



Historic Resource Survey C-470 - Kipling Parkway to I-25

Jefferson, Arapahoe, and Douglas Counties, Colorado
CDOT Project No. C 4701-103(1422)

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CDOT Region 6
2000 S. Holly
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1.0 INTRODUCTION

This report has been prepared as part of the Environmental Assessment (EA) on proposed transportation improvements being studied for Highway C-470 in Douglas, Arapahoe, and Jefferson counties in the south Denver Metropolitan area for Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). It has been prepared to meet the requirements for CDOT and the FHWA's compliance with the State Register Act (CRS 24-80.1), Section 106 of the National Historic Preservation Act (as amended), with the Advisory Council on Historic Preservation's regulations, and the National Environmental Policy Act of 1969.

Between 2003 and 2004, Goodbee and Associates' historian, Dawn Bunyak, conducted the field survey and necessary tasks to complete the prescribed state forms, and prepared this report. This report meets the requirements for survey reports specified in the Colorado Cultural Resource Survey Manual, the Colorado Historical Society, and the Office of Archeology and Historic Preservation.

This document contains two major sections: 1) history and national and/or state eligibility sections and 2) inventory forms for historic resources over 45 years of age. In the second phase of this project, a section on evaluation of effects and recommended mitigation of adverse effects will be appended to this document.

1.1 PURPOSE

The purpose of the historic resources survey component of the C-470 project is to assist CDOT and FWHA in determining if there are significant historic resources within the study area and if these resources are impacted by the proposed alternatives for transportation improvements to C-470. It will also present the results of the historic cultural resources survey for the C-470 corridor between Kipling Parkway on the west and the I-25 interchange on the east, as shown on the attached project location map. The study area is approximately sixteen miles long. The existing right-of-ways vary from 300 to 500 feet and are outlined in establishing the Area of Potential Effects section. The objective of the historic resources survey is to identify significant cultural resources and historic districts in the project area along the C-470 corridor that are over 45 years of age that may be eligible for listing or are listed in the National Register of Historic Places (NRHP) and/or the State Register of Historic Places (SRHP). The relative merits and impacts of the alternatives will be documented in the EA section on effects and mitigation.

1.2 PROJECT STUDY AREA

The C-470 corridor is a vital link between I-25 and I-70 between the mountains, southern suburbs, and the Southern Front Range, which serves essential commercial, commuter, and residential traffic.

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The project study area is defined as that area from the Kipling Parkway interchange on C-470 in Jefferson County along the C-470 corridor to and including the interchange at C-470 and I-25 in Douglas County. The general location of the survey area is shown in Figure 1.

The project area can be found on the following USGS Quadrangle maps:

Littleton Quadrangle 1965/1994

Jefferson County, Township 6 South, Range 69 West, Sections 1-4, 10-11

Jefferson County, Township 6 South, Range 68 West, Sections 4-6

Jefferson County, Township 5 South, Range 68 West, Sections 31-32

Jefferson County, Township 5 South, Range 69 West, Sections 36

Highlands Ranch Quadrangle 1965/1994

Jefferson County, Township 5 South, Range 68 West, Sections 34-36

Jefferson County, Township 6 South, Range 68 West, Sections 1-3

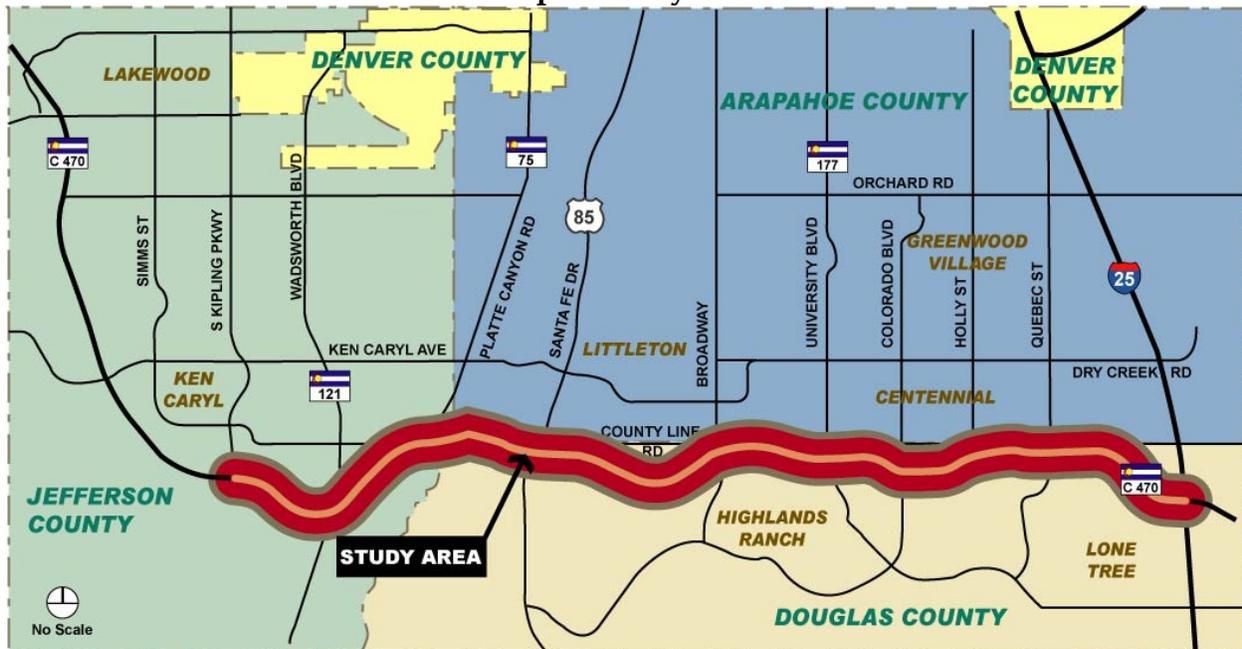
Jefferson County, Township 6 South, Range 67 West, Sections 3-6

Jefferson County, Township 5 South, Range 67 West, Sections 31-34

Parker Quadrangle 1965/1994

Jefferson County, Township 6 South, Range 67 West, Sections 2-3, 10-11

Figure 1
Map of Study Area



1.3 ESTABLISHING THE AREA OF POTENTIAL EFFECTS (APE)

On February 12, 2004, members of the consultant team and CDOT's acting historian met with representatives from the State Historic Preservation Office (SHPO) to describe the project, highlight maps of the project area, discuss the SHPO's review process, and determine what would be necessary to submit for review. The SHPO representatives asked the consultant team to introduce property boundaries of potential and historical resources on the present maps and to meet again to review the project area.

On March 18, 2004, the consultant team, CDOT, and representatives from the SHPO participated in a field survey covering an area of concern between Kipling Parkway and S. Santa Fe Drive. The SHPO representatives made several suggestions regarding the boundaries of the APE illustrated on the March 2004 survey map handed out during the field survey, including:

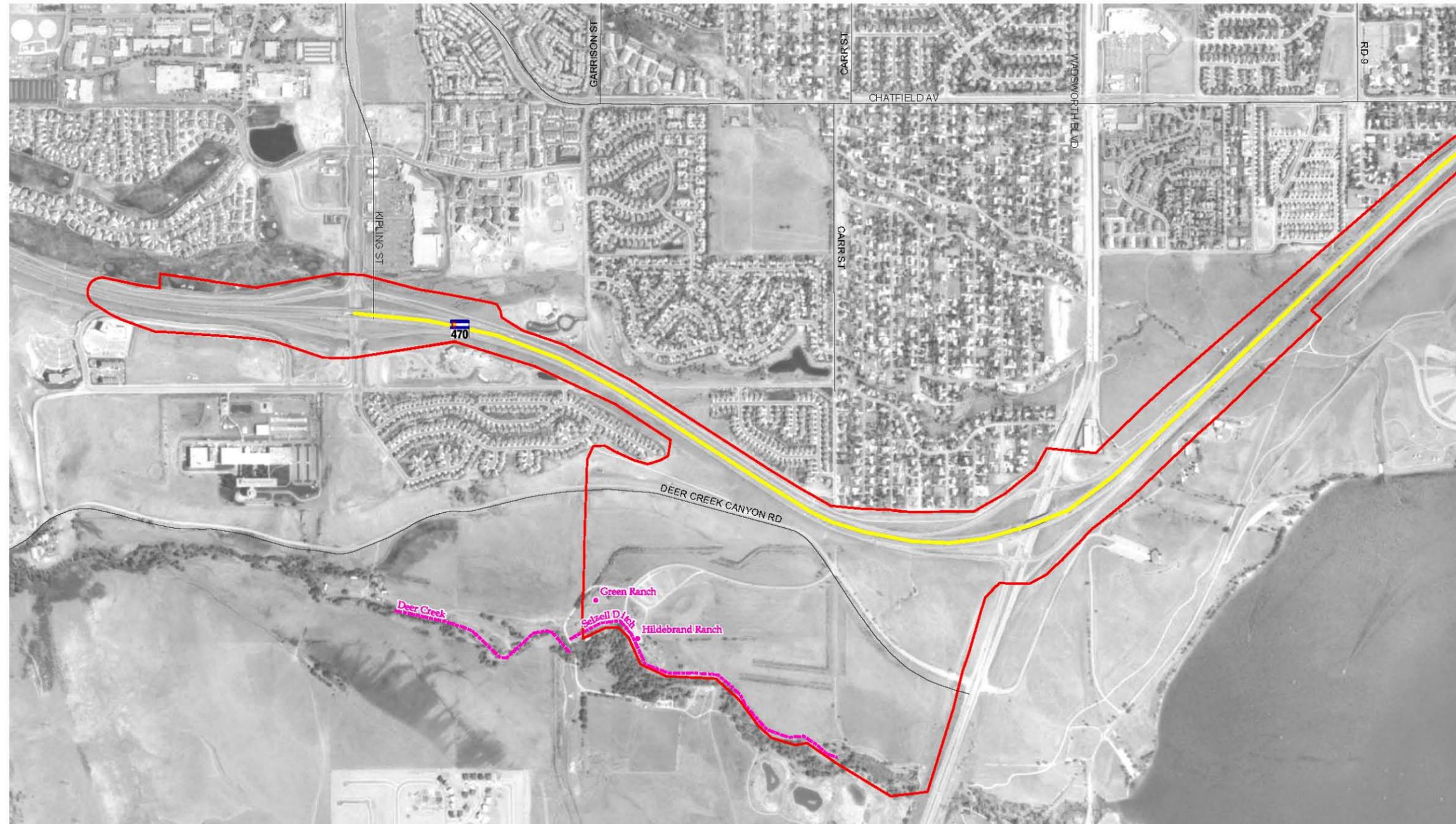
- Reduce the APE to the current ROW in areas that were generally agreed to be areas without historic resources
- Expand the APE to include the Denver Botanic Gardens at Chatfield property
- Diagram a map to reflect the Section 106 boundaries of the Denver Botanic Gardens at Chatfield from Dear Creek Canyon Road on the north to Deer Creek on the south and the east and west property lines as illustrated on the current map to be submitted with the form and report

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- Expand the APE in the southwest quadrant at the S. Santa Fe Drive and C-470 interchange from the ROW south to City Ditch and northeast to the ROW for S. Santa Fe Drive, including the area associated with the Colorado State Parks and Recreation office
- Expand the APE in the southeast quadrant at the S. Santa Fe Drive and C-470 interchange to follow the Bowen Farms Inc. property line on the west and south to the Bowen Farms Inc. property line and east to the point of High Line Canal then follow the course of the canal north to the point of ROW at C-470
- Reduce the APE associated with the Wolhurst Estate to the ROW on C-470 and S. Santa Fe Drive
- Reduce the APE of the Bowen Farms Inc. land north of C-470 and south of W. County Line Road to the ROW of C-470 and/or the boundary as needed to include construction alternatives
- Reduce or expand the APE north along S. Santa Fe Drive from C-470 to Dad Clark Gulch to include the ROW and/or reflect construction alternatives
- Reduce or expand the APE between Bowen Farms Inc. and the I-25 interchange to the ROW and/or reflect construction alternatives along C-470 and its interchanges.

After the meeting and field trip, maps of the corridor were adjusted to reflect the new APE requested (See Figure 2). The Colorado Department of Transportation submitted a letter for SHPO's concurrence in April 2004. SHPO concurred in May 2004.

