>th</sup> Avenue and I-25 interchange. The building consists of a one-story rectangular restaurant with dark red brick exterior and buff-colored brick accents.

#### Significance Assessment

Historical research has led to no association between this resource and events of historical significance and the property is not eligible under Criterion A of the NRHP. Review of local records did not find the site to be associated with persons of historical importance and is not significant under Criteria B of the NRHP.

The current building represents a modern building, altering the original 1970 commercial space beyond recognition. As such, the building does not embody the characteristics of a particular architectural style, building type or method of construction and is not eligible under Criterion C. The site is also not likely to yield important information to history and does not qualify under Criterion D. This resource is *NRHP Not Eligible*.

### 6.2.11 5AM.3936 Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings



Figure 7. Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings (5AM.3936)

#### Historical Summary

Northglenn Subdivision was an ambitious effort by the Perl-Mack Construction Company in the late 1950s that aimed to develop a self-contained community with residential neighborhoods, community centers, shopping amenities, light industrial parks, and recreational space. More than 4,000 houses were planned for the community, which originally developed northeast of I-25 and E. 104<sup>th</sup> Avenue. This subdivision represents the 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filings of the overall Northglenn community and is located southeast of E. 104<sup>th</sup> Avenue and Huron Street.

This residential subdivision incorporates a variety of house types, including one-story ranch style houses, bi-level, tri-level, and 1 ½ story gable-front houses. The 3<sup>rd</sup> Filing, which is located along the east side of Melody Drive, just south of E. 104<sup>th</sup> Avenue, was platted in late-1959. These houses were constructed between 1960-1961. The 8<sup>th</sup> Filing, which is located on the west side of Melody Drive, just south of E. 104<sup>th</sup> Avenue, was platted in October 1960 and contains houses constructed in 1964. The larger



portion of the recorded resource includes the 19<sup>th</sup> Filing, which was platted in 1962. This area connected Melody Drive (north entrance into neighborhood) with Huron Street to the west. Houses in this filing were constructed between 1962 and 1964.



Photo 21. 5AM.3936, L-Shaped Ranch House



Photo 22. 5AM.3936, Bi-Level House



Photo 23. 5AM.3936, 1 1/2-Story House



Photo 24. 5AM.3936, 2-Story House

### Significance Assessment

The Northglenn 3rd, 8th, and 19th Filing Subdivision is an example of the Planned Suburban Community subtype as defined in the MPDF since it is associated

with the self-contained, fully planned community of Northglenn, originally conceived by the Perl-Mack team in 1959. This subdivision was conceived as part of the original self-contained Northglenn community, and expands the residential housing variety beyond the simple one-story ranch-type found in the first two filings of the Northglenn subdivision to other larger building types. It also includes the Northglenn High School, a major community asset. The well-planned community, complete with high school and a range of housing types situated on hilly curvilinear streets, represented Federal Housing Administration's standards and guidelines for subdivision development.

This subdivision represents Northglenn's expansion west of I-25 and was located directly south of the Northglenn Mall, which was a major regional amenity for those seeking to live in the new community of Northglenn in the 1960s. The Northglenn High School was also important to the community's growth. As a result, the resource is considered eligible under Criterion A for its role in the broad development of the Northglenn community.

While the neighborhood was developed by the Perl-Mack team, the subdivision lacks any direct association with the life and career of this individual or other important persons. The resource is not eligible under Criterion B.

This neighborhood contains a collection of ranch, bi-level, and tri-level building types with minor variations that give the neighborhood a cohesive feel, while illustrating the expanded housing options offered to prospective home buyers following the first two filings of the Northglenn subdivision. Many of the homes demonstrate integrity in location, design, setting, materials, workmanship, feeling and association, and represent the characteristic features of residential construction during the 1960s when rapid suburban expansion changed the region. While some residences experience lower level garage conversions to living spaces, the overall form of the vast majority of homes in this neighborhood retain sufficient integrity. As a result, the resource is also considered eligible under Criterion C for being representative of home construction during the 1960s.

The subdivision is unlikely to reveal significant information and is not eligible under Criterion D.

Because this subdivision meets NRHP Criteria A and C, it is *NRHP eligible*.





**Table 2. NRHP Eligibility of Newly Recorded Resources Within the Area of Potential Effects**

| (Resource No.)<br>Site Name   | Year Built | Address/ Location   | Site Type                         | National Register Eligibility Determinations | OAHP Survey Form                           |
|---|------------|---|-----------------------------------|--|--|
| (5AM.3778)<br>North Star Hills Subdivision  | 1962-1969  | West of I-25. Bounded north by W. 88 <sup>th</sup> Ave., east by Starlight Rd. and Leo Lane, south by Leo Lane and Comet Circle, and west by Huron Street | Post-WWII Residential Subdivision | <i>Eligible (Requesting Concurrence)</i>     | Evaluated using OAHP Form 1403b            |
| (5AM.3779)<br>Northview Estates Subdivision   | 1960-1963  | East of I-25. Bounded north by E. 84 <sup>th</sup> Avenue, east by Washington St., south by E. 82 <sup>nd</sup> Dr. and west by Grant Way and Grant St.   | Post-WWII Residential Subdivision | <i>Eligible (Requesting Concurrence)</i>     | Evaluated using OAHP Form 1403b            |
| (5AM.3780)<br>Sherrelwood Estates Subdivision 1 <sup>st</sup> , 4 <sup>th</sup> , 5 <sup>th</sup> Filings | 1958-1971  | West of I-25. Bounded north by W. 83 <sup>rd</sup> Place, east by Sherman St., south by E. Del Norte St., and west by Conifer Road                        | Post-WWII Residential Subdivision | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Form 1403b            |
| (5AM.3782)<br>Falk Industrial Tract   | 1971       | 8225 N. Valley Hwy. Thornton, CO 80221  | Building                          | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Form 1403             |
| (5AM.3783)<br>Village Inn Restaurant  | 1969       | 8370 Sherman Way Thornton, CO 80221   | Building                          | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Form 1403             |
| (5AM.3784)<br>North Valley Shopping Center/Regis University   | 1967       | 500 E. 84 <sup>th</sup> Avenue Thornton, CO 80221   | Building                          | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Form 1403             |
| (5AM.3785)<br>Cordova 88 PUD  | 1973       | 101 E. 88 <sup>th</sup> Avenue Thornton, CO 80221   | Building                          | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Form 1403             |
| (5AM.3786)<br>88 <sup>th</sup> Avenue Bridge over I-25/ Structure E-17-LE                                 | 1972       | E. 88 <sup>th</sup> Avenue at Interstate 25   | Structure                         | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Bridge Inventory Form |
| (5AM.3787)<br>Sherman Street Apartments   | 1971       | 7524-7556 Sherman St. Denver, CO 80221  | Building                          | <i>Not Eligible (Requesting Concurrence)</i> | Evaluated using OAHP Form 1403             |

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## I-25 (US 36 to 104<sup>th</sup> Avenue) Environmental Assessment

| (Resource No.)<br>Site Name  | Year Built    | Address/ Location  | Site Type                               | National Register Eligibility Determinations         | OAHF Survey Form                   |
|--|---------------|--|---|--|------------------------------------|
| (5AM.3935)<br>Black Eyed Pea Restaurant  | 1970          | 211 West 104 <sup>th</sup> Avenue<br>Northglenn, CO 80229  | Building                                | <i>Not Eligible<br/>(Requesting<br/>Concurrence)</i> | Evaluated using<br>OAHF Form 1403  |
| (5AM.3936)<br>Northglenn<br>Subdivision 3 <sup>rd</sup> ,<br>8 <sup>th</sup> , and 19 <sup>th</sup> Filing | 1959-<br>1964 | Bounded north by<br>E.104 <sup>th</sup> Ave., east by<br>I-25, south by Melody<br>Dr., west by Huron St. | Post-WWII<br>Residential<br>Subdivision | <i>Eligible<br/>(Requesting<br/>Concurrence)</i>     | Evaluated using<br>OAHF Form 1403b |

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## 7.0 Determination of Effects

Transportation improvements associated with the Proposed Action seek to relieve congestion and improve safety on I-25 from US 36 to 104<sup>th</sup> Avenue in Adams County. The APE contains four NRHP-eligible resources, including three post-WWII residential subdivisions and one academic facility. A brief description of anticipated direct and indirect effects from implementation of the Proposed Action is outlined below.

### 7.1 Description of Effects

#### 7.1.1 Direct Effects

Proposed transportation improvements include:

- ▶ Adding a fourth general purpose lane in each direction from 84<sup>th</sup> Avenue to Thornton Parkway with the northbound general-purpose lane extending to 104<sup>th</sup> Avenue,
- ▶ Constructing continuous acceleration and deceleration lanes between the I-25/84<sup>th</sup> Avenue interchange, and the I-25/Thornton Parkway interchange,
- ▶ Widening the inside and outside shoulder to a consistent 12-foot width,
- ▶ Accommodating a proposed median transit station and pedestrian bridge for the Thornton Park-n-Ride just south of 88<sup>th</sup> Avenue, and
- ▶ Replacing the 88<sup>th</sup> Avenue bridge.

The proposed typical section on I-25 will consist of four 12-ft general purpose lanes, a 12-ft Express Lane along the inside traveled way, and a 12-ft outside auxiliary lane between each interchange. Additionally, the inside and outside shoulders will be widened to 12 feet and the Express Lane buffer will be widened to 4 feet, and a 2-foot barrier will separate the northbound and southbound lanes of I-25. Surrounding the median station will be a 2-foot concrete barrier separating the Express Lanes from the bus station and bus lanes.

#### 7.1.2 Indirect Effects

Traffic noise is considered in the context of the noise levels at exterior areas of frequent human use at sensitive properties such as homes. Noise impacts occur when noise levels reach the CDOT Noise Abatement Criteria (NAC) or future levels increase by 10 decibels over existing levels. The noise analysis conducted for the N I-25, US 36 to 104<sup>th</sup> Avenue EA project modeled noise levels at 116 receivers range from 29.5 to 76.3 dBA, and 39 receivers representing 118 receptors were calculated to exceed applicable NAC. Under the Proposed Action, no receivers would experience a substantial noise increase of at least 10 dBA. Five existing noise abatement barriers are located along I-25 within the APE. The Proposed Action would leave four of these barriers intact where they are located adjacent to residential neighborhoods. One barrier, located at the northeast corner of I-25 and 88<sup>th</sup> Avenue, would be removed and replaced with a new wall of similar size. The new wall was found to provide similar or better noise-reduction than the existing barrier. Therefore, indirect impacts resulting from noise increases are not anticipated with construction of the Proposed Action.

A visual impact assessment (VIA) was conducted for the N I-25 corridor between US 36 and 104<sup>th</sup> Avenue (FHU, 2018). The VIA identified one area of visual impacts where a proposed alignment shift of I-25 to the west, followed by construction of a new RTD station in the I-25 median just south of 88<sup>th</sup> Avenue, would be visually incompatible with the natural aesthetics of the Niver Creek Open Space northwest of I-25 and 88<sup>th</sup> Avenue. However, no historic properties were identified in this area and indirect effects are not anticipated with construction of the Proposed Action.

### 7.2 Resources Not Eligible to the NRHP

Review and analysis of the project APE identified for potential historic properties revealed that the APE included six (6) previously recorded properties determined NRHP *not eligible*. In addition, eight (8) sites surveyed by this study were determined NRHP *not eligible*. Implementation of the Proposed Action would result in *no historic properties affected* with regard to these fourteen (14) properties. The project impacts on these 14 properties are depicted in the **Appendix B APE** map book.



### 7.3 Effects Determinations for NRHP-Eligible Resources Located within the APE

#### 7.3.1 5AM.2073 Northglenn Subdivision 1<sup>st</sup> Filing

| (Resource No.)<br>Site Name                                    | Address/<br>Location                                      | Proposed Action   | Effect<br>Determinations |
|--|---|---|--------------------------|
| (5AM.2073)<br>Northglenn<br>Subdivision 1 <sup>st</sup> Filing | NE of I-25/<br>E. 104 <sup>th</sup> Avenue<br>Interchange | Construct a fourth general purpose lane on northbound I-25 south of 104 <sup>th</sup> Ave.; construct additional turn lane on northbound 104 <sup>th</sup> Avenue off-ramp; construct 12-foot wide shoulders on both east and west sides of I-25 south of E. 104 <sup>th</sup> Avenue.<br><br>No ROW or TE required at resource 5AM.2073. | <i>No Adverse Effect</i> |

#### 5AM.2073 Northglenn Subdivision 1<sup>st</sup> Filing:

The Proposed Action will construct a northbound general-purpose lane (east side of I-25) and 12-foot shoulders along both the east and west sides of I-25, south of E. 104<sup>th</sup> Avenue. These improvements will be located within existing ROW and would have no direct impacts to the 1<sup>st</sup> Filing of Northglenn Subdivision, which is located north of E. 104<sup>th</sup> Avenue. Additionally, no significant indirect impacts are anticipated from increases in noise or changes in the visual setting of the area as a result of the Proposed Action. A large berm and frontage road with noise wall separates I-25 from the Northglenn Subdivision, and will remain intact. Since the resource is being treated as eligible to the NRHP, the proposed project results in *no adverse effect* with regard to resource 5AM.2073, Northglenn Subdivision 1<sup>st</sup> Filing.