Figure 2
Area of Potential Effect



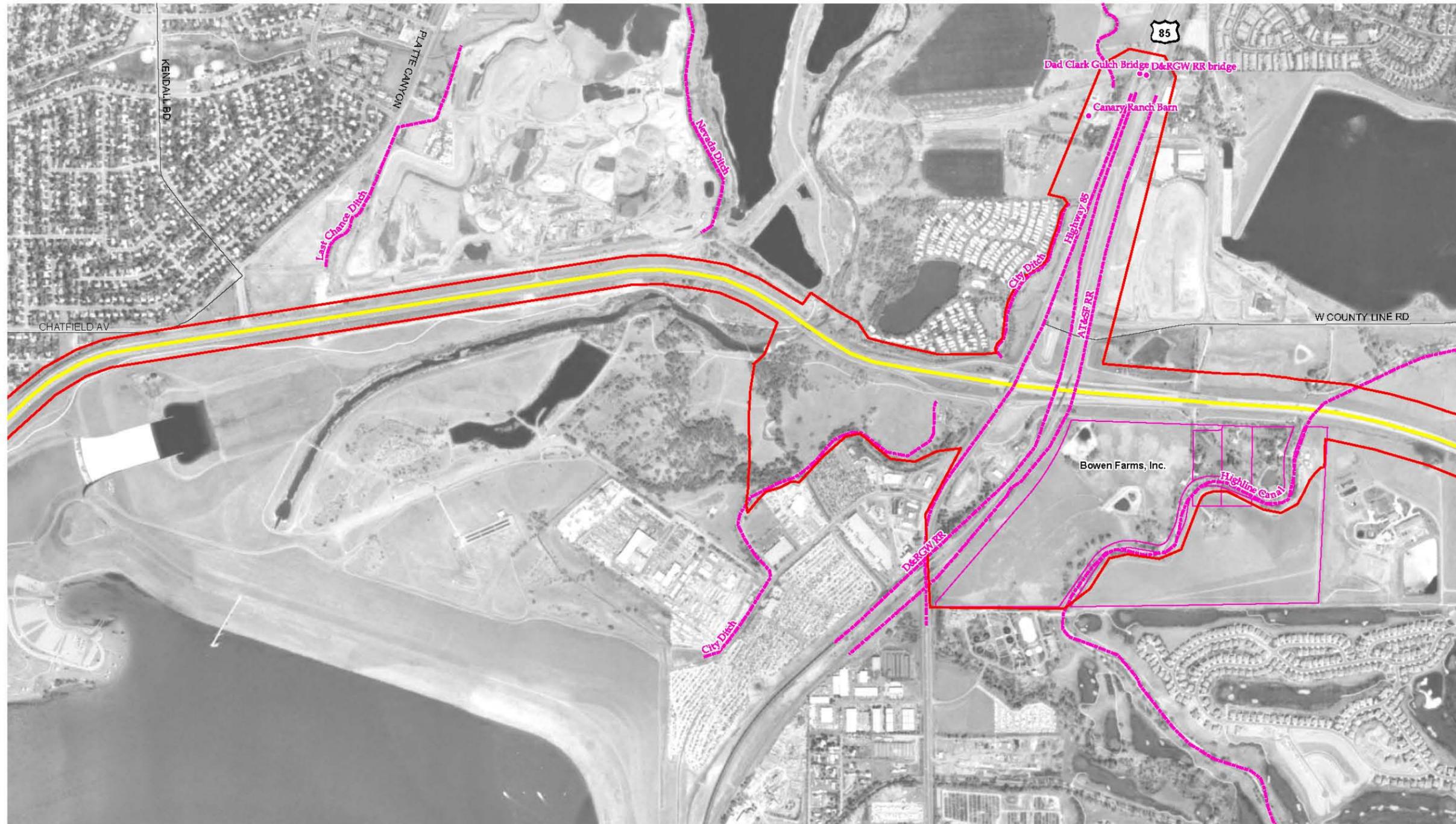
Legend

- Potential Historic Resources
- APE

↑
N
1:11,000

C-470 Area of Potential Affect (APE)

April 2004
Page 1 of 5



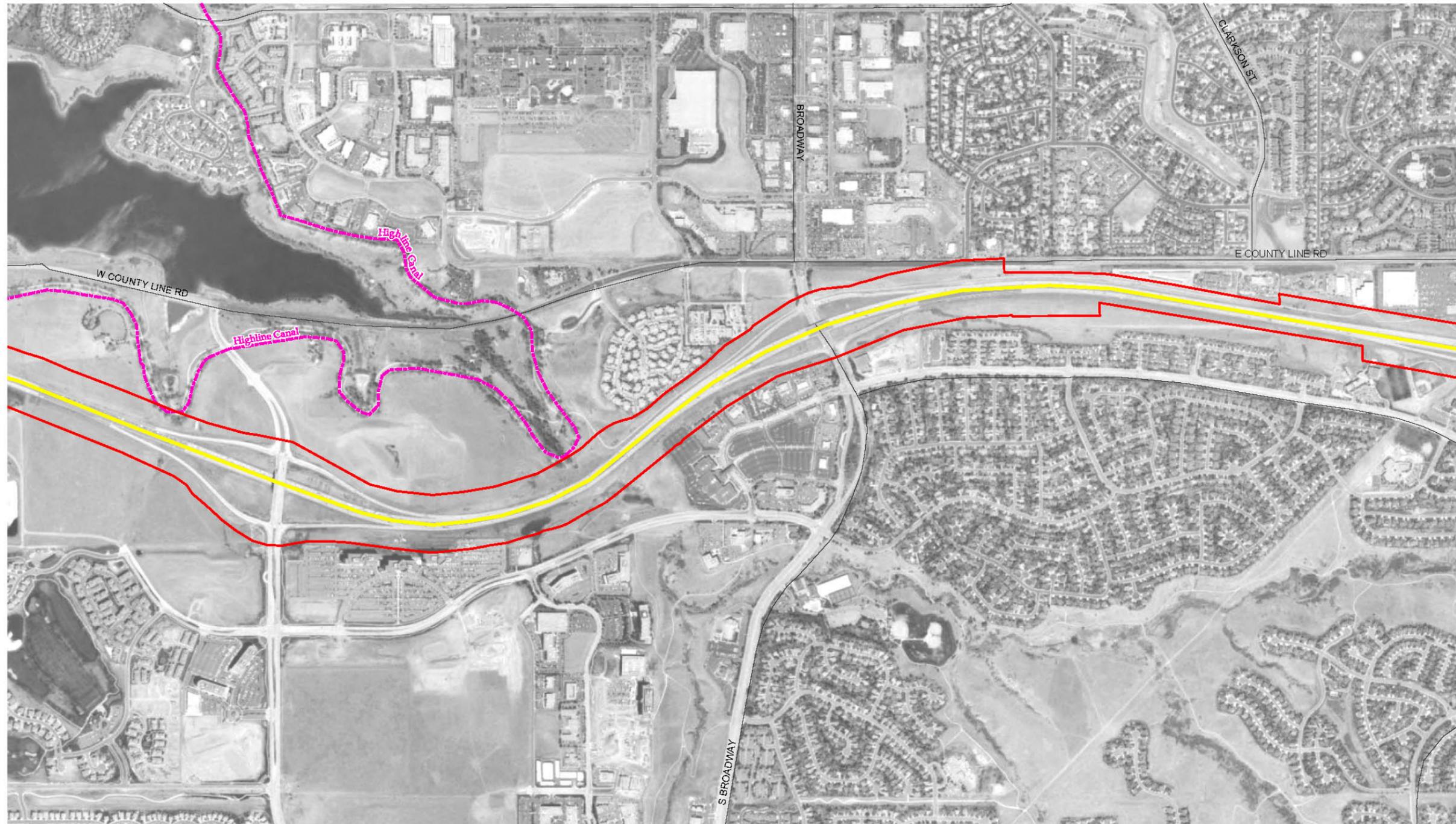
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C-470 Area of Potential Effect (APE)

April 2004
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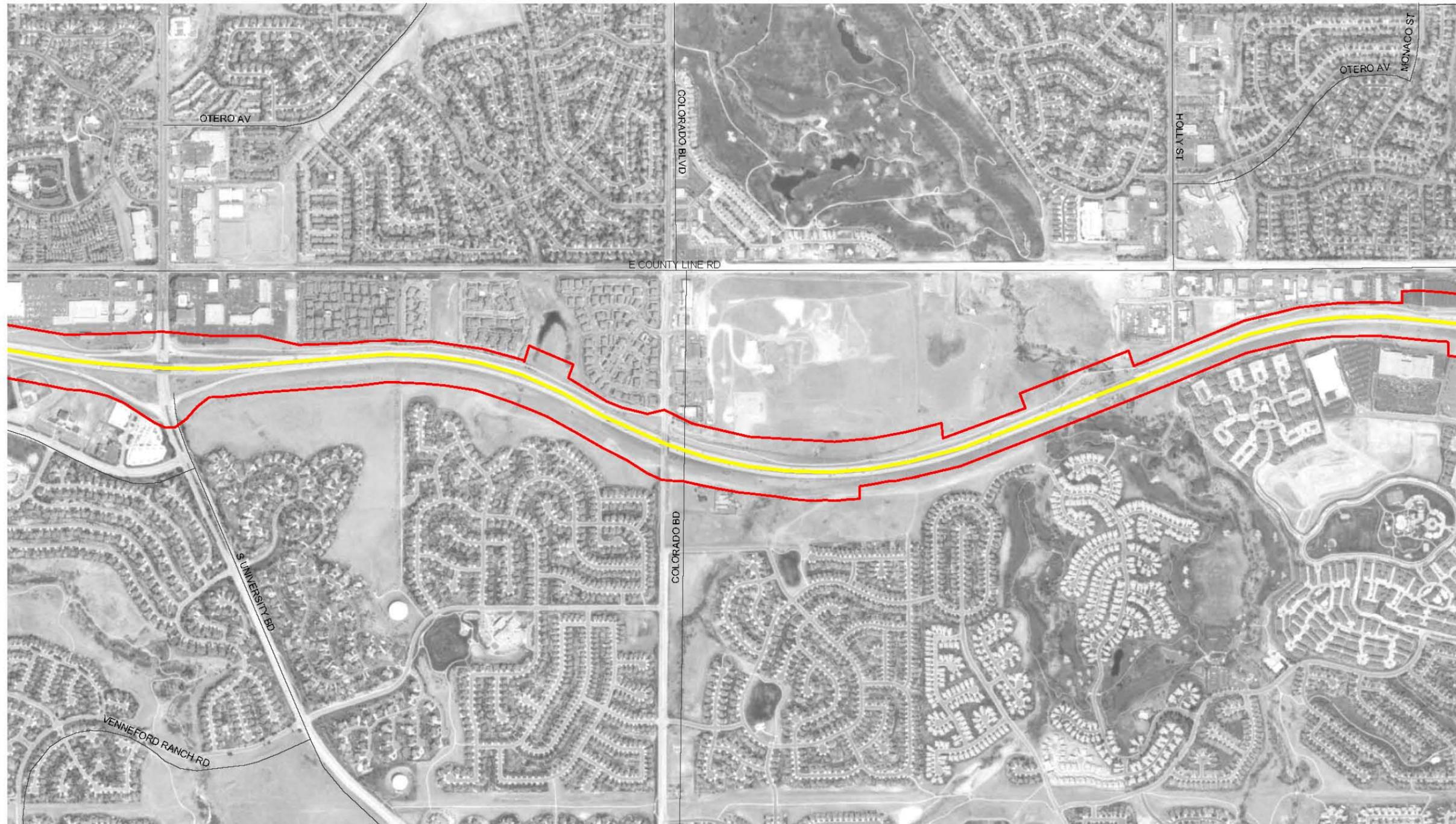
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C-470 Area of Potential Affect (APE)

April 2004
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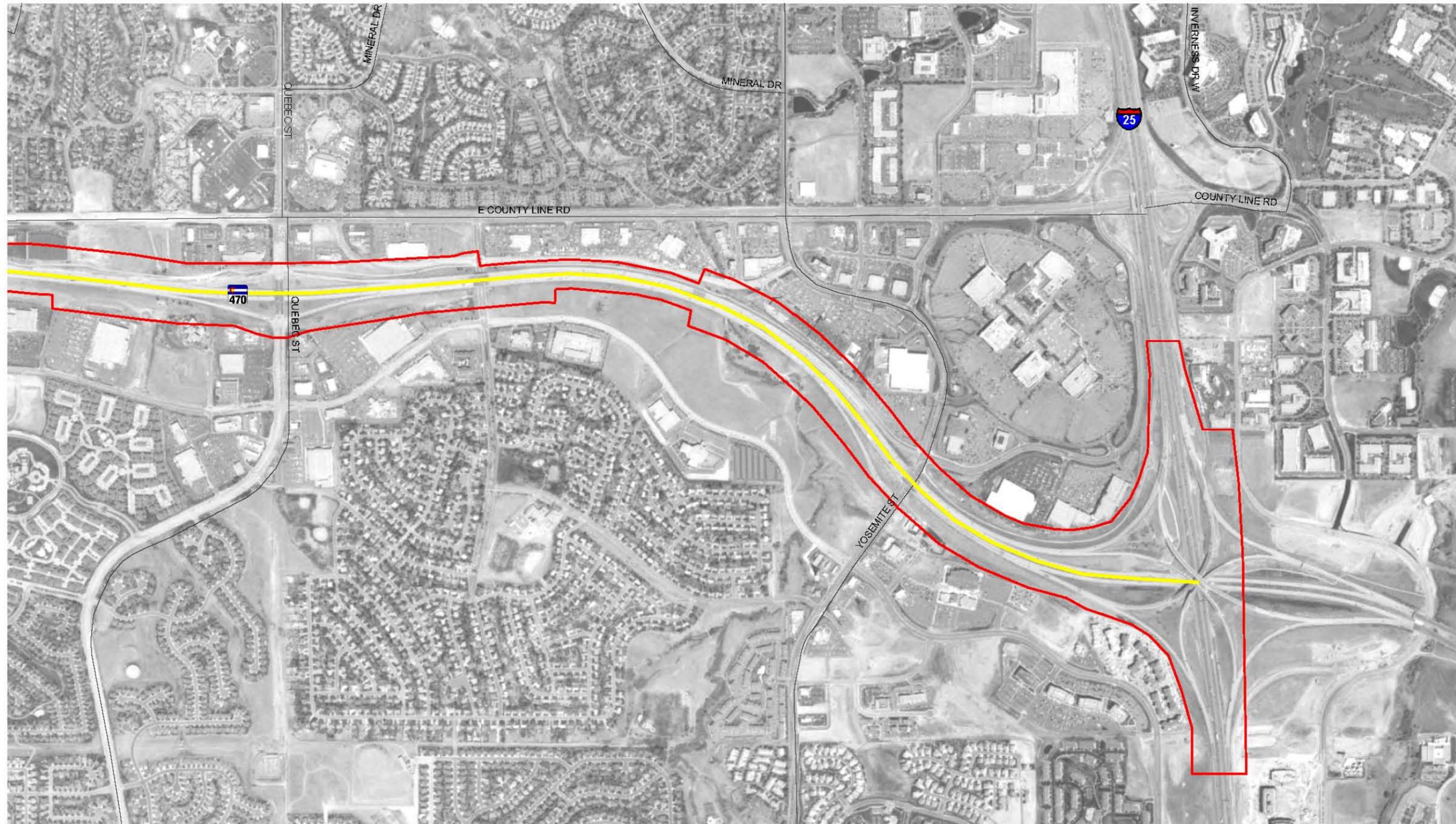
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C-470 Area of Potential Affect (APE)

April 2004
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- APE

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C-470 Area of Potential Effect (APE)

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1.4 RESEARCH DESIGN

The objective of this historic resource survey for C-470 Corridor was to identify historic and potentially eligible historic resources over 45 years of age and Section 4(f) properties in the area of potential effect as defined in consultation with the State Historic Preservation Officer, and to prepare documentation to complete the Section 106 procedures and Section 4(f) evaluation (Phase II). The research design provides direction for research, interpretation, and evaluation of the resources identified.

The Colorado Historical Society Resources Planning Protection Process (RP3) provides a framework to identify and record historic resources of the state and direction to analyze the significance and preservation of resources. The project area falls into the following RP3 historic contexts:

Colorado Urbanization and Planning Context:

Colorado Town Form in the Early Auto Era (1910-1945); and

Colorado Plains Historic Context:

Development and Expansion of the Rail Network;

The Urban Frontier (1860-1900);

Colonies and Towns (1868-1895);

Early High Plains Irrigation and Farming to 1900;

Post-1900 Agriculture – Dryland Farming;

Ranching since 1900;

The Auto Age (1890-1945); and

Railroads in Colorado (1858-1948) Multiple Property Listing; and

Engineering Context:

Water/Irrigation; and

Transportation/Railroads, Roads, Bridges, and Trails.

Prior to the field survey, a file search of state inventory documents was undertaken at the Office of Archeology and Historic Preservation (OAHP). Historic research was conducted at the Colorado Historical Society to determine if there were any properties in the project area with official landmark designation, which are eligible for listing in the NRHP or have been recorded in the state inventory. County offices and historical societies were contacted to determine if there were any Local Historical Landmarks.

A field survey was conducted within the established Area of Potential Effects in the project study area of the C-470 Corridor as outlined by CDOT and the SHPO. All of the cultural resources within the project area were surveyed at the intensive level. Because the survey area is so large, it was divided into sections between the major interchanges beginning at Kipling Parkway and ending at the I-25 interchange. Each section was additionally divided into the north and south sides of the highway. A log of all surveyed properties was maintained by interchange segment. The log can be found in the appendix of this report. During the survey, all previously recorded properties

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identified in the file search were re-evaluated and photographed, as necessary, and new resources that have not been surveyed were also photographed.

Historic research was conducted at the Jefferson, Arapahoe, and Douglas Counties Tax Assessor Offices, Planning, and Clerk and Recorder's offices, county and Local History libraries, the Stephen Hart Library at the Colorado Historical Society, and the Denver Public Library. Individuals associated with significant properties in the survey area were also interviewed.

Following the examination of records and documentation, properties were evaluated for historic and architectural integrity and/or significance, as well as eligibility, using the National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation and the State Register Bulletin 960, How to Apply the Nomination Criteria for the Colorado State Register of Historic Properties. Field determinations of eligibility were made and surveyed properties were recorded on Architectural Inventory Forms as required by the OAHP. The completed forms with attached photographs have copies of the USGS Quadrangle Maps. Inventory Re-evaluation forms, with photographs attached, were prepared for the previously recorded properties identified during the file search. After the inventory forms were completed, the survey report was prepared according to the guidelines as drafted in OAHP's Colorado Cultural Resources Survey Manual.

1.5 METHODOLOGY

The State Historic Preservation Office was contacted periodically during the course of the field survey and evaluation. The APE for the historic resources survey was established as previously discussed in Section 1.3, "Establishing the APE." A file search at the Colorado Historical Society Office of the OAHP was conducted on August 1 and 13, 2003. (See Table 1 for Previously Conducted Surveys.) The intensive level Class III inventory as outlined in the Research Design was conducted between November 2003 and March 2004. Survey logs were organized by section as the survey proceeded.

Historic research on individual resources was ongoing throughout the field survey and afterwards. Historical research provided essential information regarding individual resources and their ability to provide information about the activities and lifestyles of citizens and the influence of economic conditions and local, state, and national events. Resources were considered for their association with representative periods of development in local, state, and national history and the impact of development pressures on the resource. Information was gathered from public agencies and libraries as previously mentioned, as well as residents. General research materials about the survey area, including primary and secondary sources, were reviewed for background information. This research included the use of books, maps, photographs, newspaper articles, city directories, and other published reports from local research institutions. The records of local counties in the project area were examined to extract information

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on specific resources. Telephone interviews with residents, businesses, and local public agencies were also conducted to determine information about specific historical resources.

Table 1
Previously Conducted Surveys

Date	Title of Report	Author
2002	Class III Cultural Resource Inventory of the Stockwell/Hildebrand Open Space Property Jeffco SWCA No. 01-515	Andrew Sawyer-Jeffco Open Space
2000	Colorado Historic Bridge Survey	Fraser Design
1998	Southeast Corridor EIS RTD Light Rail System (98-CO-28)	Gregory Newberry-RTD
1997	HRS County Line Road Arapahoe & Douglas Counties, CO	Laurie & Tom Simmons-CDOT
1995	Report RR Grade at Santa Fe Drive & County Line Road (re-eval)	Roxanne Eflin-CDOT
1995	HRS, SW Corridor Alternatives Analysis/Draft EIS	Hermesen Associates
1994	CRS of Realignment of County Line Road at S. Santa Fe Drive	Daniel Jepsen-CDOT
1994	High Line Canal: Historic American Engineering Record Doc	Fraser Design for Felsburg, Holt & Ullevig
1990	State Hwy 85: Castle Rock to C-470 (17 miles)	Rebecca Herbst/Vicki Rottman-CDOT
1988	Survey Report Mc[C]Lellan Drive at C-470	Kathy Cushman-CDOT
1987	E-470 Roadway Project I-25 South Interchange	Laurie Simmons/Christine Whitacre-CDOT
1981	Cultural Resource Survey Report for Hildebrand Ranch Area C-470	Mark Sullivan/Sherry Oaks-CDOT
1980	Project M 1030(1) S. Platte R. Crossing, Cult Res Rpt, Arapahoe and Jefferson Counties, CO	Vicki Rottman-CDOT
1979	Littleton Railroad Depression (City Ditch)	Vicki Rottman-CDOT

After completion of the field survey and following the determinations of eligibility, Colorado Historical Society Architectural Inventory forms, Re-evaluation forms, and/or Management Data and Linear Resource forms were prepared for all surveyed resources. The Colorado Historical Society provided Smithsonian identification numbers for each property, which are included on the forms, photographs, maps and logs. USGS maps were prepared for each resource and attached to the forms. Survey photographs of the historical resources were labeled and attached to forms utilizing acid-free envelopes and sheets. The completed inventory forms are included in the Appendix B.

2.0 HISTORIC CONTEXT

The survey area has been historically rural and agricultural in nature and associated with the South Platte River valley. The valley is backed by the peaks of the Front Range, the Dakota Ridge Hogback and the red sandstone of the Morrison formation. To the

east, the valley of the S. Platte River opens onto the eastern plains of Colorado. The eastern plains are part of the “Great American Desert” a term coined by explorers Lt. Zebulon Pike and Major Stephen Long for the land west of the Missouri River and east of the Rockies. They described it as an area with no trees, little rainfall, and tough prairie sod.

2.1 COLORADO AND ITS COUNTIES

For centuries, Spain, England, France, the United States, Mexico and the Republic of Texas claimed ownership of sections of the Colorado region. In 1861, portions of four territories, Utah, Nebraska, Kansas, and New Mexico, were taken to create the Colorado Territory.

The Kansas Territory, which included present day Douglas, Arapahoe, and Jefferson Counties, stretched across eastern Colorado to the Rockies. It was formed in 1855. Few efforts were made to provide governmental services in this region and local residents created their own forms of governments and law enforcement agencies. Coloradoans pushed for their own territorial government and after a false start with a temporary, Jefferson Territory in 1859, the region officially became the Colorado Territory when created by Congress on February 28, 1861.

The 1860 Census counters recorded 38,500 names of individuals in the Colorado Territory, a region most known for its mining districts and vast regions occupied by Native American tribes. Newly appointed Gov. William Gilpin and the state legislature soon drew the boundaries for seventeen counties. The original counties were found principally in the Front Range and foothills of the Rockies where the general population of Euro-Americans were located. (The Arapahoe and Cheyenne Reservation in southeastern Colorado was left outside the new county boundaries.) The size of the region and a lack of surveys posed a problem for early surveyors laying out the county boundaries. Original county boundaries changed as subsequent settlement led to the creation of the state of Colorado in 1876 and its eventual sixty-three counties between 1877 and 1889.