Photo 25. Northglenn 1<sup>st</sup> Filing (5AM.2073) Effects

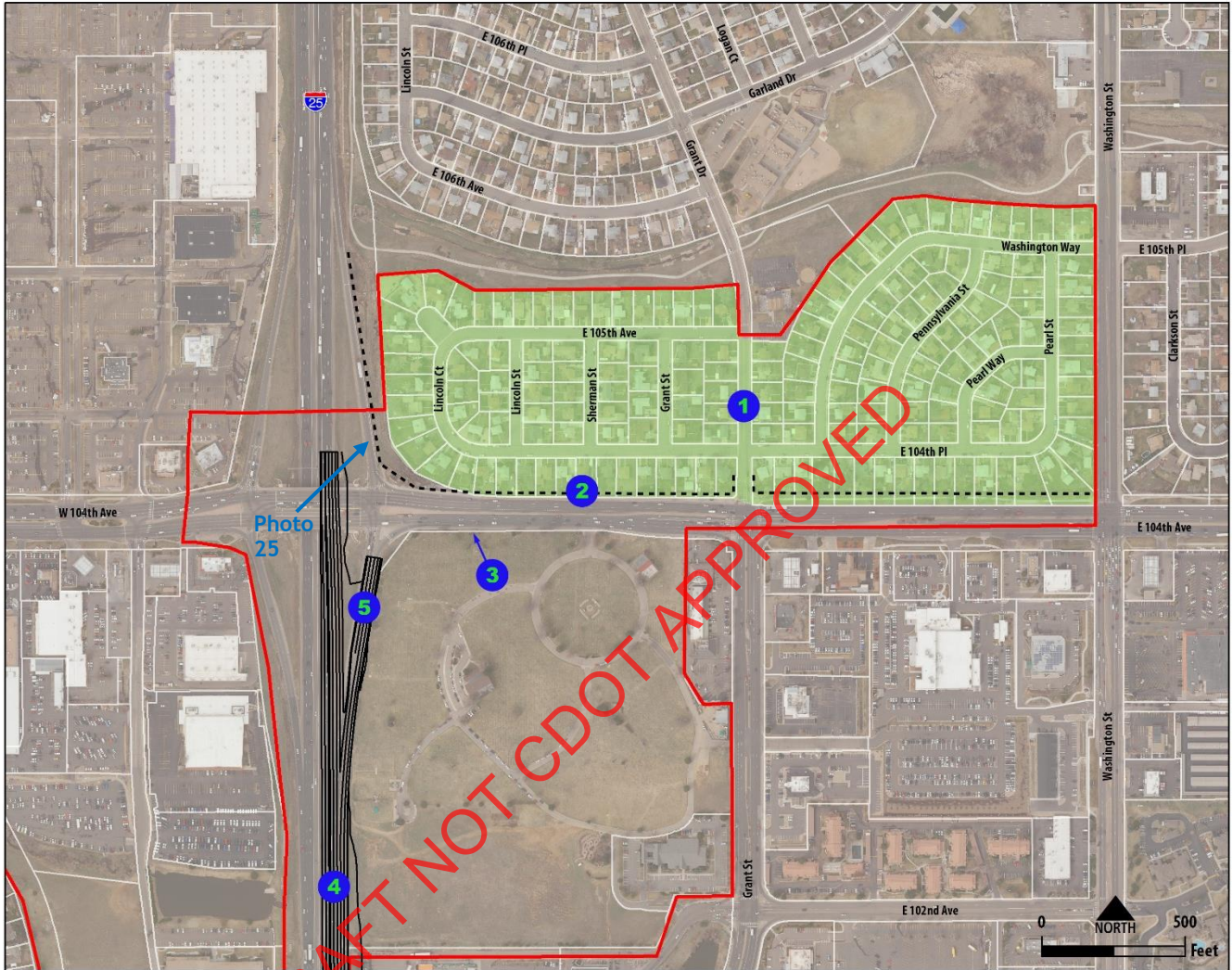
View looking northeast at 5AM.2073 Northglenn Subdivision from I-25 southbound lanes underneath the existing 88<sup>th</sup> Avenue Bridge







Figure 8. Proposed Action at Northglenn Subdivision 1<sup>st</sup> Filing (5AM.2073)



- 1 5AM.2073 Northglenn Subdivision 1st Filing
- 2 Existing Noise Wall to Remain
- 3 Existing Right-of-Way
- 4 Proposed Fourth General Purpose Lane on Northbound I-25. Proposed Widening Located South of 104th Avenue Exit Ramp
- 5 104th Avenue Exit Ramp Improvements Including Resurfacing and Retaining Walls





7.3.2 5AM.3778 North Star Hills Subdivision

| (Resource No.)<br>Site Name                | Address/ Location   | Proposed Action  | Effect Determination |
|--|---|--|----------------------|
| (5AM.3778)<br>North Star Hills Subdivision | West of I-25. Bounded north by W. 88 <sup>th</sup> Ave., east by Starlight Rd. and Leo Lane, south by Leo Lane and Comet Circle, and west by Huron Street | Construct a fourth general purpose lane in each direction from 84 <sup>th</sup> Avenue to Thornton Parkway. Construct continuous acceleration and deceleration lanes between the I-25/84 <sup>th</sup> Avenue interchange, and the I-25/Thornton Parkway interchange. Widen the inside and outside shoulder to a consistent 12-foot width. Construction of a proposed median transit station and pedestrian bridge for the Thornton Park-n-Ride just south of 88 <sup>th</sup> Avenue. Replace the 88 <sup>th</sup> Avenue bridge. No ROW or TE required at resource 5AM.3778. | No Adverse Effect    |

**5AM.3778 North Star Hills Subdivision:**

The Proposed Action will construct 12-foot shoulders along both the east and west sides of I-25, as well as a fourth general purpose lane in each direction from 84<sup>th</sup> Avenue north to Thornton Parkway. Other improvements include construction of continuous acceleration and deceleration lanes between the I-25/84<sup>th</sup> Avenue interchange and the I-25/Thornton Parkway interchange. The proposed widened I-25 roadway surface would be lowered approximately 3-5 feet below the existing roadway surface. The project will also accommodate construction of a proposed median bus transit station and pedestrian bridge for the RTD Thornton Park-n-Ride just south of 88<sup>th</sup> Avenue. Proposed improvements associated with the new RTD station include parking and drop-off area upgrades as well as an elevated pedestrian bridge over I-25 to provide pedestrian access to the proposed bus station in the median of I-25. This bridge structure would be approximately 25-30 feet above the I-25 roadway surface and would include elevators for access. The existing 88<sup>th</sup> Avenue bridge over I-25 (E-17-LE) would also be replaced. A new bridge would be constructed in its place to accommodate the proposed widened I-25 roadway footprint. The new bridge would be approximately 5-10 feet higher than the existing bridge.

Proposed improvements, including the replacement bridge structure at 88<sup>th</sup> Avenue and the proposed RTD median bus transit station improvements, will have no direct impacts to this resource, such as ROW or easements. The improvements will also not cause significant visual or indirect impacts to the setting of resource 5AM.3778. This is due primarily to the landscape position of I-25, which is located downslope at the bottom of a shallow valley. The I-25 roadway surface is approximately 30-35 feet lower than the residences along the east side of resource 5AM.3778 North Star Hills Subdivision. Further, I-25 and its associated improvements are over 600 feet from the eastern edge of the residential portion of the subdivision, and the two are separated by a RTD parking lot (proposed to be improved but not substantially expanded) and road on the north end, and by a large vacant land parcel on the south end (see note 2 on Figure 9). The elevated location of the historic subdivision, mature existing tree cover, and distance between the subdivision and proposed roadway improvements would result in minor visual changes to the surrounding setting. As a result, no significant indirect impacts are anticipated from increases in noise or changes in the visual setting of the area as a result of the Proposed Action.

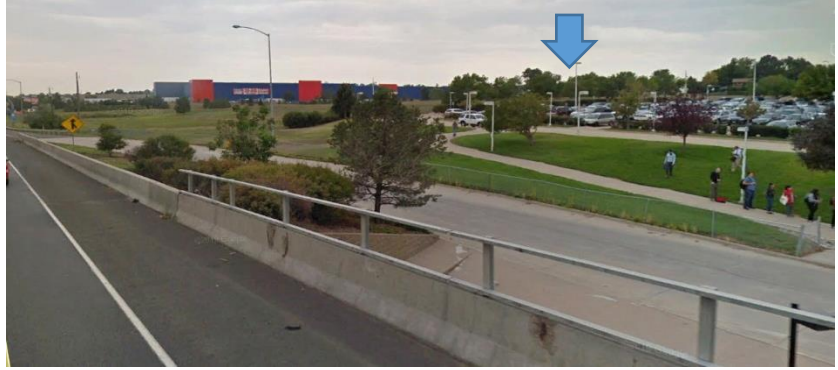
Since the resource is eligible to the NRHP, the proposed project would result in *no adverse effect* with regard to resource 5AM.3778, North Star Hills Subdivision.



## I-25 (US 36 to 104<sup>th</sup> Avenue) Environmental Assessment

Photo 26. North Star Hills (5AM.3778)  
Effects

View looking southwest at 5AM.3778  
from approximate location of  
new median transit station and  
pedestrian bridge



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7.3.3 5AM.3779 Northview Estates Subdivision

| (Resource No.)<br>Site Name                 | Address/ Location   | Proposed Action  | Effect Determinations    |
|---|---|--|--------------------------|
| (5AM.3779)<br>Northview Estates Subdivision | East of I-25. Bounded north by E. 84 <sup>th</sup> Avenue, east by Washington St., south by E. 82 <sup>nd</sup> Dr. and west by Grant Way and Grant St. | No work immediately adjacent to this resource. No ROW or TE required at resource 5AM.3779. | <i>No Adverse Effect</i> |

**5AM.3779 Northview Estates Subdivision:**

The Proposed Action proposes to construct 12-foot shoulders along both the east and west sides of I-25, as well as a fourth general purpose lane in each direction from 84<sup>th</sup> Avenue to Thornton Parkway, beginning approximately 500 feet north of this resource (see note 5 on Figure 10). The added fourth general purpose lane would taper back to the existing three general purpose lanes north of the historic subdivision and no changes would be made to the roadway edge of pavement along the east side of I-25, adjacent to Northview Estates Subdivision. No direct impacts, such as ROW or easements is required from this resource.

Other proposed transportation improvements in the vicinity of this resource include construction of continuous acceleration and deceleration lanes between the I-25/84<sup>th</sup> Avenue interchange and the I-25/Thornton Parkway interchange, also north of this resource. Other proposed improvements would extend the acceleration lane on the southbound 84<sup>th</sup> Avenue entrance ramp along the west side of I-25 southbound (refer to note 4 on Figure 10). These improvements, which include additional shoulder widening, would be located across I-25, opposite of resource 5AM.3779 Northview Estates Subdivision. Minor grading required for widening of the entrance ramp will occur well outside of the recorded resource and would have no direct or indirect effects since it is not visible from the subdivision.

Further, an existing noise abatement wall is located along the east side of I-25 adjacent to Northview Estates Subdivision. This wall would remain in place and is an effective barrier requiring no further abatement measures. The wall also serves as a visual barrier between the residences of Northview Estates Subdivision and proposed improvements located along I-25 to the north. As a result, no significant indirect impacts are anticipated from increases in noise or changes in the visual setting of the area as a result of the Proposed Action. Since the resource is eligible to the NRHP, the proposed project would result in *no adverse effect* with regard to resource 5AM.3779 Northview Estates Subdivision.

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Photo 27. Northview Estates (5AM.3879) Effects  
View Looking Northeast at 5AM.3779, Northview Estates Subdivision and existing noise wall separating the neighborhood from the highway (to remain)