2.1.1 Jefferson County

Jefferson County is situated in central Colorado and takes its name from the Jefferson Territory, the extra-legal provisional government. The area of present-day Jefferson County was one of twelve counties in the provisional territory of Jefferson until February 28, 1861, when President Buchanan signed the act of Congress creating the Territory of Colorado. On Nov. 1, 1861, the county was organized and boundaries defined as part of the territory of Colorado. Golden became the Jefferson County seat.¹

¹ Jefferson County Historical Commission, *From Scratch: A History of Jefferson County, Colorado* (Golden, Colorado: Jefferson County Historical Commission, 1985) 9; Ethel Dark, “A History of Jefferson County, Colorado,” (M.A. Thesis, Colorado State College, 1939) Introduction; and Sara E. Robbins, *Jefferson County*,

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The county is principally mountainous with rolling lands along the creeks and rivers. It is drained by the S. Platte River and its tributary system which includes Bear, Turkey, Clear, Deer, Ralston, Coal, North Fork, and Dry Creeks. The altitude varies from about 5,300 feet to nearly 10,000 feet. The irregular shape of the county covers approximately 725 acres.²

Although the county was initially populated with supply centers to provide for the mining districts west of the county, agriculture and raising stock soon rose to prominence. Farmers and ranchers settled along the bottomlands near various streams. Soon a system of irrigation ditches crisscrossed the land. By 1861, four of the earliest irrigation ditches included the Wanamaker, Swadley, Wadsworth, and Farmers High Line. The early mining districts that governed mining regions were soon followed by “claim clubs” for towns and farming areas in the territory. The claim clubs organized and created governing bodies similar to the mining districts.³

2.1.2 Arapahoe County

Situated just east of Jefferson County is Arapahoe County. The two counties are separated by the S. Platte River. One of the original seventeen counties, Arapahoe extended from the S. Platte River to the Kansas border and was approximately thirty miles wide. Georgian William Green Russell found gold-bearing sand and gravel at the point where Dry Creek flows into the Platte River. Later he moved down river to where Cherry Creek flowed into the river and finding gold established a camp later named Denver. Denver eventually became the county seat of Arapahoe.

Modern Arapahoe County came about as a result of the formation of the City and County of Denver at the turn of the twentieth century. The 1902 Colorado State Legislature split the former Arapahoe County area into five counties and at the same time established county seats. Littleton was named as the temporary county seat of South Arapahoe County. The following year the “south” was dropped and in 1904 Littleton officially became the county seat.⁴ The county was named for one of the larger tribes of the Plains Indians, who occupied it.

The prairies of Arapahoe County were conducive to raising cattle and supplied mining districts with a fine supply of meat. Farmers and ranchers staked claims all along the streams and rivers of the plains. As the farmers moved away from principally dry land crops, they developed irrigation systems tapping into streams and rivers to water their

Colorado: The Colorful Past of a Great Community (Lakewood, Colorado: The Jefferson County Bank, 1962) 11-13.

² Dark, “History of Jefferson County,” i.

³ *From Scratch*, 2-3.

⁴ Ray Willms, “The Birth of a County: Modern Arapahoe County from an Idea to Reality,” TMs, p. 1-16, Special Collections, Littleton Historical Museum Library, Littleton, Colorado; “Richard S. Little,” and Arapahoe Regional Library District, *Arapahoe County Portrait: Past and Present* (Littleton, Colorado: Arapahoe Regional Library District, 1983) 2-3.

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crops. By the end of the 1860s, more than fifty farms spread along the banks of the S. Platte River.

Richard S. Little came to Arapahoe County in 1861 as engineer for the Capital Hydraulic Company, who was constructing a ditch from the Platte River to Denver. The next year, Little filed a notice of claim on land along the S. Platte River and later opened the Rough and Ready Mill on a segment of the ditch that was never developed. When the Denver and Rio Grande Railroad passed by Little's land in the early 1870s, he envisioned a city.

On June 3, 1872, Little laid the foundations for the city of Littleton when he divided some of his land into lots for employees of the mill. A large hotel in Littleton became a stage coach stop, as well as a popular Sunday outing spot for the residents of Denver. Nevertheless the real growth in Littleton did not appear until after 1877 with the appearance of the Atchison, Topeka and Santa Fe Railroad. The ATS&F built its Littleton depot in 1888.⁵ Despite this endeavor at city building, the area remained principally rural in nature.

After completion of the High Line Canal in 1882, Arapahoe County agriculture was divided into two halves with the east end practicing dry-land farming and the west using irrigation. Agriculture, farming and ranching, was the staple industry and it extended south into Douglas County.

2.1.3 Douglas County

Douglas County can be found almost at the center of the state. It is a region of diversity with prairies in the east at 5,400 ft. to mountains in the west that reach as high as 9,700 feet. The spectacular red rock formations of Roxborough Park are found in northwestern Douglas County. Its three major waterways, the Cherry Creek, Plum Creek and S. Platte River, were natural routes for early travelers through the region, territory, and eventually state. Douglas County is a major thoroughfare into the Pikes Peak region.

Unlike its neighbors, Jefferson and Arapahoe Counties, who have more urban communities, Douglas County's history has long been tied to farming and ranching. As late as 1968, Lawrence C. Phipps described northern Douglas County in his book, *Forty Years of the Arapahoe Hunt*, as a "country (that) consists of rolling plains interspersed every once in awhile with deep or shallow arroyos, gullies, and dry water courses." It was principally cattle country with a few ranch houses and outbuildings until the 1980s.

⁵ Dave Hicks, *Littleton From the Beginning* (Denver, Colorado: Egan Printing, 1975) 7-9; "The Birth of a County," 7; *Past and Present*, 6; and City of Littleton website, "Littleton History," accessed July 16, 2003.

Douglas County, named after the Illinois Senator Stephen A. Douglas, who was also chairman of the Senate Committee on Territories, was one of the original seventeen counties. Franktown was appointed temporary county seat of the newly formed county. James Frank Gardner, founder of Franktown, moved to California Ranch in 1864 taking the Douglas County records with him. In 1874, Castle Rock became the county seat when the county was subdivided to create Elbert County.⁶ Castle Rock was found to be more centrally located within the boundaries of the recently re-drawn county. The arrival of the D&RG Railroad dramatically influenced the growth of Douglas County. With an active railroad and stage coach service, small towns sprang up along the rail lines that connected Denver and Colorado Springs.

2.2 AGRICULTURAL HISTORY

For most of its history, the C-470 corridor was a rural area devoted to agricultural pursuits and cattle ranching. The agricultural history of the area south and southwest of Denver has long been tied economically with the development of Denver and Colorado's mining regions. Many men who failed as miners settled on the prairies turning to the land for their livelihood. Farmers south of Denver supplied food and goods to the Denver market and nearby mining districts. The earliest recorded Denver area farmer/supplier was David Wall near Golden.⁷

The 1860s saw the transition from subsistence farming to a growth in cash crops. Farmers settled near the rivers and utilized irrigation in turning arid plains into verdant pastures and agricultural enterprises. By 1870, one traveling correspondent for The Colorado Tribune wrote glowingly that the agricultural region of the Platte Valley was in a "state of improvement as will compare favorably with some of the finest grazing and agricultural sections of the east."⁸ Early farmers and ranchers had soon realized that water was the true gold of the West.

2.2.1 Early High Plains Irrigation and Farming

Water and irrigation are intricately interwoven in the historical success of farming and ranching in the arid lands of Colorado and the West. Initially farmers planted dry land crops of barley and wheat or used their land for grazing. Cash crops, such as alfalfa, potatoes, tomatoes, cucumbers, and sugar beets, demanded water to survive in the arid climate. As early as the 1860s and 1870s, farmers, investors, and developers were engaged in a battle to harness Colorado's limited water resources. Prior to 1879, no consistent procedures were followed when initiating the construction of an irrigation system. Settlers simply dug a ditch.

⁶ Thomas J. Noel, Paul F. Mahoney, and Richard E. Stevens, *Historical Atlas of Colorado* (Norman, Oklahoma: University of Oklahoma Press, 1994) 17, and "General History of Douglas County, Colorado," [<http://history.dpld.org/dchpb/genhist.htm>], 15 December 2003.

⁷ David Skari, *High Line Canal: Meandering Through Time* (Denver, Colorado: C & M Press, 2003) 2.

⁸ Marr, *Douglas County*, 99.

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Following the adoption of the Colorado State Constitution, and its provisions regarding the doctrine of prior appropriation of water in the state, drainages were assigned a water district number, which continues to identify the state's streams and rivers. The Colorado General Assembly enacted the Irrigation Act of 1879 dividing the state into water districts and establishing a system to record water right priorities. Improvements to the water bill followed to correct ambiguities and inconsistencies. Between 1880 and 1885, concern over the amount of water taken from tributaries prompted adjudication hearings to establish water rights. At that time, approximately 250 ditches were drawing water from the S. Platte River.⁹

One of the most significant of the early organized irrigation systems in the Denver area was the Capitol Hydraulic Company's City Ditch, a franchised ditch constructed to draw water from the S. Platte River to supply water to the city and farmers along its route. Almost two decades later, in 1877, English investors undertook a heady enterprise that involved construction of three massive irrigation projects that would carry water from the S. Platte River valley to the eastern plains. Out of their vision evolved the High Line Canal.

2.2.1.1 City Ditch

In 1860, an Act of Congress granted the franchise of the Capitol Hydraulic Company (organized in 1859) to take water from the S. Platte River and Cherry Creek. The president of the company was A.C. Hunt, later Territorial Governor, and its chief engineer, John Clark, who was later replaced by Richard Little, founder of Littleton. Little moved the inlet four miles upstream and recalculated the grade of the ditch. Although ditch construction began between 1861 and 1862, due to the Civil War and an irksome economy, it was not until 1869 that it carried water into Denver. Meanwhile, Little channeled the abandoned earlier segment of the ditch for his own purposes. A second ditch reorganization resulted in a name change, Platte Water Company, to reflect its wider scope and purposes for the ditch. By 1875, Denver concluded it should own the ditch "from Littleton down to Capitol Hill." A bond issue raised \$60,000 to purchase the ditch. The ditch was assigned the number one water priority on the S. Platte River.

Each spring the head gates at a dam southwest of present-day Wolhurst Estates were opened to allow water to flow in a northerly direction on its 37-mile journey to Denver, Washington Park, and City Park. The original diversion point for City Ditch from the S. Platte now lies under Chatfield Dam Reservoir. The Corps of Engineers created a new outlet through the dam to allow water to enter City Ditch. Southwest of Littleton only remnants of the original course of City Ditch are extant due to encroachment by development and highway improvements. The City of Englewood controls the first 15 miles of the ditch proper and has diverted water into both open channel and pipe-

⁹ Skari, *High Line Canal*, 37 and 57.

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lines.¹⁰ In Englewood, it fills McLellan Reservoir and provides a portion of the city's municipal water supply. To the east of City Ditch is a second larger endeavor to bring water to the parched fields in the survey area.

2.2.2 High Line Canal

In 1877, English capitalists led by James Duff organized the Colorado Mortgage and Investment Company, often referred to as the English Company, to construct three irrigation projects to carry water from the S. Platte River northwest to the eastern plains. In 1880, Edwin Nettleton completed his plans for the canal and Benjamin Eaton's construction crews began work on the High Line Canal. It would reportedly extend for 70 miles with several laterals. At its head was an intake dam in the S. Platte River Canyon in the foothills. The dam was not to store water, but actually to divert water. The canal measured thirty-six feet wide and seven feet deep in areas as it coursed through northern Douglas County into Arapahoe County via the canal, wooden drops, and its flumes. It was reportedly completed in 1883.¹¹

The name of the canal, High Line, came from its engineering design and principle. The canal was designed and built with a gradual elevational drop in grade in order to produce a gravity-controlled flow of water along its course. The elevation of the ditch drops approximately 200 feet. There were two other "high line" ditches: the Farmer's High Line near Golden and the Rocky Ford High Line near Manzanola, Colorado. During its early years, the High Line Canal was locally referred to as the English Ditch, or English High Line, until eventually the word English was dropped.¹²

The canal was used extensively by farmers and ranchers in northern Douglas County. By 1887 a series of droughts initiated local water rights battles, which later were carried to the Colorado State courts. Eventually, in 1924, it became the property of Denver. It was off limits to the public until the 1970s when its service road was developed into a park system. Today only 67 customers possess water rights and until recently the Rocky Mountain Arsenal was the largest consumer of water from the High Line Canal. (It will soon be supplied from an alternate source.) The water flow through the canal is erratic dependent upon water levels of the S. Platte River and needs of water rights owners. Headgate No. 22 is on the Flyin' B Ranch owned by Bowen Farms Inc. and has been used to irrigate the pastureland on the ranch. The High Line Canal and corresponding bike and hiking trail courses through the Bowen ranch. The ownership of the High Line Canal will soon be undergoing change once again as Denver Water plans to transfer ownership.¹³ The canal parkway system is an ecological and wildlife habitat, as well as

¹⁰ Marr, *Douglas County*, 99; Skari, *High Line Canal*, 64; and Colorado Department of Transportation, "The History of City Ditch" prepared by Rebecca Herbst for the Federal Highway Administration (Denver, 1983) 11.

¹¹ Skari, *High Line Canal*, 10-13.

¹² Skari, *High Line Canal*, 11, and Marr, *Douglas County*, 99.

¹³ Skari, *High Line Canal*, 32-33.

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a significant historic resource connecting Denver's agricultural past to its present urban setting.

In the survey area, there are several smaller irrigation systems associated with the regions' earliest farming and ranching concerns. Of the lesser known early irrigation networks in the area were the Selzell Ditch near the Hildebrand Ranch, Last Chance Ditch near present day S. Platte Canyon Road, and Nevada Ditch parallel to the S. Platte River and Jefferson and Douglas Counties' boundary.

2.2.3 Selzell Ditch

Selzell Ditch is located near the Denver Botanic Gardens at Chatfield, a nature preserve in southern Jefferson County. Ranchers Peter Selzell and Frank Hildebrand constructed the ditch in 1868 by drawing water from nearby Deer Creek to water their farm and grazing lands. During the period of establishing legal water priorities, Peter Selzell appeared as a witness at an 1883 adjudication hearing for water rights on the Selzell Ditch.¹⁴ The ditch was awarded priority number 37. Today it is associated with the National Register property, the Hildebrand Ranch, and its early attempts at domestic agriculture in the region.

2.2.4 Last Chance Ditch

Another Jefferson County early irrigation system is the Last Chance Ditch. The S. Platte River was designated Water District No. 8 and the Last Chance and Platte Canyon Ditches were located in this district. Platte Canon Ditch Company constructed a ditch in July 1861 and subsequently enlarged it in December 1863 and December 1864. Witnesses at the 1883 adjudication hearings were N.E. Mills, E.S. Nettleton, William Shellabarger and a Mr. Lehow. The Last Chance ditch was constructed March 3, 1868, by claimants William Hugins, Isaac W. Chatfield, and Louis Doll. In 1924, the company that owned the Last Chance Ditch merged with the Platte Canyon Ditch owners. Even though most of what was the Platte Canyon Ditch has been destroyed by Chatfield Reservoir, the name Platte Canyon/Last Chance Ditch continues to appear on present-day maps referring to the original Last Chance Ditch. Portions of it are still in use today. However, the segment of the ditch in the survey area has been destroyed as a result of development.

2.2.5 Nevada Ditch

Paralleling the boundary between Jefferson and Douglas counties is the Nevada Ditch. Construction on this ditch in the S. Platte River water district began on August 30, 1861. It was enlarged once again in December 1865. Witnesses at the 1883 adjudication hearings for water rights were John Lilley, Joseph Bowles, and W.B.O. Skelton.¹⁵ It is not

¹⁴ L. Steele, *The Roots of Prosperity: Littleton in the 1860s* (Littleton Historical Museum, 1982) 100-101, and an article, "Ditches Overview," author unknown, files at Littleton Historical Museum, 2003.

¹⁵ Steele, *The Roots of Prosperity*, 101, and "Ditches Overview."

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clear whether these men constructed the ditch or assumed ownership at a later date. Portions of Nevada Ditch are still in use today, but the segment in the survey area has been largely destroyed as a result of development.

Many of the portions of these earliest ditches are now enclosed for safety reasons, water loss, and convenience. Nevertheless, one can locate the course of many of these abandoned ditches by looking for rows of trees.

2.3 TRANSPORTATION

Several factors contributed to the transformation of the Colorado Territory. With the end of the Civil War and the removal of the Plains Indians to reservations, migration west increased as settlers followed trails into the region. With the rapid advancement of railroads into the West, larger number of immigrants and freight made their way into the territory. Towns sprang up along the rail lines. The territory's population increased and eventually the State of Colorado was formed in 1876.

2.3.1 Railroads

The railroad may have been the single greatest influence on growth and prosperity in Colorado from 1870 into the early twentieth century. By the 1880s, railroads steamed westward into the eastern plains of Colorado and into the mining regions of the mountains as well. Railroads provided cheap travel and a means for shipment of grains and livestock to market.

2.3.1.1 Denver and Rio Grande Railroad

"Following the construction of the First Territorial Road between Denver and Colorado City, a similar north-south route along the foothills was surveyed for the site of the first narrow-gauge railroad in the United States."¹⁶ General William Jackson Palmer and the National Land and Improvement Company provided funds to construct a railroad between Denver and Colorado Springs. The Denver and Rio Grande Railroad (D&RG) was initially constructed as a narrow gauge rail line. A month after construction was started on the line in July of 1871, builder Union Contract Company with its ties, rails, spikes, timber and telegraph poles reached Littleton and Acequia, in Douglas County. A news reporter poetically described his experience on the maiden voyage of the newly christened D&RG and his first view of the lands in Arapahoe and Douglas counties,

The train was by this time speeding by the valley of the Platte, its beautiful farm houses and cultivated fields and long line of cottonwoods in the somber glories of autumn, with the grand

¹⁶Colorado Department of Transportation, Colorado Historical Society, Historic Inventory Record, "Atchison, Topeka and Santa Fe Railroad (5AH256.3)" prepared by Rebecca Herbst and Vicki Rottman,

mountains beyond, forming a charming landscape view.¹⁷

Regular service began on January 1, 1872. The D&RG first built a wood-frame depot in Littleton in 1873, which was replaced by a stone depot two years later.¹⁸ New settlements in Douglas County and eventually El Paso County sprang up along the route. By 1881, the D&RG added a standard gauge track to its double track narrow gauge line and temporarily agreed to share it with the AT&SF Railroad.

In 1902, the middle rail was removed and the line operated solely as a standard gauge line. Palmer envisioned his railroad opening a route between Denver and El Paso, Texas. Although the line never reached its original goal, the D&RG played a critical role in the development of Colorado at the end of the nineteenth century. In addition, it played a role in the development of Littleton and its surrounding community when the D&RG began regular commuter service between Littleton and Denver in 1889. Over the decades, the railroad has experienced ownership changes and is currently part of the Union Pacific Railroad.¹⁹

2.3.1.2 Atchison, Topeka, and Santa Fe Railroad

A second rail line in the survey area was the Atchison, Topeka and Santa Fe Railroad (AT&SF). The Atchison and Topeka railroad was slow to grow due to lack of funding and support. Although chartered in 1859, it was not until after President Lincoln signed an Act of Congress allowing construction of the railroad across Kansas that the company found solid footing. The company reorganized in 1863 as the AT&SF, with high hopes of reaching Santa Fe, New Mexico via Colorado. Westward construction began in 1868. Twenty years later, the AT&SF bought out the Denver and Santa Fe Railway (D&SF), which had laid track between Denver and Pueblo that paralleled the D&RG. The volatility of the economy and its effects on the railroad industry resulted in mergers and buy-outs. Eventually, the AT&SF emerged out of the pool of Colorado railroads. In 1900, the AT&SF bought out the D&SF line.

2.3.1.3 Twentieth-Century Development of the Railways

By WWI, the federal government nationalized the rail industry and the D&RG and AT&SF consolidated to run northbound trains on the old AT&SF lines and the southbound trains on the D&RG lines. In 1944, the AT&SF was one of the four leading railroads operating in Colorado with some 617 miles of main track. The parallel tracks of the D&RG and the AT&SF railroads between Denver and Colorado Springs were

¹⁷ Josephine Lowell Marr, *Douglas County: A Historical Journey* (Gunnison, Colorado: B&B Printers, 1983) 96.

¹⁸ "Denver & Rio Grande Railroad Depot," City of Littleton website, accessed at www.littletongov.org on 28 April 2004.

¹⁹ Colorado, Department of Transportation, Region 2, *Interstate 25 Environmental Assessment*, Proj. No., 151077.13, HRS by Barbara Norgren, Dawn Bunyak, Dianna Litvak (Colorado Springs, 2003): 10-11; and Colorado Department of Transportation, Colorado Historical Society, Historic Inventory Record, "Atchison, Topeka and Santa Fe Railroad (5AH256.3)" prepared by Rebecca Herbst and Vicki Rottman, revision 1995.

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badly damaged after the 1965 Plum Creek flood near Littleton. Portions of the line were repaired and others abandoned. In 1968, the company became a subsidiary of the holding company of the Santa Fe Industries, Inc. Six years later the company sold its passenger service to Amtrak. By 1983, this company and the Southern Pacific Transportation Corp. agreed to merge into the Santa Fe Southern Pacific Corp., but the merger was rejected by the ICC in 1987. The Southern Pacific rail system was sold off in 1988, and in 1989, the Santa Fe's parent company became simply known as the Santa Fe Pacific Corp. The Burlington Northern purchased the Santa Fe Pacific Corp. in 1995, and the resulting company took the name Burlington Northern Santa Fe Corporation.²⁰ These trains currently use the Union Pacific rails south from Denver through Littleton.

Many major changes to the railroads and their alignment have been made due to natural disasters, upgrade in rail equipment and materials, development of the light rail, road widening and reduction of curves, and construction of grade separations. In the late 1980s, CDOT built a railroad bridge across the newly-constructed C-470 highway at Santa Fe Drive and C-470. With the addition of the Light Rail at the same time, track alignment was moved to accommodate the new line running parallel to the railroad tracks.

2.3.2 Territorial and Automobile Roads

Because of its isolation, road building was a concern in Colorado even in the 1860s. When Colorado became a territory in 1861, the Kansas Legislature already had authorized some toll roads and bridges. By the 1880s, toll roads could be found all over the state. Otto Mears was one of the most famous road builders in Colorado's history.

2.3.2.4 Earliest Road Systems

Colorado's first north-south roads followed established Native American trails. A series of territorial acts beginning in 1864 established Colorado's earliest roads with one of the first near present day Littleton and along the S. Platte River as part of the Denver City and Pueblo road.²¹

Remnants of this early wagon road, Colorado Springs Wagon Road, parallel portions of present day S.H. 85 in Douglas County south of C-470 and were visible into the 1990s. On a 1901 Proposed Line Change Map for the D&RG Railroad between Wolhurst and Sedalia, the wagon road was located east of the tracks in Section 7 and crossed the

²⁰ "Atchison, Topeka and Santa Fe Railway," Burlington Northern website, accessed at www.bnsf.com on 16 February 2004; Clay Fraser, *Railroads in Colorado, 1859-1948, National Register Multiple Property Document Form*, 1997; *Colorado Springs Gazette Telegraph*, 2 May 1971;

²¹ Wallis M. Reef, "The Development of Colorado's State Highway System," in *Look Around* 29, no. 3 (May-June 1964): 26.

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tracks to the west side in Section 6.²² The first real effort to develop a system of integrated roads in Colorado came with the establishment of counties.

Like the rest of the United States, Colorado went through a "good roads" movement at the beginning of the 20th Century. Bicyclists and car drivers began pushing for paved roads. In a M.E. Salek's history of Colorado roads, he writes:

In 1902, 42 auto owners formed the Colorado Auto Club. The CAC and the Colorado Chapter of the National Good Roads Association (1905) persuaded the legislature to pass a bill in 1909 to establish the Colorado Highway Commission, and it became effective January 1, 1910. The only problem was the funding: The legislature allocated a measly \$65,000. The Colorado highway system was established by having the counties submit maps showing their most traveled roads, and the first state primary system covered 1643.5mi.

The road system in Colorado was primitive by today's standards. It was not until the American Automobile Association (established in 1902) lobbied local, state and federal governments for better roads that many dirt roads were finally paved in the first decades of the 1900s.²³ Roads were relocated and dangerous railroad crossings improved. In 1907, the State Legislature authorized construction of the road between Wyoming and New Mexico.²⁴ Construction began in May of 1908 and within two years the road between Denver and Colorado Springs opened as State Primary Road No. 3. (State Primary Road No. 2 ran between Denver and Fort Collins and S.P. Road No. 4 ran between Colorado Springs and Pueblo.) The road followed the earliest Native American trails, wagon roads, and stage coach lines. A 326-mile ribbon of highway connects Wyoming to New Mexico running north-south through Colorado. The State Highway Commission began using the North-South Road as a principal trunk line through the state that connected the state's most important cities.²⁵ Dusty and treacherous, the road was dirt until 1919.