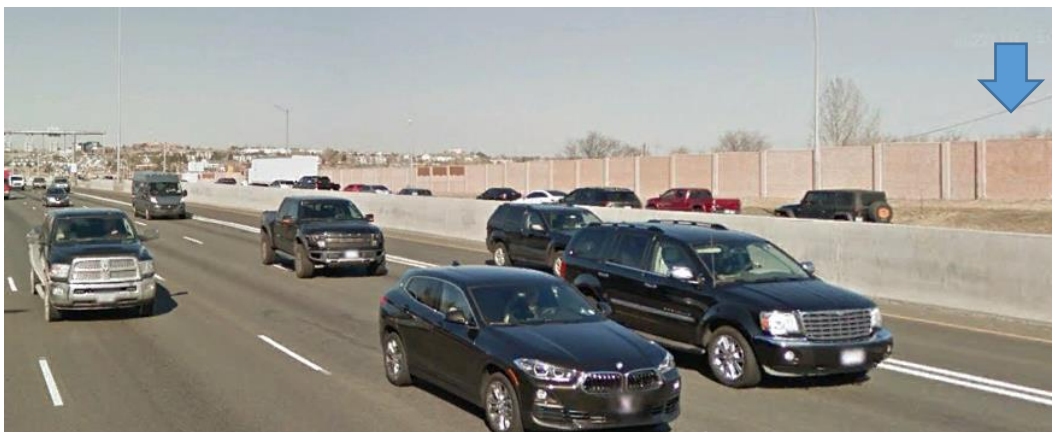
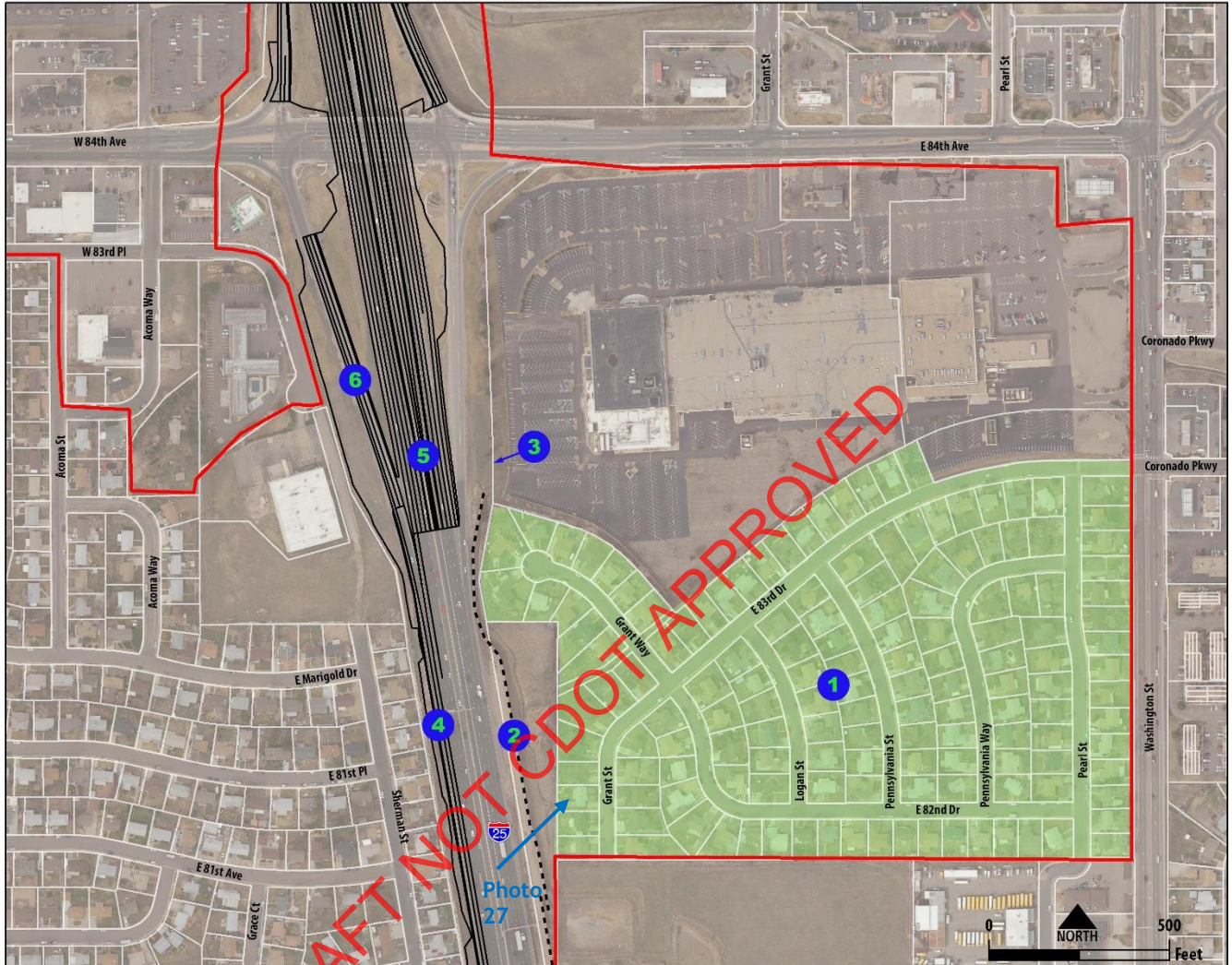






Figure 10. Proposed Action at Northview Estates Subdivision (5AM.3779)



- 1 5AM.3779 Northview Estates Subdivision
- 2 Existing Noise Wall to Remain
- 3 Existing Right-of-Way
- 4 Shoulder Widening and Additional Acceleration Lane within Existing Right-of-Way
- 5 Addition of a Fourth General Purpose Lane in Each Direction
- 6 Southbound Entrance Ramp Improvements and Adjacent Grading



7.3.4 5AM.3936 Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings

| (Resource No.)<br>Site Name   | Address/<br>Location  | Proposed Action   | Effect<br>Determinations |
|---|---|---|--------------------------|
| (5AM.3936)<br>Northglenn<br>Subdivision 3 <sup>rd</sup> , 8 <sup>th</sup> ,<br>19 <sup>th</sup> Filings | Bounded north by<br>E.104 <sup>th</sup> Ave., east<br>by I-25, south by<br>Melody Dr., west<br>by Huron St. | Construct a fourth general purpose lane on northbound I-25;<br>construct additional turn lane on northbound 104 <sup>th</sup> Avenue off-<br>ramp.<br>No ROW or TE required at resource 5AM.3936. | No Adverse Effects       |

**5AM.3936 Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings:**

The Proposed Action will construct a fourth general-purpose lane on northbound I-25 between Thornton Parkway and 104<sup>th</sup> Avenue. These improvements will occur on the east side of I-25 northbound (refer to note 4 of Figure 11) and no proposed improvements are proposed along the west side of I-25 for the southbound lanes, immediately adjacent to resource 5AM.3936. As such, no ROW, easements or other direct impacts will occur from resource 5AM.3936.

Additionally, the existing noise abatement wall located along the west side of I-25 adjacent to resource 5AM.3936 will remain in place and not be impacted. This existing noise wall was found to be effective without modification by the Proposed Action and no significant indirect impacts are anticipated from increases in noise or changes in the visual setting of the area as a result of the Proposed Action. Since the resource is considered eligible to the NRHP, the proposed project results in *no adverse effect* with regard to resource 5AM.3936, Northglenn 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filings.

*Photo 28. Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup> and 19<sup>th</sup> Filings (5AM.3936) Effects View Looking Southwest from southbound I-25 at 5AM.3936, Northglenn Subdivision. No improvements are proposed for the southbound lanes immediately adjacent to the neighborhood, and the noise wall will remain.*







Figure 11. Proposed Action at Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings (5AM.3936)



- 1 5AM.3936 Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, 19<sup>th</sup> Filings
- 2 Existing Noise Wall to Remain
- 3 Existing Right-of-Way
- 4 Proposed Fourth General Purpose Lane on Northbound I-25. No Proposed Improvements Directly Adjacent to Resource 5AM.3936



## 8.0 Conclusions and Recommendations

Historic resource investigations were conducted in 2017, 2018 and 2019 by a multi-faceted team including FHU and HRG, Inc. historians for the proposed I-25 (US 36 to 104<sup>th</sup> Avenue) Environmental Assessment project located in Adams County, Colorado. The project involved Class III intensive-level inventories of eleven (11) resources, including four post-WWII residential subdivisions, one bridge structure, and six new properties with buildings meeting the minimum age for potential NRHP eligibility. Three (3) of these post-WWII subdivisions were found to be NRHP *eligible*. In addition, the project team considered seven (7) previously recorded age-eligible properties. Six (6) of these properties were previously determined NRHP *not eligible*, and remain *not eligible*. The seventh previously recorded resource is an additional post-WWII neighborhood, Northglenn Subdivision 1<sup>st</sup> Filing; this subdivision was not evaluated but rather is being treated as NRHP *eligible*. In summary, eighteen (18) age-eligible properties were identified within the APE for this EA, with four (4) resources NRHP *eligible* (or treated as such) and fourteen NRHP *not eligible*.

Proposed transportation improvements will not directly or indirectly impact any of the four (4) *eligible* neighborhoods or their character-defining features. As such, CDOT made a *no adverse effect* determination for these four (4) resources. For the fourteen (14) *not eligible* properties, CDOT made a finding of *no historic properties affected*, consistent with the Section 106 process delineated in 36 CFR 800.

Table 3 below provides a summary of Section 106 NRHP eligibility and effect determinations for the proposed project.

**Table 3. Summary of Section 106 Determinations of Eligibility and Effects**

| (Resource No.)<br>Site Name  | Year Built | Address/ Location  | NRHP Eligibility Determinations                               | Section 106 Determinations of Effect   |
|--|------------|--|---|--|
| (5AM.81.1)<br>Colorado Agricultural Canal (including segments 5AM.81.1 and 5AM.81.3) | 1867       | T2S, R67W<br>N ½ Sect. 4 (end)<br>T2S, R67W<br>All except NW ¼ Sect. 5;<br>T2S, R67W<br>NW ¼ Sect. 8;<br>T2S, R67W<br>All except NW ¼ Sect. 7;<br>T2S, R67W<br>All except SE ¼ Sect. 18;<br>T2S, R68W<br>All except NW ¼ Sect. 24;<br>T2S, R68W<br>W ½ Sect. 25;<br>T2S, R68W<br>SE ¼ Sect. 26;<br>T2S, R68W<br>NE & NW ¼ Sect. 35;<br>T2S, R68W<br>SE ¼ Sect. 34;<br>T3S, R68W<br>NE & NW ¼ Sect. 3 (begin) | <i>Not Eligible - Entire Resource (Officially) 03/25/2013</i> | <i>No Historic Properties Affected</i> |
| (5AM.1383)<br>Pedestrian Underpass E-17-FJ   | 1955       | T2S, R68W<br>SW ¼ Sect. 15   | <i>Not Eligible (Officially) 05/28/2002</i>                   | <i>No Historic Properties Affected</i> |





## I-25 (US 36 to 104<sup>th</sup> Avenue) Environmental Assessment

| (Resource No.)<br>Site Name   | Year Built    | Address/ Location   | NRHP Eligibility Determinations                       | Section 106 Determinations of Effect   |
|---|---------------|---|---|--|
| (5AM.1921)<br>Olinger Chapel of the Chimes and Resource Center  | 1958          | 10201 Grant St. Thornton, CO 80229  | <i>Not Eligible (Officially)</i><br>08/09/2007        | <i>No Historic Properties Affected</i> |
| (5AM.1922)<br>Croke Reservoir No. 12  | 1936          | T2S, R68W<br>SE ¼ Sect. 15  | <i>Not Eligible (Officially)</i><br>08/09/2007        | <i>No Historic Properties Affected</i> |
| (5AM.1923)<br>Badding Reservoir   | 1936          | T2S, R68W<br>SW ¼ Sect. 15  | <i>Not Eligible (Officially)</i><br>08/09/2007        | <i>No Historic Properties Affected</i> |
| (5AM.1924)<br>Tuck Lateral<br><br>(including segment 5AM.1924.1)  | 1887/<br>1936 | T2S, R68W<br>W ½ Sect. 15   | <i>Not Eligible (Officially)</i><br>08/09/2007        | <i>No Historic Properties Affected</i> |
| (5AM.2073)<br>Northglenn Subdivision 1 <sup>st</sup> Filing   | 1959          | T2S, R68W<br>SE ¼ Sect. 10  | Treated as Eligible                                   | <i>No Adverse Effect</i>               |
| (5AM.3778)<br>North Star Hills Subdivision  | 1962-<br>1963 | West of I-25. Bounded north by W. 88 <sup>th</sup> Ave., east by Starlight Rd. and Leo Lane, south by Leo Lane and Comet Circle, and west by Huron Street | Field Eligible<br><b>(Requesting Concurrence)</b>     | <i>No Adverse Effect</i>               |
| (5AM.3779)<br>Northview Estates Subdivision   | 1960          | East of I-25. Bounded north by E. 84 <sup>th</sup> Avenue, east by Washington St., south by E. 82 <sup>nd</sup> Dr. and west by Grant Way and Grant St.   | Field Eligible<br><b>(Requesting Concurrence)</b>     | <i>No Adverse Effect</i>               |
| (5AM.3780)<br>Sherrelwood Estates Subdivision 1 <sup>st</sup> , 4 <sup>th</sup> and 5 <sup>th</sup> Filings | 1958-<br>1959 | West of I-25. Bounded north by W. 83 <sup>rd</sup> Place, east by Sherman St., south by E. Del Norte St., and west by Conifer Road                        | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3782)<br>Falk Industrial Tract   | 1971          | 8225 N. Valley Hwy.<br>Thornton, CO 80221   | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3783)<br>Village Inn   | 1969          | 8370 Sherman Way<br>Thornton, CO 80221  | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |



## I-25 (US 36 to 104<sup>th</sup> Avenue) Environmental Assessment

| (Resource No.)<br>Site Name   | Year Built    | Address/ Location   | NRHP Eligibility Determinations                       | Section 106 Determinations of Effect   |
|---|---------------|---|---|--|
| (5AM.3784)<br>North Valley Shopping Center/Regis University   | 1967          | 500 E. 84 <sup>th</sup> Avenue<br>Thornton, CO 80221  | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3785)<br>Cordova 88 PUD  | 1973          | 101 E. 88 <sup>th</sup> Avenue<br>Thornton, CO 80221  | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3786)<br>88 <sup>th</sup> Avenue Bridge over I-25/<br>Structure E-17-LE                            | 1972          | E. 88 <sup>th</sup> Avenue at Interstate 25   | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3787)<br>Sherman Street Apartments   | 1971          | 7524-7556 Sherman St.<br>Denver, CO 80221   | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3935)<br>Black Eyed Pea Restaurant   | 1970          | 211 West 104 <sup>th</sup> Avenue<br>Northglenn, CO 80229   | Field Not Eligible<br><b>(Requesting Concurrence)</b> | <i>No Historic Properties Affected</i> |
| (5AM.3936)<br>Northglenn Subdivision 3 <sup>rd</sup> ,<br>8 <sup>th</sup> , and 19 <sup>th</sup> Filing | 1959-<br>1962 | Bounded north by E.104 <sup>th</sup> Ave.,<br>east by I-25, south by Melody Dr.,<br>west by Huron St. | Field Eligible<br><b>(Requesting Concurrence)</b>     | <i>No Adverse Effect</i>               |

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Table 4. Impacts on Historic Resources

| Resource           | Context  | No Action Alternative   | Proposed Action   |
|--------------------|--|---|---|
| Historic Resources | <p>Four Post-World War II residential subdivisions were either determined eligible or treated as eligible for the NRHP. Each of these historic resources is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. These resources include:</p> <ul style="list-style-type: none"> <li>• 5AM.2073 Northglenn Subdivision 1st Filing</li> <li>• 5AM.3778 North Star Hills Subdivision</li> <li>• 5AM.3779 Northview Estates Subdivision</li> <li>• 5AM.3936 Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filing</li> </ul> | <p><b><u>Permanent Impacts</u></b></p> <p>The No Action Alternative would not affect historic resources or historic Section 4(f) resources.</p> | <p><b><u>Permanent Impacts</u></b></p> <p>The Proposed Action is anticipated to have no adverse effect on the following four NRHP eligible historic resources:</p> <ul style="list-style-type: none"> <li>• 5AM.2073 Northglenn Subdivision 1st Filing</li> <li>• 5AM.3778 North Star Hills Subdivision</li> <li>• 5AM.3779 Northview Estates Subdivision</li> <li>• 5AM.3936 Northglenn Subdivision 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filing</li> </ul> <p>SHPO concurred with this determination on September 30, 2019.</p> <p>Additionally, FHWA intends to make a <i>de minimis</i> finding for the Section 4(f) requirements for the above-mentioned resources.</p> <p>No property will be acquired for right-of-way from these four NRHP eligible historic resources.</p> <p><b><u>Temporary Impacts</u></b></p> <p>No temporary impacts are anticipated.</p> |

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**Appendix A. Historic Resources Analysis and Request for Concurrence on Determinations of National Register of Historic Places Eligibility and Effects for the I-25 (US 36 to 104th Avenue) Project**

**DRAFT NOT CDOT APPROVED**





**COLORADO**  
**Department of Transportation**

Region 1  
Planning & Environmental  
2829 W. Howard Place,  
Denver, CO 80204

September 24, 2019

Mr. Steve Turner, AIA  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

**Re: Determinations of National Register of Historic Places Eligibility and Effects,  
I-25 (US 36 to 104<sup>th</sup> Avenue) Project Environmental Assessment – Adams County, Colorado  
CDOT Project No. NHPP 0253-250, Subaccount # 21180**

Dear Mr. Turner,

This letter and the enclosed attachments constitute a request for concurrence on Section 106 determinations of Eligibility and Effects for the Interstate-25 (I-25), United States Highway 36 (US 36) to 104<sup>th</sup> Avenue Project Environmental Assessment (EA) in Adams County, Colorado. The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in coordination with Adams County and the cities of Northglenn and Thornton, are considering transportation improvements to I-25 between US 36 and 104<sup>th</sup> Avenue in Adams County, Colorado. CDOT is preparing a template EA for the I-25, US 36 to 104<sup>th</sup> Avenue improvements. Because the EA contemplates transit-related improvements, the Regional Transportation District (RTD) is also serving as a cooperating agency. The EA requires coordination with the State Historic Preservation Office (SHPO) and consulting parties to identify properties eligible for the National Register of Historic Places (NRHP) and assess effects on these properties caused by proposed improvements included in the EA, consistent with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800). The project location is shown in Figure 1 of the attached Historic Resources Technical Report (technical report).

**Project Description**

The I-25 North, US 36 to 104<sup>th</sup> Avenue EA recommends improvements to relieve congestion and improve safety for an approximately 4-mile stretch of I-25 from US 36 to 104<sup>th</sup> Avenue in Adams County. The current cross-section of I-25 between US 36 and 104<sup>th</sup> Avenue generally includes three general purpose lanes and one Express Lane along the inside shoulder with an auxiliary lane between 84<sup>th</sup> Avenue and Thornton Parkway. The inside shoulder varies in size between 2 and 12 feet, and the outside shoulder varies between 10 and 12 feet. There is a 2-foot inside shoulder and a 2-foot buffer between the Express Lane and the nearest general-purpose lane.

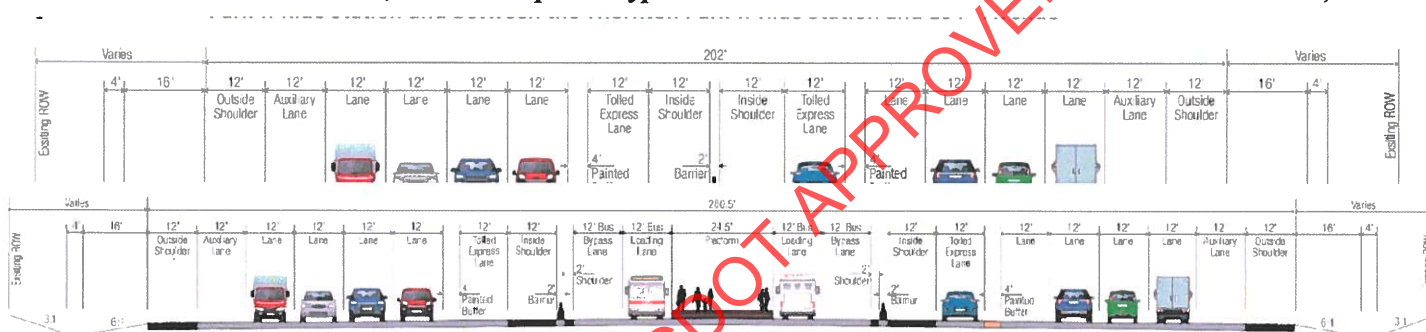
Proposed improvements associated with this project are as follows:

- Adding a fourth general purpose lane in each direction from 84<sup>th</sup> Avenue to Thornton Parkway with the northbound general-purpose lane extending to 104<sup>th</sup> Avenue;
- Constructing continuous acceleration and deceleration lanes between the I-25/84<sup>th</sup> Avenue interchange, and the I-25/Thornton Parkway interchange;
- Widening the inside and outside shoulder to a consistent 12-foot width;

- Accommodating a proposed median transit station and pedestrian bridge for the Thornton Park-n-Ride just south of 88<sup>th</sup> Avenue, and
- Replacing the 88<sup>th</sup> Avenue bridge across I-25.

The proposed typical section on I-25 will consist of four 12-ft general purpose lanes, a 12-ft Express Lane along the inside travel way, and a 12-ft outside auxiliary lane between each interchange. Additionally, the inside and outside shoulders will be widened to 12 feet and the Express Lane buffer will be widened to 4 feet, and a 2-foot barrier will separate the northbound and southbound lanes of I-25. Surrounding the median station will be a 2-foot concrete barrier separating the Express Lanes from the bus station and bus lanes. Typical proposed cross sections are below. Additional project design details are shown in the attached conceptual plan sheets and on the three blow-up diagrams included in the APE Map Book (see Appendix B of the attached technical report).

***Proposed Typical I-25 Cross Section Between US 36 and the Thornton Park-n-Ride Station and Between Station and 104<sup>th</sup> Avenue, above. Proposed Typical Cross Section at the Thornton Park-n-Ride Station, below.***



**Area of Potential Effects**

The Area of Potential Effects (APE) for the EA is the geographical area within which the improvements may directly or indirectly cause alterations in the character of use of historic properties. CDOT defined the APE for the I-25, US 36 to 104<sup>th</sup> EA as the existing and proposed I-25 right-of-way, the area where all improvements are proposed, and all properties 45-years of age or more (1974 or older) which are either immediately adjacent to or within approximately 500 feet of the proposed improvements. The 500-foot buffer takes into account any direct and indirect effects caused to historic properties as a result of the proposed improvements.

The APE encompasses five Post-World War II residential subdivisions, including Sherrelwood Estates, west of I-25 and north of the US 36 interchange; Northview Estates east of I-25 and south of 84<sup>th</sup> Avenue; and North Star Hills on the west side of I-25 south of 88<sup>th</sup> Avenue and east of Huron Street. Additionally, the 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filings of Northglenn Subdivision are within the APE north of Thornton Parkway. A fifth subdivision, the Northglenn Subdivision 1<sup>st</sup> Filing, is located just northeast of the improvements at I-25 and 104<sup>th</sup> Avenue. Given that impacts are considered to be minimal in scope and located south of this intersection, this subdivision is included within the “Secondary Impact Study Area” of the APE.

Other resources located within the APE include seven individual age-eligible buildings and/or building complexes, two irrigation canals, two reservoirs, an underpass and a bridge. Please refer to Figure 2 in the Technical Report, and to the APE Map Book (see Appendix B of the attached technical report) for more information.

## Survey Methods and Results

The project utilized historic resource specialists (Jake Lloyd and Jamie Shapiro with FHU, and Melissa Dirr Gengler, principal historian with Historic Resources Group Inc.) to conduct historic research, and to identify and evaluate properties 45-years of age within the APE. The project team utilized several resources to determine whether historic properties would be affected by proposed improvements, and included:

- A file search through the Office of Archaeology and Historic Preservation (OAHP) online Compass database was first conducted to determine whether previously recorded NRHP-eligible or listed resources were located within or near the project APE;
- Review of Adams County Assessor's Office records to determine if any buildings within the project APE met the 45-year minimum age requirement;
- Adams County Historical Society Museum records;
- City of Northglenn Historic Preservation Commission and Planning Department records;
- City of Thornton Planning records;
- Analysis of historic topographical maps (Commerce City and Eastlake quads) and historic aerial photography to determine changes in the built and natural landscape over time;
- Review of previous reports and site forms from projects in the vicinity of the project; and
- Other primary research performed online by consultant and CDOT historians

The project team developed a historic context (refer to Section 5 of the attached technical report) to help provide a historical framework by which to evaluate the NRHP eligibility of age-eligible properties.

Site visits were conducted by the historic resource specialists on March 3, 2017, July 27, 2018, and May 29, 2019. CDOT historian Barbara Stocklin-Steely also performed a site visit of the APE on January 8, 2019. The project team completed the appropriate OAHP survey forms to document and evaluate the historical significance of newly identified age-eligible properties.

## Determinations of Eligibility

### Previously Recorded Resources

Review of the OAHP Compass database indicated that the APE contained six resources that were previously determined *Officially Not Eligible* to the NRHP. This includes two canals, the Colorado Agricultural Canal (5AM.81) and the Tuck Lateral (5AM.1923). Given that these two canals were previously determined to be *Officially Not Eligible* in their entirety, all correlating segments of these canals are also considered non-supporting. These six resources remain *Not Eligible*, and were not re-evaluated for NRHP eligibility.

The OAHP Compass database also identified one additional resource within the APE, the Northglenn Subdivision 1<sup>st</sup> Filing (5AM.2073). This resource is located north of 104<sup>th</sup> Avenue and east of I-25 and was included in the APE as a secondary impact study area since no direct or indirect impacts are anticipated north of 104<sup>th</sup> Avenue where this subdivision is located. When the Northglenn Subdivision 1<sup>st</sup> Filing resource 5AM.2073 was last evaluated in 2008, it was determined that more data would be needed to make an official determination of NRHP eligibility. Since proposed project improvements would be located south of E. 104<sup>th</sup> Avenue and would be well beyond reach of disturbance for resource 5AM.2073, the resource is being treated as NRHP *Eligible* for purposes of the proposed N I-25, US 36 to 104<sup>th</sup> Avenue EA.

A summary of the NRHP eligibility evaluations of all previously recorded resources identified within the APE are outlined in **Table 1** below.



**Table 1. NRHP Eligibility of Previously Recorded Historic Resources within the Area of Potential Effects**

| (Resource No.)<br>Site Name                                    | Year Built | Address/ Location  | Site Type        | Prior National Register Eligibility                              | NRHP Eligibility Determinations/ Remarks   |
|--|------------|--|------------------|--|--|
| (5AM.81)<br>Colorado Agricultural Canal                        | 1867       | T2S, R67W<br>N ½ Sect. 4 (end)<br>T2S, R67W<br>All except NW ¼ Sect. 5;<br>T2S, R67W<br>NW ¼ Sect. 8;<br>T2S, R67W<br>All except NW ¼ Sect. 7;<br>T2S, R67W<br>All except SE ¼ Sect. 18;<br>T2S, R68W<br>All except NW ¼ Sect. 24;<br>T2S, R68W<br>W ½ Sect. 25;<br>T2S, R68W<br>SE ¼ Sect. 26;<br>T2S, R68W<br>NE & NW ¼ Sect. 35;<br>T2S, R68W<br>SE ¼ Sect. 34;<br>T3S, R68W<br>NE & NW ¼ Sect. 3 (begin) | Linear Structure | <i>Not Eligible – Entire Resource (Officially)</i><br>03/25/2013 | <b>Not Eligible</b><br><br>Suncor Energy Pipeline, Class III Cultural Resource Inventory, also refer to 5AM.81.7 |
| 5AM.81.1<br>(Segment)  | 1867       | T2S, R68W<br>SE ¼ Sect. 34   | (Segment)        | <i>Non-Supporting (Officially)</i><br>05/14/2009                 | (Not Re-evaluated; Entire Resource Not Eligible)   |
| 5AM.81.3<br>(Segment)  | 1867       | T3S, R68W<br>NE ¼ Sect. 3  | (Segment)        | <i>Non-Supporting (Officially)</i><br>10/17/2006                 | (Not Re-evaluated; Entire Resource Not Eligible)   |
| (5AM.1383)<br>Pedestrian Underpass E-17-FJ                     | 1955       | T2S, R68W<br>SW ¼ Sect. 15   | Structure        | <i>Not Eligible (Officially)</i><br>05/28/2002                   | <b>Not Eligible</b><br><br>2002 CDOT Statewide Bridge Survey   |
| (5AM.1921)<br>Olinger Chapel Of the Chimes and Resource Center | 1958       | 10201 Grant St. Thornton, CO 80229   | Site/ Buildings  | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <b>Not Eligible</b><br><br>2007 North I-25 EIS   |

| (Resource No.)<br>Site Name                                    | Year Built    | Address/ Location          | Site Type                         | Prior National Register Eligibility                       | NRHP Eligibility Determinations/ Remarks   |
|--|---------------|----------------------------|-----------------------------------|---|--|
| (5AM.1922)<br>Croke Reservoir<br>No. 12                        | 1936          | T2S, R68W<br>SE ¼ Sect. 15 | Structure                         | <i>Not Eligible (Officially)</i><br>08/09/2007            | <b>Not Eligible</b><br>2007 North I-25 EIS                                       |
| (5AM.1923)<br>Badding Reservoir                                | 1936          | T2S, R68W<br>SW ¼ Sect. 15 | Structure                         | <i>Not Eligible (Officially)</i><br>08/09/2007            | <b>Not Eligible</b><br>2007 North I-25 EIS                                       |
| (5AM.1924)<br>Tuck Lateral                                     | 1887/1936     | T2S, R68W<br>W ½ Sect. 15  | Linear Structure                  | <i>Not Eligible (Officially)</i><br>05/01/2013            | <b>Not Eligible</b>  |
| 5AM.1924.1<br>(Segment)  | 1887/<br>1936 | T2S, R68W<br>W ½ Sect. 15  | Linear Structure (Segment)        | <i>Non-Supporting Eligible (Officially)</i><br>08/09/2007 | 2007 North I-25 EIS<br>(Not Re-evaluated; Entire Resource Not Eligible)          |
| (5AM.2073)<br>Northglenn Subdivision<br>1 <sup>st</sup> Filing | 1959          | T2S, R68W<br>SE ¼ Sect. 10 | Post-WWII Residential Subdivision | <i>Needs Data (Officially)</i><br>01/04/2008              | <b>Treat as Eligible</b><br>2007 Survey for Potential Eligible Historic District |

DRAFT NOT CDOT APPROVED

Newly Recorded Resources

Consultant historians identified eleven new resources 45-years of age or older, including four post-World War II residential subdivisions, one bridge structure, and six individual buildings and/or building complexes. A detailed discussion of NRHP eligibility for the eleven newly surveyed resources is included in the attached historic resources technical report. Additionally, OAHP site forms for all resources evaluated as part of the EA are attached.