2.3.2.5 U.S. Highways 85

In 1916, the Federal Highway Act started the Federal Aid Primary system, with 50-50 matching funding. One of the first federally funded primary highways in Colorado was FAP 1, Denver-Littleton. As a result, the present day S. Santa Fe Drive (S.H. 85) was the first paved road in Colorado.²⁶

²² 1901 Map for the Proposed Line Change for the D&RG Railroad can be found at the Local Archives at the Douglas County Public Library in Castle Rock, Colorado.

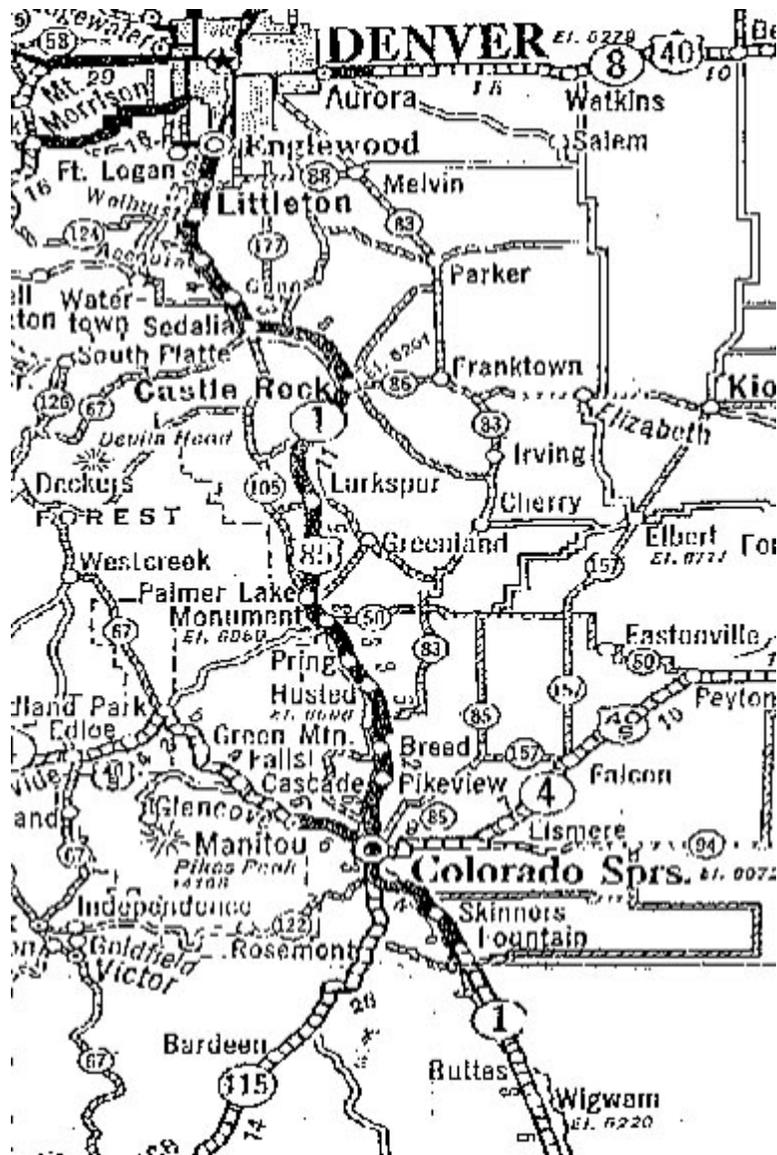
²³ *The Motorist* March/April 2002.

²⁴ *Denver Post*, 22 September 1969.

²⁵ Clayton Fraser, *Highway Bridges in Colorado, 1880-1958*.

²⁶ Salek, "Colorado Highways History."

Figure 3
1929 Conoco Road Map



Source: Denver Public Library, Denver, CO.

The Denver to Littleton road was begun in the fall of 1917 and completed in 1918. Eventually, the road became part of the proposed highway from Denver to Colorado Springs. The two-lane road provided a direct route from Denver to the growing city of Littleton.

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In 1928, the State Department of Transportation began construction on a 73-mile stretch of concrete road between Denver and Colorado Springs.²⁷ (See Figure 3.)

The last link of newly concrete-paved section on the Denver-Colorado Springs Highway (S.H. 85) was completed in August of 1928 and a procession of 1,200 automobiles traveled the newly opened highway. During the paving, thirteen railroad crossings and numerous dangerous curves were eliminated. The August 5, 1928, issue of the Denver Post speculated that the elimination of the danger spots and the new road surface was expected to “materially increase the traffic in the future.” And increase it did.

In 1938, the State Highway Commission, after repeated petitions by the city of Littleton, rerouted U.S. 85 west of downtown Littleton along the present S. Santa Fe Drive. Within a decade, the highway was nicknamed “the ribbon of death” because of numerous accidents and fatalities on the stretch between Denver and Colorado Springs.²⁸ Beginning in 1947, plans were made to widen the highway and make improvements along the route. Despite these improvements, the north-south highway would be soon be usurped with the construction of Interstate 25.

Today S.H. 85’s identity has been merged with many sections of the modern highways that run north and south through the state. Although the roads follow the same route of the old S.H. 85, the highway number is not noted on the sign.

2.3.2.6 Interstate 25

In the 1940s, led by its chief engineer Charles Vail, the Colorado Department of Highways commissioned a study to improve the highway system in Denver. Vail hired the engineering firm of Crocker and Ryan as consultants. Their report suggested that a limited-access route be opened, which would be independent of the cross-flow of city traffic. Vail died that year and the project appeared to flounder until 1946, when Mark Watrous became CDOH’s state highway engineer.²⁹ Nevertheless the Valley Highway project did not begin until 1948. As segments were completed, the highway was opened. The last segment was opened in 1958. It was not officially an interstate at that point in time, but formally known as U.S. 87.³⁰ The federal interstate system began construction on Interstate 25 in 1956 and finished a continuous ribbon of highway between Wyoming and New Mexico in 1969.³¹ By 1970, Interstate 25 was a ribbon of concrete, an “interstate standard” highway running through the state from Wyoming to New Mexico. Today I-25 is not only a route through the city, but an integral artery for travel within the city.

²⁷ Denver *Post*, 10 August 1928.

²⁸ Denver *Rocky Mountain News*, 2 March 1946 and 18 June 1947.

²⁹ “The Valley Highway: The Road that Colorado Loves to Hate,” in *Colorado Heritage* (1995): 40; and “Denver’s Valley Highway,” in *The High Road*, 41-45, Highways file at Colorado Springs Pioneer Museum.

³⁰ “The Valley Highway,” 41.

³¹ Denver *Post*, 22 September 1969.

2.3.2.7 Colorado 470 or C-470

Beginning in the 1970s, it was evident that a connection between I-25 and I-70, bypassing the Denver metro area, would alleviate some of the congestion on the city's highway system. Despite support by Jefferson and Boulder counties, plans in 1973 for this proposed highway, then referred to as I-470, were stymied by then Governor Richard Lamm, who was concerned about land use and air quality.³² Federal funds were redirected to projects such as improvements on S. Kipling Parkway and S. Santa Fe Drive. Eventually construction began in 1980 as a 26-mile segment of Colorado 470 (C-470). It was built in four stages with openings between December 1985 and October 1990. It is a locally-funded project, state-maintained highway, and unlikely to become an interstate as first proposed.

A popular bike trail north of C-470 branches off of the High Line Canal Recreational Trail (associated with the Highline Canal, discussed under the Agricultural History section) near McLellan Reservoir and parallels the highway eastward to the vicinity of Park Meadows Mall and Interstate 25. The popularity of Colorado's paths and trails did not originate in the twentieth century, as many believe. At the end of the nineteenth century a new craze was sweeping the country – bicycling.

2.3.3 Bicycling

In the 1890s, at the height of railroad popularity, the bicycling craze swept the country. Denver boasted the highest per capita bicycle ownership in the country claiming 40,000 bicycles for its 100,000 residents.³³ As early as 1869, Denver residents' complaints about the number of bicycles on Denver's streets resulted in an ordinance prohibiting their use on sidewalks. Cyclists soon found paths in and around the metro area. One of the most popular bicycle paths was between Denver and Littleton following City Ditch. Bicyclists followed the course of the ditch to Littleton to stop at the Harwood Inn, across from the Rough and Ready Mill, for lunch or attend races held near the city. Another path followed Broadway south to the banks of the High Line Canal. A longer and popular route was to Palmer Lake in Douglas County. Cyclists left Littleton traveling south along S. Santa Fe Drive and the City Ditch to a bridge that carried them east across the railroad tracks to the old abandoned Colorado Springs Wagon Road. From there bicyclists continued south paralleling the D&RG Railroad to Palmer Lake.

The sport became so popular that the League of American Wheelmen held their annual meeting in Denver in 1894. Littleton cyclists organized in 1898 to form the Littleton Cycle Path Association with the purpose of improving bike paths along the banks of the City Ditch into Littleton. In 1899, Colorado cycling clubs lobbied the Colorado State Senate for funds to improve the bicycle path to Littleton and received five thousand

³² Susan Carey, "C-470's Long and Winding History," in the *Denver Business Journal* 10 August 1998, accessed at www.bizjournals.com/denver/stories on 11 February 2004.

³³ James Whiteside, *Colorado: A Sports History* (Niwot, Colorado: University Press of Colorado, 1999) 61.

dollars.³⁴ Today thousands of dollars each year go into the development and maintenance of Colorado's bike trail system. The modern High Line Canal Recreational Trail is a popular route for cyclists and on weekends hordes of cyclists, walkers and joggers follow the trail along C-470.

2.4 SUBURBAN DEVELOPMENT

Agriculture remained the staple industry of south Jefferson and Arapahoe Counties until after World War II. Beginning with electronics, munitions, and aerospace, manufacturing became a principle employer and a catalyst for the boom in housing development in the 1950s into the 1970s. It first started with Glenn L. Martin Company (today Lockheed Martin) announcement in 1950 that they planned to build a \$27 million major defense facility in south Jefferson County near Waterton Canyon. It was followed in the 1970s with the construction of the Johns Manville World Headquarters on Deer Creek Canyon Road south of Ken Caryl Ranch. South of C-470, the Chatfield basin area, between the S. Platte River and the Dakota Hogback, remained relatively agricultural and state park lands until the 1990s. Now residential and commercial development covers the valley leaving only historical remnants of its earlier agricultural history.

2.4.1 South Unincorporated Jefferson County

Southern Jefferson County's history and place names have strong associations to its early agricultural history. The area west of Littleton and east of the mountains remained sparsely settled and primarily agricultural until after World War II, when residential subdivisions began developing. Located off of Ken Caryl Avenue is an area that was once part of an enormous cattle ranching operation, the Ken Caryl Ranch. The long narrow valley lies between the Dakota Ridge Hogback and the foothills, sloping gently from Willow Springs on the north to Deer Creek Road on the south.

2.4.1.1 Ken Caryl Valley

In 1859, Major Robert J. Bradford developed the Denver, Bradford and Blue River Toll Road from Denver southwest to the north end of the Ken Caryl Valley over the foothills into the mining districts. In the valley, Bradford built a ranch with plans to plat a town site. However, the town site failed when a competing freighting firm built a toll road in lower Turkey Creek Canyon and Bradford's toll road closed in 1867. After Bradford died in 1876, the property passed through several hands before it eventually became part of Ken-Caryl Ranch. In 1914, John C. Shaffer, owner of the Rocky Mountain News, purchased land along the hogback and foothills and named the 10,000-acre cattle ranch, Ken Caryl after his two sons, Kent and Carrol. Shaffer purchased a turkey farm (believed to be the Chatfield Turkey Farm) east of the valley and added it to his holdings from present-day Ken Caryl Avenue south to Kipling Avenue. In the early

³⁴ *Castle Rock Journal*, 7 April 1899.

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1930s, the ranch came up for sale and was owned by a series of hopeful, but greenhorn, cattle ranchers.