CDOT determined that three of the newly surveyed post-World War II subdivisions were NRHP *Eligible*. The remaining eight surveyed resources were determined NRHP *Not Eligible*.

A summary of the NRHP eligibility for the eleven newly surveyed resources within the I-25, US 36 to 104<sup>th</sup> Avenue Environmental Assessment APE is outlined in **Table 2** below.

**Table 2. NRHP Eligibility of Newly Evaluated Resources within the APE**

| (Resource No.)<br>Site Name  | Year Built | Address/ Location   | NRHP Eligibility<br>Determinations |
|--|------------|---|------------------------------------|
| (5AM.3778)<br>North Star Hills Subdivision   | 1962-1969  | West of I-25. Bounded north by W. 88 <sup>th</sup> Ave., east by Starlight Rd. and Leo Lane, south by Leo Lane and Comet Circle, and west by Huron Street | <i>Eligible</i>                    |
| (5AM.3779)<br>Northview Estates Subdivision  | 1960-1963  | East of I-25. Bounded north by E. 84 <sup>th</sup> Avenue, east by Washington St., south by E. 82 <sup>nd</sup> Dr. and west by Grant Way and Grant St.   | <i>Eligible</i>                    |
| (5AM.3780)<br>Sherrelwood Estates Subdivision<br>1 <sup>st</sup> , 4 <sup>th</sup> and 5 <sup>th</sup> Filings | 1958-1971  | West of I-25. Bounded north by W. 83 <sup>rd</sup> Place, east by Sherman St., south by E. Del Norte St., and west by Conifer Road                        | <i>Not Eligible</i>                |
| (5AM.3782)<br>Falk Industrial Tract  | 1971       | 8225 N. Valley Hwy.<br>Thornton, CO 80221   | <i>Not Eligible</i>                |
| (5AM.3783)<br>Village Inn  | 1969       | 8370 Sherman Way<br>Thornton, CO 80221  | <i>Not Eligible</i>                |
| (5AM.3784)<br>North Valley Shopping<br>Center/Regis University   | 1967       | 500 E. 84 <sup>th</sup> Avenue<br>Thornton, CO 80221  | <i>Not Eligible</i>                |
| (5AM.3785)<br>Cordova 88 PUD   | 1973       | 101 E. 88 <sup>th</sup> Avenue<br>Thornton, CO 80221  | <i>Not Eligible</i>                |
| (5AM.3786)<br>88 <sup>th</sup> Avenue Bridge over I-25/<br>Structure E-17-LE                                   | 1972       | E. 88 <sup>th</sup> Avenue at Interstate 25   | <i>Not Eligible</i>                |
| (5AM.3787)<br>Sherman Street Apartments  | 1971       | 7524-7556 Sherman St.<br>Denver, CO 80221   | <i>Not Eligible</i>                |
| (5AM.3935)<br>Black Eyed Pea Restaurant  | 1970       | 211 West 104 <sup>th</sup> Avenue<br>Northglenn, CO 80229   | <i>Not Eligible</i>                |
| (5AM.3936)<br>Northglenn Subdivision 3 <sup>rd</sup> , 8 <sup>th</sup> ,<br>and 19 <sup>th</sup> Filing        | 1959-1964  | Bounded north by E.104 <sup>th</sup> Ave., east by I-25, south by Melody Dr., west by Huron St.   | <i>Eligible</i>                    |



**Determination of Effects**

CDOT assessed the project’s effects on historic properties, considering both direct as well as indirect effects, such as traffic noise and visual impacts. For the six properties previously determined NRHP *Not Eligible* shown on Table 1 and the eight newly surveyed properties determined NRHP *Not Eligible* on Table 2, CDOT has made a finding of *No Historic Properties Affected*.

For the one property treated as NRHP eligible, (5AM.2073) Northglenn Subdivision 1st Filing, CDOT has made a finding of *No Adverse Effect*. Similarly, for the three newly surveyed subdivisions found to be NRHP eligible, (5AM.3778) North Star Hills Subdivision, (5AM.3779) Northview Estates Subdivision, and (5AM.3936) Northglenn Subdivision 3rd, 8th, and 19th Filing, CDOT has also made a determination of *No Adverse Effect*. The evaluation of effects for these four NRHP eligible subdivisions is focused on the potential for indirect effects since no right-of-way or easements are required from these resources. The attached technical report includes detailed information and detailed drawings to support the *No Adverse Effect* determinations for the four NRHP eligible properties.

A summary of the NRHP eligibility and effects determinations for all eighteen age-eligible properties within the I-25, US 36 to 104<sup>th</sup> Avenue Environmental Assessment is found in **Table 3** below.

**Table 3. Summary of Section 106 Determinations of Eligibility and Effects**

| (Resource No.)<br>Site Name  | NRHP Eligibility Determinations                                  | Section 106<br>Determinations of Effect    |
|--|--|--|
| (5AM.81.1)<br>Colorado Agricultural Canal<br>(including segments 5AM.81.1 and<br>5AM.81.3) | <i>Not Eligible - Entire Resource (Officially)</i><br>03/25/2013 | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1383)<br>Pedestrian Underpass E-17-FJ   | <i>Not Eligible (Officially)</i><br>05/28/2002                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1921)<br>Olinger Chapel of<br>the Chimes and Resource Center                          | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1922)<br>Croke Reservoir<br>No. 12  | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1923)<br>Badding Reservoir  | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1924)<br>Tuck Lateral<br>(including segment 5AM.1924.1)                               | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.2073)<br>Northglenn Subdivision 1 <sup>st</sup> Filing                                | Treated as <i>Eligible</i>                                       | <i>No Adverse Effect</i>                   |

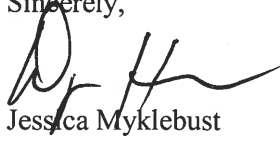
| (Resource No.)<br>Site Name  | NRHP Eligibility Determinations | Section 106<br>Determinations of Effect    |
|--|---------------------------------|--|
| (5AM.3778)<br>North Star Hills Subdivision   | <i>Field Eligible</i>           | <i>No Adverse Effect</i>                   |
| (5AM.3779)<br>Northview Estates Subdivision  | <i>Field Eligible</i>           | <i>No Adverse Effect</i>                   |
| (5AM.3780)<br>Sherrelwood Estates Subdivision 1 <sup>st</sup> ,<br>4 <sup>th</sup> and 5 <sup>th</sup> Filings | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3782)<br>Falk Industrial Tract  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3783)<br>Village Inn  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3784)<br>North Valley Shopping Center/Regis<br>University   | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3785)<br>Cordova 88 PUD   | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3786)<br>88 <sup>th</sup> Avenue Bridge over I-25/<br>Structure E-17-LE                                   | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3787)<br>Sherman Street Apartments  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3935)<br>Black Eyed Pea Restaurant  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3936)<br>Northglenn Subdivision 3 <sup>rd</sup> , 8 <sup>th</sup> , and<br>19 <sup>th</sup> Filing        | <i>Field Eligible</i>           | <i>No Adverse Effect</i>                   |

DRAFT NOT CDOT APPROVED

**Summary**

At this time, we request your concurrence with the determinations of NRHP eligibility and effects for resources located within the APE for the N I-25, US 36 to 104<sup>th</sup> Avenue EA, as reflected in this letter. We are simultaneously sending information on CDOT's NRHP eligibility and effects findings to three consulting parties in the Section 106 process, Adams County, and the cities of Thornton and Northglenn. If you require additional information, please contact CDOT Region 1 Historian Barbara Stocklin-Steely at (303) 757-9397 or [barbara.stocklin@state.co.us](mailto:barbara.stocklin@state.co.us).

Sincerely,

*for* 

Jessca Myklebust  
Region 1 Environmental Manager

Enclosures:

Historic Resources Technical Report, (I-25, US 36 to 104<sup>th</sup> Avenue)  
Area of Potential Effects – Mapbook (Appendix B of Technical Report)  
Select Plan Sheets  
OAHF Inventory Forms

DRAFT NOT CDOT APPROVED





**COLORADO**  
**Department of Transportation**

Region 1  
Planning & Environmental  
2829 W. Howard Place,  
Denver, CO 80204

September 24, 2019

Kristin Sullivan  
Community and Economic Development Director,  
Adams County  
4430 S. Adams County Parkway  
Brighton, Colorado 80601

Grant Penland  
Planning Director, Thornton  
9500 Civic Center Drive  
Thornton, Colorado 80229

Becky Smith  
Planning Manager, Northglenn  
11701 Community Center Drive  
Northglenn, Colorado 80233

**Re: Determinations of National Register of Historic Places Eligibility and Effects,  
I-25 (US 36 to 104<sup>th</sup> Avenue) Project Environmental Assessment – Adams County, Colorado  
CDOT Project No. NHPP 0253-250, Subaccount # 21180**

Dear Ms. Sullivan and Smith, and Mr. Penland,

You are receiving this letter since the entity you represent is considered a consulting party to the Section 106 process which is required to complete the Interstate-25 (I-25), United States Highway 36 (US 36) to 104<sup>th</sup> Avenue Project Environmental Assessment (EA) in Adams County, Colorado. The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in coordination with Adams County and the cities of Northglenn and Thornton, are considering transportation improvements to I-25 between US 36 and 104<sup>th</sup> Avenue in Adams County, Colorado. CDOT is preparing a template EA for the I-25, US 36 to 104<sup>th</sup> Avenue improvements. Because the EA contemplates transit-related improvements, the Regional Transportation District (RTD) is also serving as a cooperating agency. The EA requires coordination with the State Historic Preservation Office (SHPO) and consulting parties to identify properties eligible for the National Register of Historic Places (NRHP) and assess effects on these properties caused by proposed improvements included in the EA, consistent with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800). The project location is shown in Figure 1 of the attached Historic Resources Technical Report (technical report).

**Project Description**

The I-25 North, US 36 to 104<sup>th</sup> Avenue EA recommends improvements to relieve congestion and improve safety for an approximately 4-mile stretch of I-25 from US 36 to 104<sup>th</sup> Avenue in Adams County. The current cross-section of I-25 between US 36 and 104<sup>th</sup> Avenue generally includes three general purpose lanes and one Express Lane along the inside shoulder with an auxiliary lane between 84<sup>th</sup> Avenue and Thornton Parkway. The inside shoulder varies in size between 2 and 12 feet, and the outside shoulder varies between 10 and 12 feet. There is a 2-foot inside shoulder and a 2-foot buffer between the Express Lane and the nearest general-purpose lane.

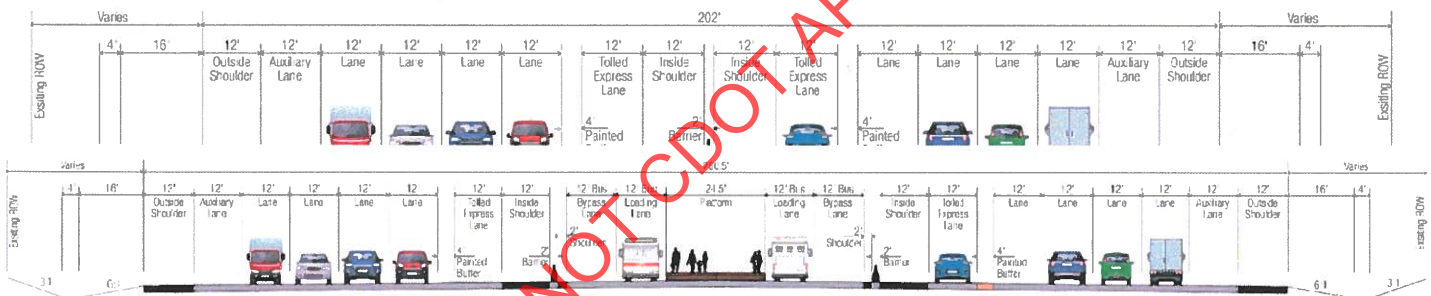
Proposed improvements associated with this project are as follows:

- Adding a fourth general purpose lane in each direction from 84<sup>th</sup> Avenue to Thornton Parkway with the northbound general-purpose lane extending to 104<sup>th</sup> Avenue;

- Constructing continuous acceleration and deceleration lanes between the I-25/84<sup>th</sup> Avenue interchange, and the I-25/Thornton Parkway interchange;
- Widening the inside and outside shoulder to a consistent 12-foot width;
- Accommodating a proposed median transit station and pedestrian bridge for the Thornton Park-n-Ride just south of 88<sup>th</sup> Avenue, and
- Replacing the 88<sup>th</sup> Avenue bridge across I-25.

The proposed typical section on I-25 will consist of four 12-ft general purpose lanes, a 12-ft Express Lane along the inside travel way, and a 12-ft outside auxiliary lane between each interchange. Additionally, the inside and outside shoulders will be widened to 12 feet and the Express Lane buffer will be widened to 4 feet, and a 2-foot barrier will separate the northbound and southbound lanes of I-25. Surrounding the median station will be a 2-foot concrete barrier separating the Express Lanes from the bus station and bus lanes. Typical proposed cross sections are below. Additional project design details are shown in the attached conceptual plan sheets and on the three blow-up diagrams included in the APE Map Book (see Appendix B of the attached technical report).

***Proposed Typical I-25 Cross Section Between US 36 and the Thornton Park-n-Ride Station and Between Station and 104<sup>th</sup> Avenue, above. Proposed Typical Cross Section at the Thornton Park-n-Ride Station, below.***



**Area of Potential Effects**

The Area of Potential Effects (APE) for the EA is the geographical area within which the improvements may directly or indirectly cause alterations in the character of use of historic properties. CDOT defined the APE for the I-25, US 36 to 104<sup>th</sup> EA as the existing and proposed I-25 right-of-way, the area where all improvements are proposed, and all properties 45-years of age or more (1974 or older) which are either immediately adjacent to or within approximately 500 feet of the proposed improvements. The 500-foot buffer takes into account any direct and indirect effects caused to historic properties as a result of the proposed improvements.

The APE encompasses five Post-World War II residential subdivisions, including Sherrelwood Estates, west of I-25 and north of the US 36 interchange; Northview Estates east of I-25 and south of 84<sup>th</sup> Avenue; and North Star Hills on the west side of I-25 south of 88<sup>th</sup> Avenue and east of Huron Street. Additionally, the 3<sup>rd</sup>, 8<sup>th</sup>, and 19<sup>th</sup> Filings of Northglenn Subdivision are within the APE north of Thornton Parkway. A fifth subdivision, the Northglenn Subdivision 1<sup>st</sup> Filing, is located just northeast of the improvements at I-25 and 104<sup>th</sup> Avenue. Given that impacts are considered to be minimal in scope and located south of this intersection, this subdivision is included within the “Secondary Impact Study Area” of the APE.

Other resources located within the APE include seven individual age-eligible buildings and/or building complexes, two irrigation canals, two reservoirs, an underpass and a bridge. Please refer to Figure 2 in the Technical Report, and to the APE Map Book (see Appendix B of the attached technical report) for more information.

## Survey Methods and Results

The project utilized historic resource specialists (Jake Lloyd and Jamie Shapiro with FHU, and Melissa Dirr Gengler, principal historian with Historic Resources Group Inc.) to conduct historic research, and to identify and evaluate properties 45-years of age within the APE. The project team utilized several resources to determine whether historic properties would be affected by proposed improvements, and included:

- A file search through the Office of Archaeology and Historic Preservation (OAHP) online Compass database was first conducted to determine whether previously recorded NRHP-eligible or listed resources were located within or near the project APE;
- Review of Adams County Assessor's Office records to determine if any buildings within the project APE met the 45-year minimum age requirement;
- Adams County Historical Society Museum records;
- City of Northglenn Historic Preservation Commission and Planning Department records;
- City of Thornton Planning records;
- Analysis of historic topographical maps (Commerce City and Eastlake quads) and historic aerial photography to determine changes in the built and natural landscape over time;
- Review of previous reports and site forms from projects in the vicinity of the project; and
- Other primary research performed online by consultant and CDOT historians

The project team developed a historic context (refer to Section 5 of the attached technical report) to help provide a historical framework by which to evaluate the NRHP eligibility of age-eligible properties.

Site visits were conducted by the historic resource specialists on March 3, 2017, July 27, 2018, and May 29, 2019. CDOT historian Barbara Stocklin-Steely also performed a site visit of the APE on January 8, 2019. The project team completed the appropriate OAHP survey forms to document and evaluate the historical significance of newly identified age-eligible properties.

## Determinations of Eligibility

### Previously Recorded Resources

Review of the OAHP Compass database indicated that the APE contained six resources that were previously determined *Officially Not Eligible* to the NRHP. This includes two canals, the Colorado Agricultural Canal (5AM.81) and the Tuck Lateral (5AM.1923). Given that these two canals were previously determined to be *Officially Not Eligible* in their entirety, all correlating segments of these canals are also considered non-supporting. These six resources remain *Not Eligible*, and were not re-evaluated for NRHP eligibility.

The OAHP Compass database also identified one additional resource within the APE, the Northglenn Subdivision 1<sup>st</sup> Filing (5AM.2073). This resource is located north of 104<sup>th</sup> Avenue and east of I-25 and was included in the APE as a secondary impact study area since no direct or indirect impacts are anticipated north of 104<sup>th</sup> Avenue where this subdivision is located. When the Northglenn Subdivision 1<sup>st</sup> Filing resource 5AM.2073 was last evaluated in 2008, it was determined that more data would be needed to make an official determination of NRHP eligibility. Since proposed project improvements would be located south of E. 104<sup>th</sup> Avenue and would be well beyond reach of disturbance for resource 5AM.2073, the resource is being treated as NRHP *Eligible* for purposes of the proposed N I-25, US 36 to 104<sup>th</sup> Avenue EA.

A summary of the NRHP eligibility evaluations of all previously recorded resources identified within the APE are outlined in **Table 1** below.

**Table 1. NRHP Eligibility of Previously Recorded Historic Resources within the Area of Potential Effects**

| (Resource No.)<br>Site Name                                    | Year Built | Address/ Location  | Site Type        | Prior National Register Eligibility                              | NRHP Eligibility Determinations/ Remarks  |
|--|------------|--|------------------|--|---|
| (5AM.81)<br>Colorado Agricultural Canal                        | 1867       | T2S, R67W<br>N ½ Sect. 4 (end)<br>T2S, R67W<br>All except NW ¼ Sect. 5;<br>T2S, R67W<br>NW ¼ Sect. 8;<br>T2S, R67W<br>All except NW ¼ Sect. 7;<br>T2S, R67W<br>All except SE ¼ Sect. 18;<br>T2S, R68W<br>All except NW ¼ Sect. 24;<br>T2S, R68W<br>W ½ Sect. 25;<br>T2S, R68W<br>SE ¼ Sect. 26;<br>T2S, R68W<br>NE & NW ¼ Sect. 35;<br>T2S, R68W<br>SE ¼ Sect. 34;<br>T3S, R68W<br>NE & NW ¼ Sect. 3 (begin) | Linear Structure | <i>Not Eligible – Entire Resource (Officially)</i><br>03/25/2013 | <b><i>Not Eligible</i></b><br><br>Suncor Energy Pipeline, Class III Cultural Resource Inventory, also refer to 5AM.81.7 |
| 5AM.81.1<br>(Segment)  | 1867       | T2S, R68W<br>SE ¼ Sect. 34   | (Segment)        | <i>Non-Supporting (Officially)</i><br>05/14/2009                 | (Not Re-evaluated; Entire Resource Not Eligible)  |
| 5AM.81.3<br>(Segment)  | 1867       | T3S, R68W<br>NE ¼ Sect. 3  | (Segment)        | <i>Non-Supporting (Officially)</i><br>10/17/2006                 | (Not Re-evaluated; Entire Resource Not Eligible)  |
| (5AM.1383)<br>Pedestrian Underpass E-17-FJ                     | 1955       | T2S, R68W<br>SW ¼ Sect. 15   | Structure        | <i>Not Eligible (Officially)</i><br>05/28/2002                   | <b><i>Not Eligible</i></b><br><br>2002 CDOT Statewide Bridge Survey   |
| (5AM.1921)<br>Olinger Chapel Of the Chimes and Resource Center | 1958       | 10201 Grant St. Thornton, CO 80229   | Site/ Buildings  | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <b><i>Not Eligible</i></b><br><br>2007 North I-25 EIS   |

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| (Resource No.)<br>Site Name                                    | Year Built    | Address/ Location          | Site Type                         | Prior National Register Eligibility                       | NRHP Eligibility Determinations/ Remarks   |
|--|---------------|----------------------------|-----------------------------------|---|--|
| (5AM.1922)<br>Croke Reservoir<br>No. 12                        | 1936          | T2S, R68W<br>SE ¼ Sect. 15 | Structure                         | <i>Not Eligible (Officially)</i><br>08/09/2007            | <b>Not Eligible</b><br>2007 North I-25 EIS                                       |
| (5AM.1923)<br>Badding Reservoir                                | 1936          | T2S, R68W<br>SW ¼ Sect. 15 | Structure                         | <i>Not Eligible (Officially)</i><br>08/09/2007            | <b>Not Eligible</b><br>2007 North I-25 EIS                                       |
| (5AM.1924)<br>Tuck Lateral                                     | 1887/1936     | T2S, R68W<br>W ½ Sect. 15  | Linear Structure                  | <i>Not Eligible (Officially)</i><br>05/01/2013            | <b>Not Eligible</b>  |
| 5AM.1924.1<br>(Segment)  | 1887/<br>1936 | T2S, R68W<br>W ½ Sect. 15  | Linear Structure (Segment)        | <i>Non-Supporting Eligible (Officially)</i><br>08/09/2007 | 2007 North I-25 EIS<br>(Not Re-evaluated; Entire Resource Not Eligible)          |
| (5AM.2073)<br>Northglenn Subdivision<br>1 <sup>st</sup> Filing | 1959          | T2S, R68W<br>SE ¼ Sect. 10 | Post-WWII Residential Subdivision | <i>Needs Data (Officially)</i><br>01/04/2008              | <b>Treat as Eligible</b><br>2007 Survey for Potential Eligible Historic District |

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Newly Recorded Resources

Consultant historians identified eleven new resources 45-years of age or older, including four post-World War II residential subdivisions, one bridge structure, and six individual buildings and/or building complexes. A detailed discussion of NRHP eligibility for the eleven newly surveyed resources is included in the attached historic resources technical report. Additionally, OAHP site forms for all resources evaluated as part of the EA are attached.

CDOT determined that three of the newly surveyed post-World War II subdivisions were NRHP *Eligible*. The remaining eight surveyed resources were determined NRHP *Not Eligible*.

A summary of the NRHP eligibility for the eleven newly surveyed resources within the I-25, US 36 to 104<sup>th</sup> Avenue Environmental Assessment APE is outlined in **Table 2** below.

**Table 2. NRHP Eligibility of Newly Evaluated Resources within the APE**

| (Resource No.)<br>Site Name  | Year Built | Address/ Location   | NRHP Eligibility<br>Determinations |
|--|------------|---|------------------------------------|
| (5AM.3778)<br>North Star Hills Subdivision   | 1962-1969  | West of I-25. Bounded north by W. 88 <sup>th</sup> Ave., east by Starlight Rd. and Leo Lane, south by Leo Lane and Comet Circle, and west by Huron Street | <i>Eligible</i>                    |
| (5AM.3779)<br>Northview Estates Subdivision  | 1960-1963  | East of I-25. Bounded north by E. 84 <sup>th</sup> Avenue, east by Washington St., south by E. 82 <sup>nd</sup> Dr. and west by Grant Way and Grant St.   | <i>Eligible</i>                    |
| (5AM.3780)<br>Sherrelwood Estates Subdivision<br>1 <sup>st</sup> , 4 <sup>th</sup> and 5 <sup>th</sup> Filings | 1958-1971  | West of I-25. Bounded north by W. 83 <sup>rd</sup> Place, east by Sherman St., south by E. Del Norte St., and west by Conifer Road                        | <i>Not Eligible</i>                |
| (5AM.3782)<br>Falk Industrial Tract  | 1971       | 8225 N. Valley Hwy.<br>Thornton, CO 80221   | <i>Not Eligible</i>                |
| (5AM.3783)<br>Village Inn  | 1969       | 8370 Sherman Way<br>Thornton, CO 80221  | <i>Not Eligible</i>                |
| (5AM.3784)<br>North Valley Shopping<br>Center/Regis University   | 1967       | 500 E. 84 <sup>th</sup> Avenue<br>Thornton, CO 80221  | <i>Not Eligible</i>                |
| (5AM.3785)<br>Cordova 88 PUD   | 1973       | 101 E. 88 <sup>th</sup> Avenue<br>Thornton, CO 80221  | <i>Not Eligible</i>                |
| (5AM.3786)<br>88 <sup>th</sup> Avenue Bridge over I-25/<br>Structure E-17-LE                                   | 1972       | E. 88 <sup>th</sup> Avenue at Interstate 25   | <i>Not Eligible</i>                |
| (5AM.3787)<br>Sherman Street Apartments  | 1971       | 7524-7556 Sherman St.<br>Denver, CO 80221   | <i>Not Eligible</i>                |
| (5AM.3935)<br>Black Eyed Pea Restaurant  | 1970       | 211 West 104 <sup>th</sup> Avenue<br>Northglenn, CO 80229   | <i>Not Eligible</i>                |
| (5AM.3936)<br>Northglenn Subdivision 3 <sup>rd</sup> , 8 <sup>th</sup> ,<br>and 19 <sup>th</sup> Filing        | 1959-1964  | Bounded north by E.104 <sup>th</sup> Ave., east by I-25, south by Melody Dr., west by Huron St.   | <i>Eligible</i>                    |

**Determination of Effects**

CDOT assessed the project’s effects on historic properties, considering both direct as well as indirect effects, such as traffic noise and visual impacts. For the six properties previously determined NRHP *Not Eligible* shown on Table 1 and the eight newly surveyed properties determined NRHP *Not Eligible* on Table 2, CDOT has made a finding of *No Historic Properties Affected*.