In 1971, the Johns Manville Corporation purchased the property to develop a master-planned community and build their world headquarters. The headquarters, now the Lockheed Martin Facility, was built in 1976. The community spreads up the valley and east of the hogback to Kipling Avenue. In 1987, Martin Marietta Astronautics Group bought the headquarters from Johns Manville, who built a second complex east of the original one. Home building in the master community was completed in 1997. Commercial development now extends along the C-470 corridor from Ken Caryl Avenue to Kipling Avenue.

2.4.1.2 Plum Creek Valley and Chatfield Reservoir Area

Chatfield Reservoir and Chatfield State Park lies south of the Ken Caryl Valley. In 1973, the S. Platte River was dammed by the U.S. Army Corps of Engineers after torrential rains caused the east and west branches of the Plum Creek to overflow on June 16, 1965, devastating the City of Littleton and communities along its course. The Plum Creek Valley area is now located under Chatfield Reservoir.

Chatfield Basin was homesteaded by farmers and ranchers who cultivated the fertile land along the S. Platte River Valley, Deer Creek, and East and West Branches of the Plum Creek. One of the earliest inhabitants was Daniel Witter, a lawyer and surveyor who owned a ranch at the juncture of the S. Platte River and Plum Creek. Between 1870 and 1871, Isaac Chatfield purchased the 720-acre property to raise cattle and cultivate crops. Isaac Van Wormer acquired land along Plum Creek and was noted for his cattle and horse breeding. He was also one of the first members of the Colorado Stock Grower's Association.³⁵ Other ranches in the area included Riverside Acres, the Chatfield Turkey farm, Hildebrand Ranch, Green Ranch and the Great Western Sugar Company sugar beet farms (1920s).

2.4.1.3 Hildebrand Ranch

After the post-Civil War influx of people into the Chatfield Basin area, the Hildebrand Ranch was established in what is now known as Jefferson County. Frank and Elizabeth Hildebrand settled at the head of Deer Creek Canyon when they purchased the property in 1866 and built a log cabin slowly developing their ranch as needed. Little is known about the family's antecedents. It is historically significant as one of the earliest agricultural operations in South Jefferson County. The site is currently interpreted with

³⁵ Marr, *Douglas County*, 100.

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the assistance of the Denver Botanic Garden and the site is located within the boundaries of the Denver Botanic Garden at Chatfield.³⁶

2.4.2 Twentieth-Century Development in South Jefferson County

In the 1950s and 1960s, manufacturing became a leading employer in the south area prompting a boom in housing development for employees.³⁷ In the late 1950s, the Glen L. Martin Aerospace Plant, now Lockheed Martin, purchased the Atchison and C.K. Verdos ranches to build a twenty-seven million dollar manufacturing plant. Prompted by the introduction of the Martin-Marietta Facility in South Jefferson County, a spurt of subdivisions appeared to offer affordable housing for the facility's employees.³⁸

2.4.2.4 Subdivisions and Additions

Two of the earliest subdivisions in the survey area were the Meadowbrook Heights Subdivision and Herrick-Dale Acres. Meadowbrook Heights Filing No. 1 was platted in May 1955 and extended from Sobey Avenue north to Chatfield Avenue and between Pierce Court on the east and Dudley on the west. The subdivision with its dirt and gravel streets was slow to develop until the 1980s. East of Meadowbrook Heights is the Herrick-Dale Acres subdivision.

In November of 1883, Mattie Fox sold 29 ½ acres of land to Robert D. and Mary Herrick for one hundred dollars. At the time, the property was located in Section 1, Township 6 South, Range 69 West of Douglas County. Later, in 1889, Herrick deeded the property to their son, Robert Herrick. By 1925, the land was owned by Robert S. Herrick and Helen Herrick Dale. It was October 3, 1925, when the property was platted as Herrick-Dale Acres. In 1928, the house on the property was built; it is not known who built the house. When this portion of the county was obtained by Jefferson County, the original deed of sale was recorded in the Jefferson County Clerk and Recorder office. It was not until 1956, when actual suburban development of Herrick-Dale Acres began.³⁹ A second spurt of residential construction took place in the 1970s.

Between Wadsworth Blvd. and the Jefferson-Douglas county line, two of the largest subdivisions are Columbine Hills and Columbine Knolls. Columbine Hills was first platted in Jefferson County in August of 1959 with its boundaries Ken Caryl, S. Depew Street, Locust Way, and Platte Canyon Road.⁴⁰ Subsequent filings enlarged the

³⁶ In a 2001 Cultural Resource Inventory, SWCA, Inc., surveyed a turn-of-the-century property, Stockwell Ranch, located on the Denver Botanic Garden leased property. The Stockwell Ranch (5JF612) was recommended as eligible to the NRHP.

³⁷ Hicks, *Littleton*, 7-9; "The Birth of a County," 7 and 16; Skari, *High Line Canal*, 57-58; and City of Littleton website, "Littleton History."

³⁸ Skari, *High Line Canal*, 57-58.

³⁹ Jefferson County Tax Assessor, Planning Department and Clerk and Recorder records, Jefferson County Offices, Golden, Colorado.

⁴⁰ Jefferson County Planning Department, Columbine Hills, Filing No. 1, 12 August 1959, Book 20, page 1.

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subdivision well into the 1970s. Columbine Knolls was first platted in March of 1964 with its boundaries defined as Coal Mine Avenue, W. Roxbury Place, Kendall and Depew Streets, and S. Pierce Street.⁴¹ It also developed well into the 1970s.

These and successive subdivisions stimulated commercial and community development along Wadsworth Blvd. and the C-470 corridor.

2.4.3 Arapahoe County Development

Just over the Arapahoe and Douglas county lines, is the Wolhurst Estate, a retirement community. The mobile home park is on the former site of an estate with a colorful past.

Wolhurst Estate, a summer home, was built in 1891 when US Senator Edward Wolcott (served in Senate from 1889-1901) purchased property south of Denver and three miles south of Littleton. He bought the Legere ranch property in Douglas County and eventually, purchased additional land north of it in Arapahoe County.⁴² For years, the Wolcotts held many parties for dignitaries at their country home; but after his death in 1905, Wolhurst was sold to Thomas F. Walsh, a financier and mining magnate who made his money in silver at the Camp Bird Mine in Ouray, Colorado. Walsh remodeled the house and renamed the estate Clonmel after his Irish ancestral home. When Walsh died in 1910, the estate was sold to Horace W. Bennett, who changed the name once again to Wolhurst.⁴³

Bennett purchased more acreage to raise cattle, horses, and chickens. No longer was the home a summer house, but a year round residence. Early in 1921, the road from Rapp Avenue to the Littleton City limits was paved connecting Wolhurst to the community. This was unique in that the earliest roads between cities remained primarily oiled surfaces even into the 1930s. In 1941, Horace Bennett died. When Mrs. Bennett could not keep up with the property during WWII, she sold the house and 750 acres of land in 1944 to Ova E. Stephens.

Stephens, a reputed mobster and gambler, renamed the Wolhurst Estate calling it the Wolhurst Saddle Club. The club offered “elegant dining, riding, swimming, tennis, and –reportedly – high stakes gambling.”⁴⁴ Over the years, local law enforcement from Arapahoe and Douglas counties raided the club for its illicit gambling practices. The land lay on both sides of the county line. Several fires, robberies and raids highlight the Stephens’ era at Wolhurst Estate. After 1946, Stephens sold his share in the business to his nephew, Eddie Jordan, who continued to operate the Wolhurst Saddle Club. In 1971, Jordan sold the property to the Codeca Corporation of Illinois. The corporation planned

⁴¹ Jefferson County Planning Department, Columbine Knolls, Filing No. 1, 10 March 1964, Book 26, pages 3-4.

⁴² Dave Hicks, *Littleton: From the Beginning* (Denver: Egan Printing, 1975) 21.

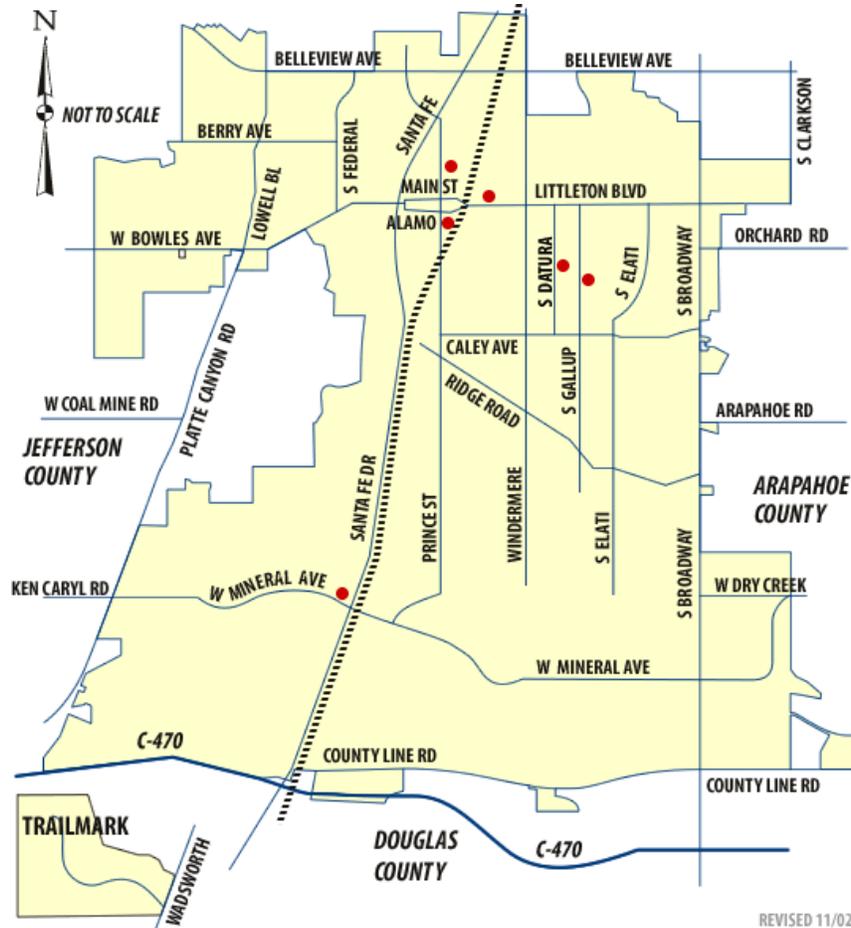
⁴³ Hicks, *Littleton*, 22-23, and “The Story of Littleton: Denver’s Best Suburb,” *Littleton Independent*, 22 July 1938.

⁴⁴ Todd Engdahl, “85-Year-Old Club Led Rich and Racy Life until Second Fire,” *The Denver Post*, 30 March 1976.

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to develop a mobile home park on the property.⁴⁵ In 1973, twenty-four-and-a-half acres of land and the lake were sold to the City of Littleton.⁴⁶ Fire destroyed the abandoned mansion on March 29, 1976. It was not replaced. The estate is now an all adult-community mobile home park that continues to grow with a planned expansion in 2004. Northeast of Wolhurst is the city of Littleton.

Figure 4
Littleton City Limits



Source: City of Littleton website

2.4.3.5 Littleton

North of Wolhurst is the City of Littleton, founded by Richard S. Little. The boundaries of his land were the S. Platte River on the west and the D&RG tracks on the east. Early citizens filed papers of incorporation several times before finally becoming incorporated in March of 1890 with a population of 245. In 1901, Jerome C. Smiley, author of the

⁴⁵ *Rocky Mountain News*, 30 August 1971.

⁴⁶ Engdahl, "Club Led Rich and Racy Life," *The Denver Post*, 30 March 1976.

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History of Denver, referred to Littleton as a suburb of Denver with a population of 738.⁴⁷ However, Littleton's earliest years are associated with its agricultural ties to Little's Rough and Ready Mill and the farms and ranches that surrounded it. Railway lines through Littleton provided transport of local farmers' goods up and down the Front Range. The number of truck farms east of Littleton eventually led to the construction of the Merry Canning and Pickling Factory in the downtown area. As the city prospered, it managed to win the site of the Arapahoe County seat from Englewood in 1904 bringing in government employees and businesses. Nevertheless agriculture remained the staple industry of Littleton.

Despite its early manufacturing history and its significance as the county seat, the city of Littleton was slow to develop until World War II when the electronics, defense, and aeronautics industries moved into the city and nearby Jefferson County.