For the one property treated as NRHP eligible, (5AM.2073) Northglenn Subdivision 1st Filing, CDOT has made a finding of *No Adverse Effect*. Similarly, for the three newly surveyed subdivisions found to be NRHP eligible, (5AM.3778) North Star Hills Subdivision, (5AM.3779) Northview Estates Subdivision, and (5AM.3936) Northglenn Subdivision 3rd, 8th, and 19th Filing, CDOT has also made a determination of *No Adverse Effect*. The evaluation of effects for these four NRHP eligible subdivisions is focused on the potential for indirect effects since no right-of-way or easements are required from these resources. The attached technical report includes detailed information and detailed drawings to support the *No Adverse Effect* determinations for the four NRHP eligible properties.

A summary of the NRHP eligibility and effects determinations for all eighteen age-eligible properties within the I-25, US 36 to 104<sup>th</sup> Avenue Environmental Assessment is found in **Table 3** below.

**Table 3. Summary of Section 106 Determinations of Eligibility and Effects**

| (Resource No.)<br>Site Name  | NRHP Eligibility Determinations                                  | Section 106<br>Determinations of Effect    |
|--|--|--|
| (5AM.81.1)<br>Colorado Agricultural Canal<br>(including segments 5AM.81.1 and<br>5AM.81.3) | <i>Not Eligible - Entire Resource (Officially)</i><br>03/25/2013 | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1383)<br>Pedestrian Underpass E-17-FJ   | <i>Not Eligible (Officially)</i><br>05/28/2002                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1921)<br>Olinger Chapel of<br>the Chimes and Resource Center                          | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1922)<br>Croke Reservoir<br>No. 12  | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1923)<br>Badding Reservoir  | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.1924)<br>Tuck Lateral<br>(including segment 5AM.1924.1)                               | <i>Not Eligible (Officially)</i><br>08/09/2007                   | <i>No Historic Properties<br/>Affected</i> |
| (5AM.2073)<br>Northglenn Subdivision 1 <sup>st</sup> Filing                                | Treated as <i>Eligible</i>                                       | <i>No Adverse Effect</i>                   |

| (Resource No.)<br>Site Name  | NRHP Eligibility Determinations | Section 106<br>Determinations of Effect    |
|--|---------------------------------|--|
| (5AM.3778)<br>North Star Hills Subdivision   | <i>Field Eligible</i>           | <i>No Adverse Effect</i>                   |
| (5AM.3779)<br>Northview Estates Subdivision  | <i>Field Eligible</i>           | <i>No Adverse Effect</i>                   |
| (5AM.3780)<br>Sherrelwood Estates Subdivision 1 <sup>st</sup> ,<br>4 <sup>th</sup> and 5 <sup>th</sup> Filings | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3782)<br>Falk Industrial Tract  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3783)<br>Village Inn  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3784)<br>North Valley Shopping Center/Regis<br>University   | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3785)<br>Cordova 88 PUD   | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3786)<br>88 <sup>th</sup> Avenue Bridge over I-25/<br>Structure E-17-LE                                   | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3787)<br>Sherman Street Apartments  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3935)<br>Black Eyed Pea Restaurant  | <i>Field Not Eligible</i>       | <i>No Historic Properties<br/>Affected</i> |
| (5AM.3936)<br>Northglenn Subdivision 3 <sup>rd</sup> , 8 <sup>th</sup> , and<br>19 <sup>th</sup> Filing        | <i>Field Eligible</i>           | <i>No Adverse Effect</i>                   |

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**Summary**

At this time, we request your concurrence with the determinations of NRHP eligibility and effects for resources located within the APE for the N I-25, US 36 to 104<sup>th</sup> Avenue EA, as reflected in this letter. We are simultaneously sending information on CDOT's NRHP eligibility and effects findings to the Colorado State Historic Preservation Office housed at History Colorado. If you require additional information, please contact CDOT Region 1 Historian Barbara Stocklin-Steely at (303) 757-9397 or [barbara.stocklin@state.co.us](mailto:barbara.stocklin@state.co.us).

Sincerely,



for Jessica Myklebust  
Region 1 Environmental Manager

Enclosures:

- Historic Resources Technical Report, (I-25, US 36 to 104<sup>th</sup> Avenue)
- Area of Potential Effects – Mapbook (Appendix B of Technical Report)
- Select Plan Sheets
- OAHIP Inventory Forms

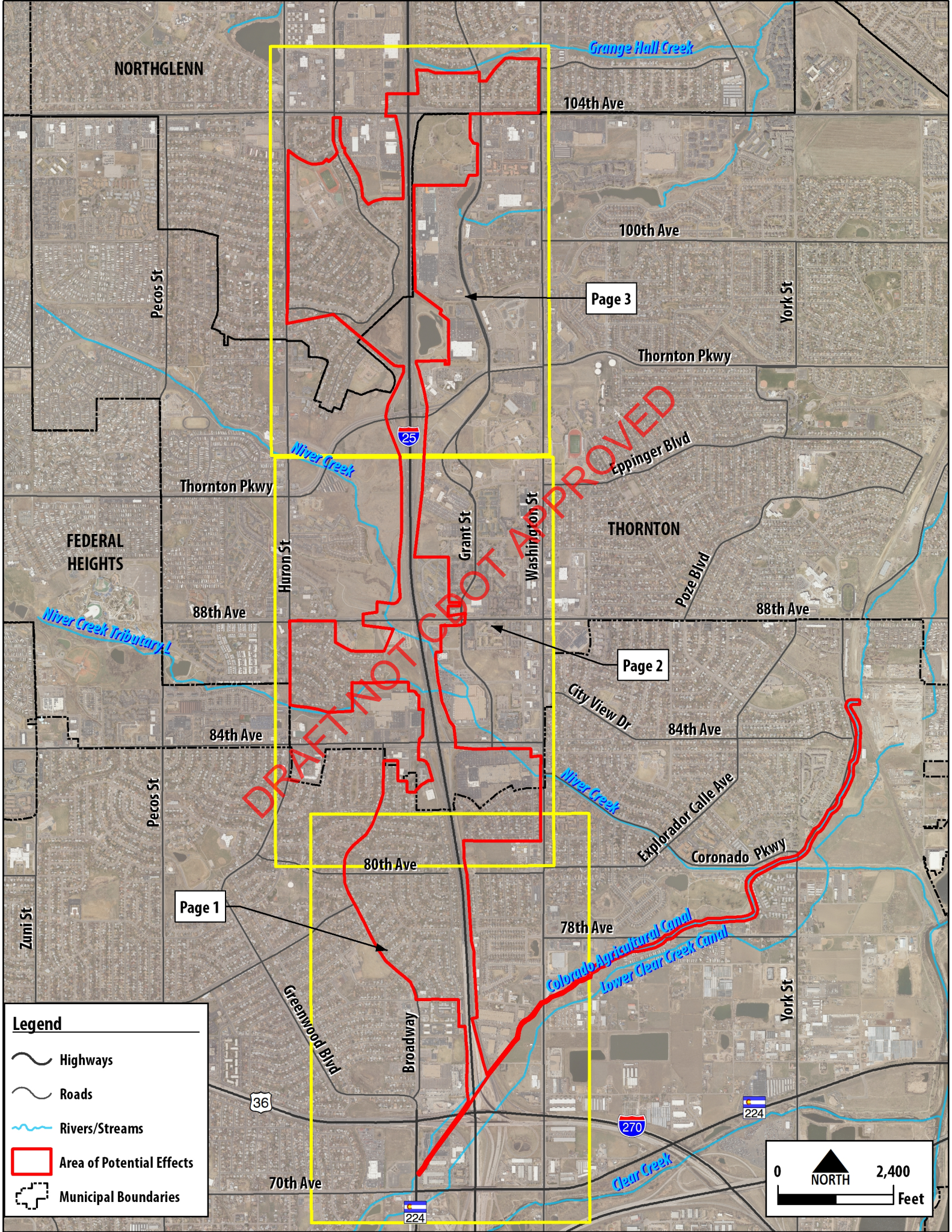
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## Appendix B. Area of Potential Effects Map Book

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NORTHGLENN

Grange Hall Creek

104th Ave

100th Ave

Page 3

Thornton Pkwy

Pecos St

York St

Eppinger Blvd

Thornton Pkwy

Niver Creek



Grant St

Washington St

THORNTON

Poze Blvd

FEDERAL HEIGHTS

88th Ave

88th Ave

Niver Creek Tributary

Page 2

City View Dr

84th Ave

84th Ave

Pecos St

Niver Creek

Explorador Calle Ave

Coronado Pkwy

80th Ave

Page 1

78th Ave

Zuni St

Greenwood Blvd

Broadway

Colorado Agricultural Canal

Lower Clear Creek Canal

York St

**Legend**

- Highways
- Roads
- Rivers/Streams
- Area of Potential Effects
- Municipal Boundaries

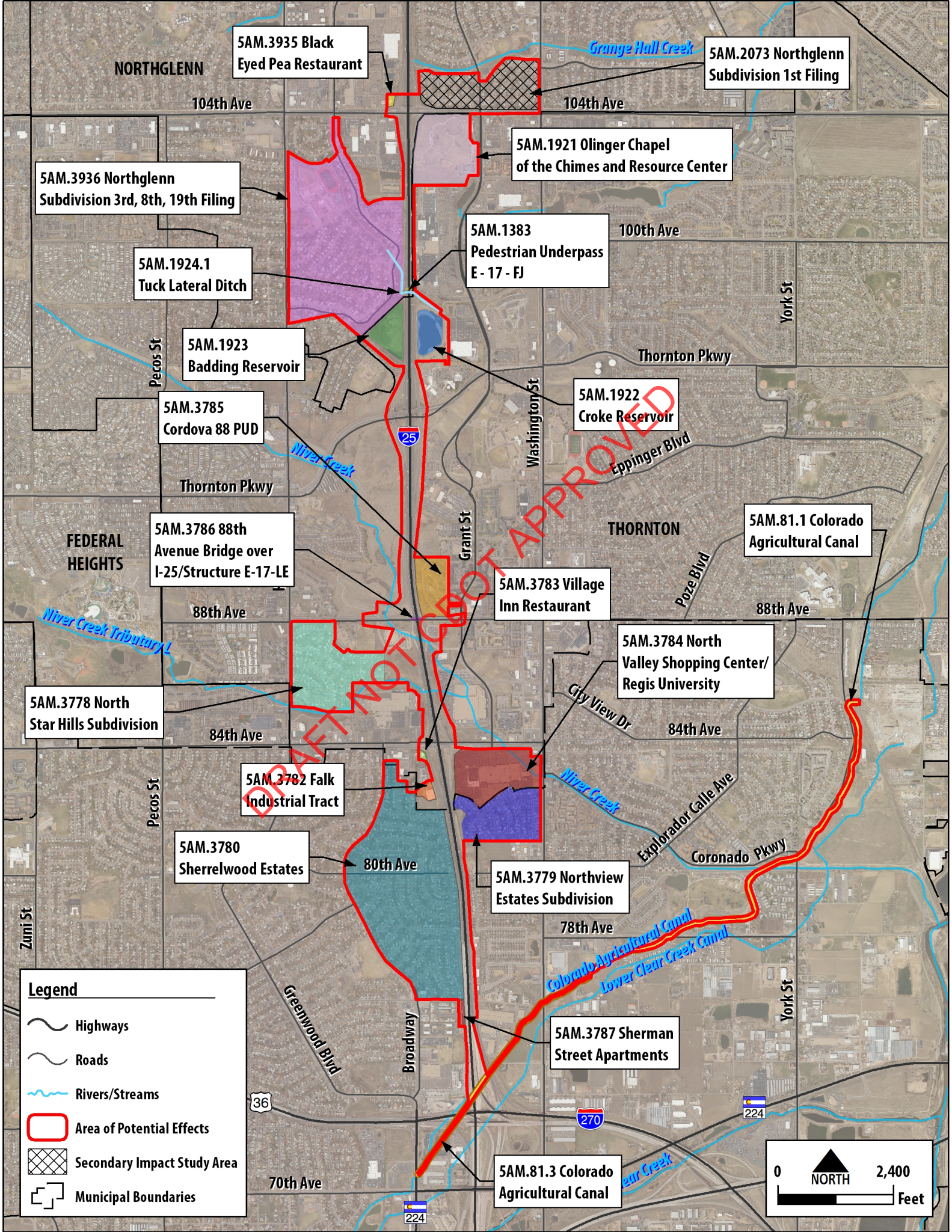


70th Ave

Clear Creek

0 2,400  
Feet





5AM.3935 Black Eyed Pea Restaurant

5AM.2073 Northglenn Subdivision 1st Filing

5AM.3936 Northglenn Subdivision 3rd, 8th, 19th Filing

5AM.1921 Olinger Chapel of the Chimes and Resource Center

5AM.1924.1 Tuck Lateral Ditch

5AM.1383 Pedestrian Underpass E-17-FJ

5AM.1923 Badding Reservoir

5AM.1922 Croke Reservoir

5AM.3785 Cordova 88 PUD

5AM.3786 88th Avenue Bridge over I-25/Structure E-17-LE

5AM.3783 Village Inn Restaurant

5AM.81.1 Colorado Agricultural Canal

5AM.3778 North Star Hills Subdivision

5AM.3784 North Valley Shopping Center/Regis University

5AM.3782 Falk Industrial Tract

5AM.3780 Sherrelwood Estates

5AM.3779 Northview Estates Subdivision

5AM.3787 Sherman Street Apartments

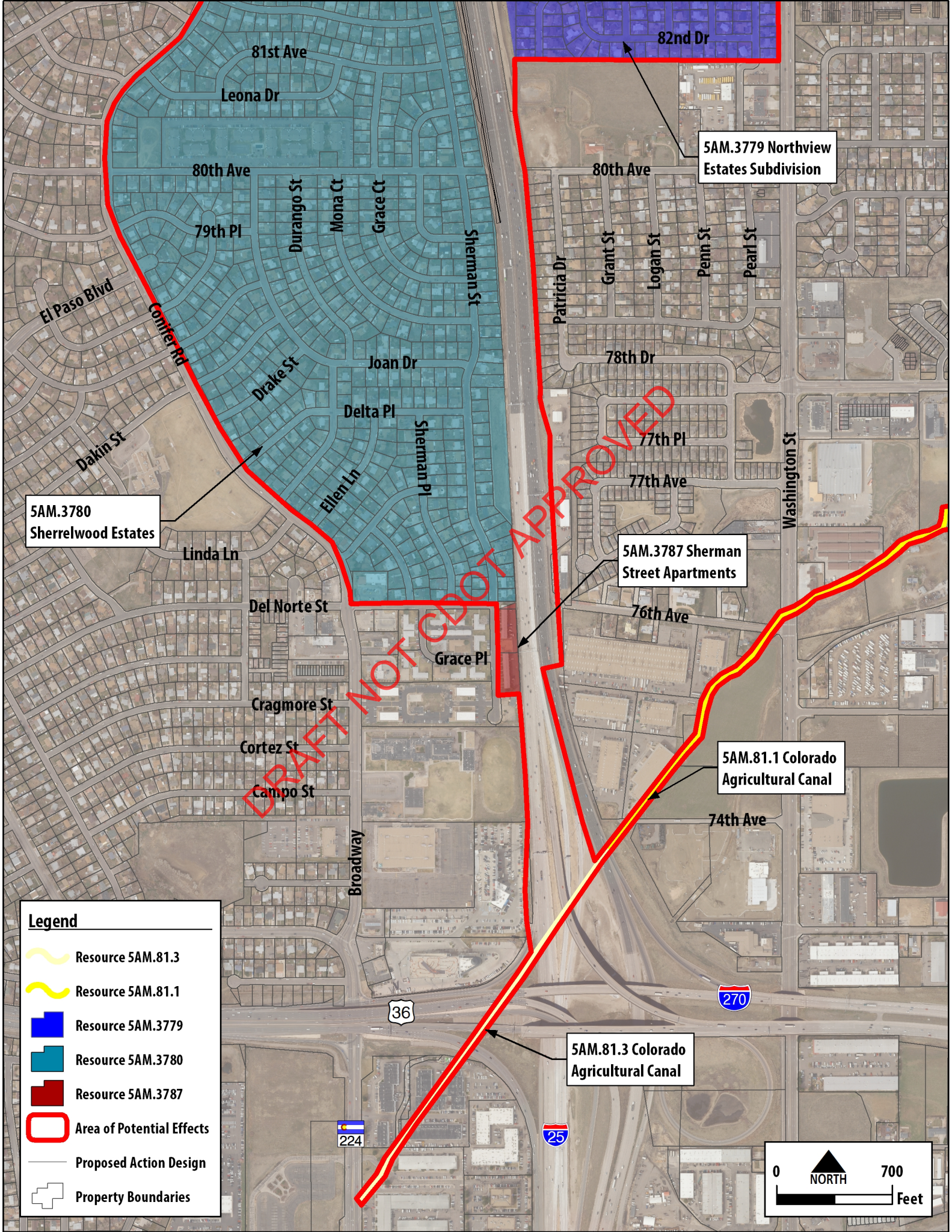
5AM.81.3 Colorado Agricultural Canal

**Legend**

- Highways
- Roads
- Rivers/Streams
- Area of Potential Effects
- Secondary Impact Study Area
- Municipal Boundaries

0 2,400  
Feet





5AM.3780  
Sherrelwood Estates









5AM.3779 Northview  
Estates Subdivision


5AM.3787 Sherman  
Street Apartments

5AM.81.1 Colorado  
Agricultural Canal

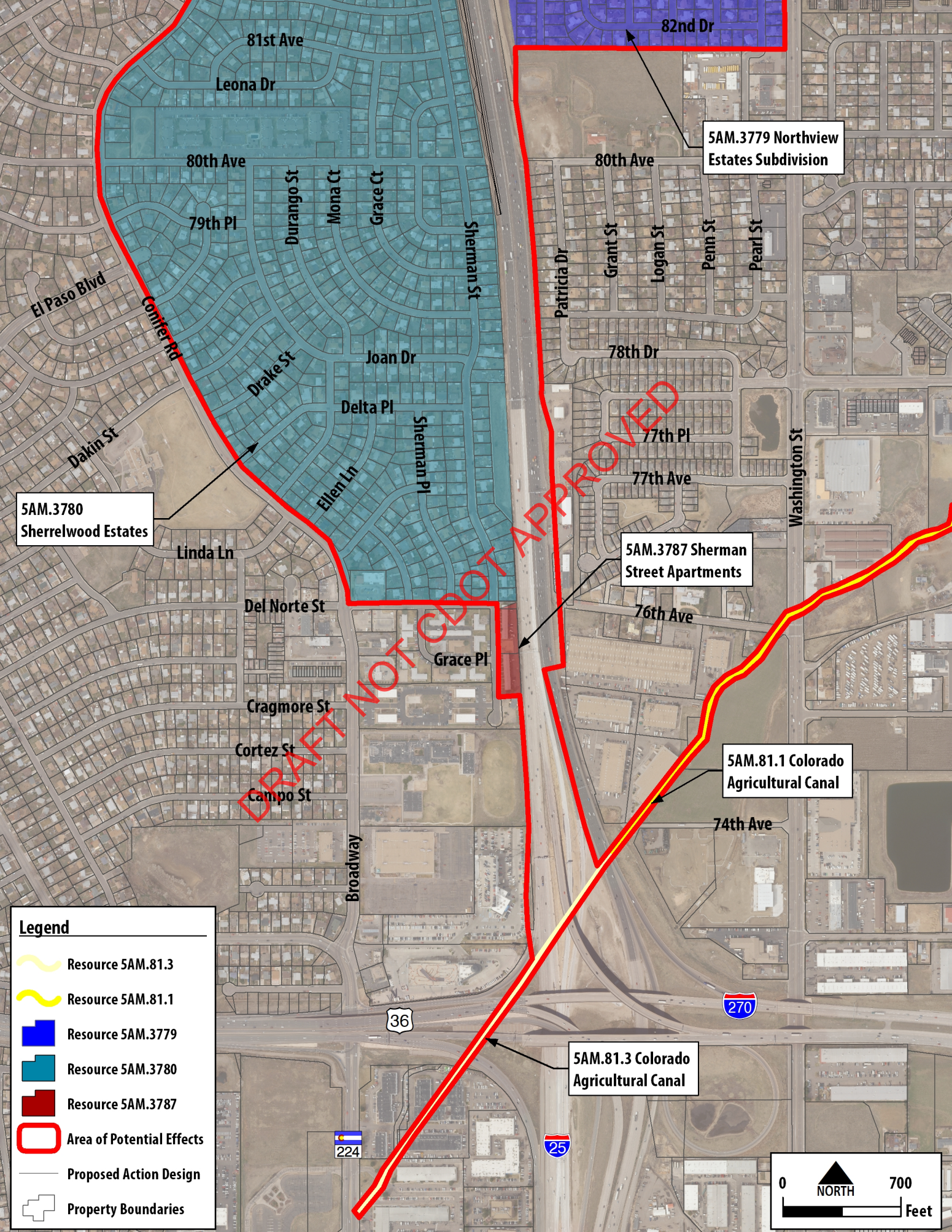
5AM.81.3 Colorado  
Agricultural Canal

**Legend**

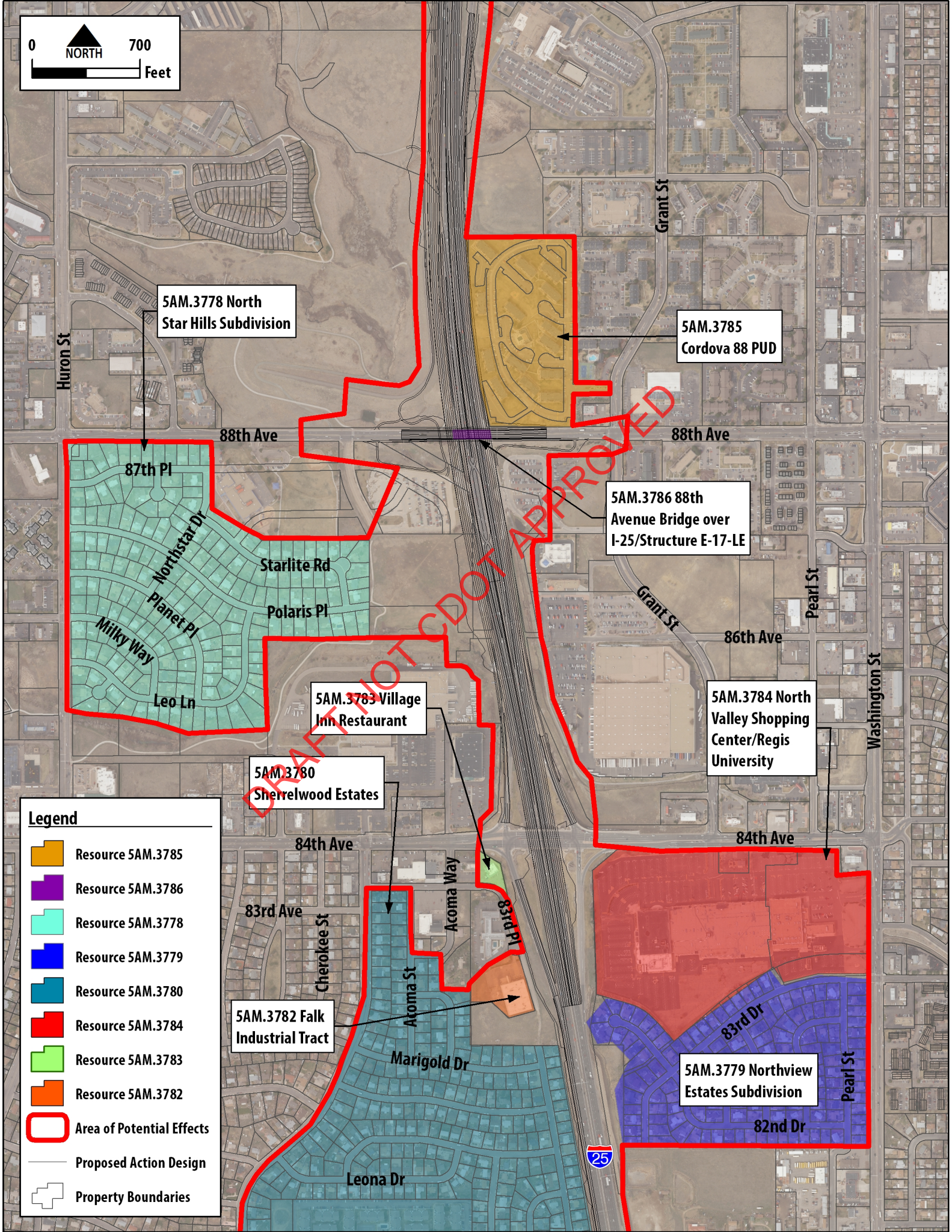
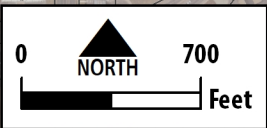
-  Resource 5AM.81.3
-  Resource 5AM.81.1
-  Resource 5AM.3779
-  Resource 5AM.3780
-  Resource 5AM.3787
-  Area of Potential Effects
-  Proposed Action Design
-  Property Boundaries

0  700  
Feet

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5AM.3778 North Star Hills Subdivision

5AM.3785 Cordova 88 PUD

5AM.3786 88th Avenue Bridge over I-25/Structure E-17-LE

5AM.3783 Village Inn Restaurant

5AM.3784 North Valley Shopping Center/Regis University

5AM.3780 Sherrelwood Estates

5AM.3782 Falk Industrial Tract

5AM.3779 Northview Estates Subdivision

- Legend**
- Resource 5AM.3785
  - Resource 5AM.3786
  - Resource 5AM.3778
  - Resource 5AM.3779
  - Resource 5AM.3780
  - Resource 5AM.3784
  - Resource 5AM.3783
  - Resource 5AM.3782
  - Area of Potential Effects
  - Proposed Action Design
  - Property Boundaries

Huron St

Grant St

88th Ave

88th Ave

87th Pl

Northstar Dr

Starlite Rd

Polaris Pl

Milky Way

Leo Ln

Grant St

86th Ave

Pearl St

Washington St

84th Ave

84th Ave

83rd Ave

Cherokee St

Acoma Way

83rd Pl

Acoma St

Marigold Dr

Leona Dr

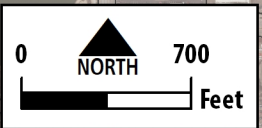


83rd Dr

82nd Dr

Pearl St





5AM.3935 Black Eyed Pea Restaurant

5AM.2073 Northglenn Subdivision 1st Filing

104th Ave

104th Ave

5AM.1921 Olinger Chapel of the Chimes and Resource Center

Bannock St

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5AM.1383 Pedestrian Underpass E - 17 - FJ

5AM.1924.1 Tuck Lateral Ditch

Huron St

100th Pl  
Niver Ave  
Dodge Dr  
Clark Dr  
Bruce Ln  
99th Ave  
Alamo Dr  
Melody Dr  
Lou Dr

Giant St

5AM.3936 Northglenn Subdivision 3rd, 8th, 19th Filing

5AM.1923 Badding Reservoir

5AM.1922 Croke Reservoir

Thornton Pkwy

**Legend**

- Resource 5AM.1383
- Resource 5AM.1922
- Resource 5AM.1921
- Resource 5AM.1923
- Resource 5AM.1924
- Resource 5AM.3935
- Resource 5AM.3936
- Secondary Impact Study Area
- Proposed Action Design
- Property Boundaries