During WWII, Heckethorne Manufacturing Company, an armament manufacturer, became one of Littleton's largest employers. Post war highway construction closed the gap between the Denver metropolitan areas and prompted a population boom as automobiles carried residents in and out of the suburban city to jobs in Denver and nearby Jefferson County. Within a few years the aeronautics industry located in nearby Jefferson County and its employees found homes in Littleton. The city quickly expanded its boundaries east as its population swelled to 13,670 in 1960. Eventually the city's boundaries expanded south to the Douglas County line. As of the 2000 census, the city had a population of 40,340. Located southwest of Littleton and near Wolhurst is a ranch that has long felt associated with the history of Littleton, but is actually located in Douglas County.

2.4.4 Douglas County Development

In 1896, Jesse Estlack, who owned a great deal of northern Douglas County, filed for a land patent near present-day C-470, S. Santa Fe Dr, and County Line Road. Within a short time, Mathew Plews purchased the farmland that is now associated with the Flyin' B Ranch.

Plews built a two-story frame house on his property between 1899 and 1900 with the assistance of neighbors. Plews, a gardener for the Littleton Cemetery, developed his ranch land as a small cattle ranch. Later his family entered the nursery and gardening industry; family members continue as nurserymen to this day.

About 1936, Ova E. Stephens bought 80 acres that included the Plews house, but within a year Stephens was sent to prison for five years for illicit activities and attempted murder. His wife and a nephew continued to live on and operate the ranch until Stephens was released. Within a few years, between 1964 and 1965, Fred Eberhart

⁴⁷ Hicks, *Littleton*, 29.

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bought the property eventually selling to Gates Rubber Company, who was looking for a southern location for plant operations. Throughout this time the ranch was primarily used for cattle. In a land swap between Gates Rubber Co. and the John Bowens family in 1965, the 80-acre parcel came under the ownership of the Bowens' family. A joint effort, eventually the property became part of Bowen Farms Inc., which is owned by eight family members who live on the property.

After the Bowens' family moved onto the ranch in 1965, it became known as the Flyin' B Ranch due to the aeronautic abilities of the progenitor and his family. The family developed two runways on the property for small, single engine airplanes and applied for FAA licensing. The Bowen men flew daily to and fro to their ranch near Strasburg, their principal ranching operations. The land on County Line Road had become too crowded. Over the years, various family members moved or built residences on the old Plews Ranch crowding out the cattle and crops. The land still supports a small herd of cattle, but gone are the days of large wheat and grain fields. Development on all sides impedes their operations and the property is now for sale.

2.4.4.6 Highlands Ranch

Douglas County, south of the city of Littleton and Arapahoe County, is predominantly farming and ranching community. On its northern boundary and adjacent to C-470 is the 22,000 acre ranch, called Highlands Ranch. It is the result of land acquisitions of some of Douglas County's earliest ranches.

One of Colorado's fastest growing communities Highlands Ranch was once an open cattle range. In 1891, John Springer began to acquire land in northern Douglas County for his Cross Country Ranch. He amassed over 12,000 acres of land in order to breed his imported German Oldenburg horses. He built a "baronial mansion" that became Springer's Castle, rivaling Tweet Kimball's Sedalia Charlford Castle, which is adjoined to Springer's on the south. Springer went on to be the first president of the National Livestock Association, which was organized in 1898 in Denver. In 1920, Springer sold the ranch to Waite Phillips, one of the founders of Phillips Petroleum, who sold the acreage in 1926 to Frank E. Kistler. Kistler acquired the Springer Ranch, Wolhurst Farm, Blakeland Poultry Farm, Plum Creek Ranch, Grig's Farm, and O'Neill Farm to create the Diamond K Ranch known for its Angus cattle and purebred sheep.⁴⁸ In 1937 Kistler experiencing financial difficulties sold the ranch to Lawrence C. Phipps, Jr.

The Welte Cheese Ranch, owned by Austrian immigrant Johanne Welte, was well known for its quality cheeses. In 1878, Welte and his brother-in-law, Plazidus Gasner,

⁴⁸ Josephine Marr, *Douglas County: A Historical Journey* (Gunnison, Colorado: B & B Printers, 1983) 132-134; Susan Consola Appleby, *Fading Past: The Story of Douglas County, Colorado* (Palmer Lake, Colorado: Filter Press, 2001) 62; and Richard F. Carrillo, "An Historical, Architectural, and Archeological Study of the Big Dry Creek Cheese Ranch at Highlands Ranch, Douglas County, Colorado," prepared for Mission Viejo Company, 1986, manuscript is part of the Littleton Historical Museum collection.

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purchased with borrowed funds twenty milk cows and 160 acres in northern Douglas County along the Big Dry Creek. With hard work and diligence, the men began a dairy ranch that expanded to 3380 acres and on it built a successful cheese operation that produced some of the finest Brick and Limburger cheeses in Colorado. The ranch became well known for their animal husbandry and manufacturing processes and was featured in farm journals such as *Scientific Farmer*. Later Welte's son-in-law, Philip Renner, purchased the ranch and the cheese operation. In 1938, the ranch stopped making cheese and five years later Lawrence C. Phipps bought the property. Phipps' Highlands Ranch now covered 22,000 acres.⁴⁹

After Phipps' death in 1976, Marvin Davis of Davis Oil Company bought the ranch as a business investment, eventually selling it in 1978 to a California corporation, Mission Viejo. The developer envisioned a planned residential and commercial community that stretched across the entire property in northern Douglas County. Beginning in 1981, the community has continually grown and even in 2004 continues to expand and grow adding more and more residences, schools and commercial properties within its boundaries. The community, with its population over 70,000, stretches from S. Santa Fe Drive or U.S. 85 east to Yosemite.

2.4.4.7 Lone Tree

At the eastern terminus of C-470 at the Interstate 25 interchange is the city of Lone Tree. In November 1995, the Lone Tree subdivision voted to incorporate in order to reap the benefits from nearby commercial developments.

⁴⁹ Marr, *Douglas County*, 132-134, and Appleby, *Fading Past*, 63 and 69.

3.0 RESULTS AND EVALUATIONS

An intensive level survey of the C-470 Corridor found 66 properties within the initial study area regardless of age, as shown in Table A, "Road Survey of C-470 Corridor," found in Appendix A. Following research at the Jefferson, Arapahoe, and Douglas Counties' Tax Assessor's Office, and consultation with the SHPO regarding the APE, the list was pared down to twenty-three resources. The Plews/Flyin' B Ranch is counted as one resource, despite the twenty-five components within the property that were surveyed. This list is shown in Table B, "C-470 Corridor Historic Resources 45 Years or Older," found in Appendix A. This table contains the historic resource name, address and/or location, Smithsonian number, year built, landmark status, field or official determination of eligibility, whether the property was previously recorded or re-evaluated.

3.1 ELIGIBLE OR LISTED PROPERTIES

Of the twenty-three (23) historic properties 45 years or older identified during the field survey, nine (9) are either field eligible, officially eligible, or listed in the National Register of Historic Places. This total includes four linear resources: Selzell Ditch; Atchison, Topeka & Santa Fe Railroad; Denver and Rio Grande Railroad; and the High Line Canal. The railroads and ditches have several contributing and noncontributing segments in the project corridor. The historian recorded new segments of the following linear resources: D&RG Railroad (5AH255.5), AT&SF Railroad (5AH256.4), City Ditch (5AH254.7), and High Line Canal (5DA600.3).

There are no local landmarks located in the survey area. However, the property determined eligible for the National Register may also qualify for local landmark designation. A description of each eligible and listed historic property is given after its corresponding table.

5JF188 Hildebrand Ranch (Re-evaluation)

The Hildebrand Ranch was listed on the National Register of Historic Places on March 13, 1975. It is significant under criterion A for its association with 1) domestic agriculture in the Rocky Mountain region prior to the advent of Colorado's railroad era, 2) its continuous occupation for over a century by a single family, and 3) its nineteenth-century historical integrity. Today the ranch is part of the Denver Botanic Gardens at Chatfield, which leases the land from the U.S. Army Corps of Engineers. The property is within the flood plain of the Chatfield Reservoir. The location of this resource is shown in Table 2.

Table 2
Properties Listed in the National Register

State ID#	Name	Location
5JF188	Hildebrand Ranch	8500 Deer Creek Road, Jefferson County

Source: C-470 Historic Resource Survey

5AH388 High Line Canal, Arapahoe County

In 2000, the SHPO determined that High Line Canal was officially eligible for its association with Colorado's early agricultural development. High Line Canal is a 71-mile long linear resource found in Arapahoe, Douglas, and Denver counties. The segment south of C-470 in Douglas County was surveyed for this project and is in the chart below. This segment (5DA600.3) was determined field eligible. The location of this resource is shown in Table 3. Since the segment north of C-470 is not within the APE of the C-470 Corridor study and was not re-evaluated.

5DA921.1 and 5AH255.2 Denver & Rio Grande Railroad (Re-evaluation)

Following the construction of the First Territorial Road between Denver and Colorado City, a similar north-south route along the foothills was surveyed for the site of the first narrow-gauge railroad in the United States. General William Jackson Palmer and the National Land and Improvement Company provided the funds to construct the railroad between Denver and Colorado Springs. There are contributing and noncontributing segments of this railroad in the project area. The segments, identified as 5DA921 and 5AH255.2, are re-evaluations. Included in this segment in Arapahoe County is a railroad feature – bridge at Dad Clark Gulch. The bridge was constructed in late 1939, but is not eligible. It has no architectural significance according to the findings of a historical architect and bridge expert, Clay Fraser. These two segments were determined field eligible in earlier surveys. This survey concurs with those findings. The location of this resource is shown in Table 3.

5DA922.1, 5DA922.2, and 5AH256.4 Atchison, Topeka and Santa Fe Railroad (Re-evaluation)

The AT&SF Railroad was one of the largest in the United States. It was chartered in Kansas, but did not reach solid footing until after its reorganization in 1863. During Colorado's railroad building era, the AT&SF managed to stay afloat as others failed. The railroad played an important role in state's history and development connecting the state and its cities to the region. Included in this segment in Arapahoe County is a railroad feature – bridge at Dad Clark Gulch. The bridge was constructed in the late 1960s and is not eligible due to its age and it is not architecturally significant. It was determined officially eligible in 1979 and 1995. This survey concurs with those findings. The location of this resource is shown in Table 3.

Table 3
Officially Eligible Properties

State ID#	Name	Location
5AH388	High Line Canal	Various locations along C-470
5DA921.1	Denver and Rio Grande RR	Douglas County
5AH255.2	Denver and Rio Grande RR	Arapahoe County
5DA922.1	Atchison, Topeka and Santa Fe Railroad	Douglas County
5DA922.2	Atchison, Topeka and Santa Fe Railroad	Douglas County
5AH256.4	Atchison, Topeka and Santa Fe Railroad	Arapahoe County

Source: C-470 Historic Resource Survey

5JF2613 Selzell Ditch, Hildebrand Ranch, Jefferson County

This linear resource is eligible for National Register criterion A for its association with water rights and irrigation and its contribution to early agricultural and ranching development in Jefferson County. The extant portions of Selzell Ditch run through Hildebrand Ranch. Following the adoption of the Colorado State Constitution, and its provisions regarding the doctrine of prior appropriation of water in the state, each drainage was assigned a water district number that continues to identify the state's streams and rivers. Deer Creek is the water source for the Selzell Ditch owned by Peter Selzell and Frank Hildebrand who constructed the ditch in 1868. Peter Selzell appeared as a witness at the 1883 adjudication hearing for water rights on the Selzell Ditch located in Jefferson County, Colorado. The location of this resource is shown in Table 4.

5AH732 Littleton Large Animal Clinic & Canary Farm Barn, Arapahoe County

The Canary Farm Barn is located on property that was once associated with the Littleton Large Animal Clinic (5AH732), but eventually was separated from the property when the land it is situated on was sold to Green Valley Turf Farm. This barn was determined field eligible for the NRHP under criterion C, a distinctive type of construction, as a Bank Barn with dual-level access. Barns of this age and especially this design are growing increasingly rare in urban settings. This may be one of the last of its style in Littleton. The buildings associated with the Littleton Large Animal Clinic are non-contributing. However, the barn is field eligible. The location of this resource is shown in Table 4.

5DA600.3 High Line Canal, Douglas County

In 2000, SHPO determined that High Line Canal was officially eligible under criterion A for its association with Colorado's early agricultural development. Because previously surveyed segments of High Line Canal in south Arapahoe and northern Douglas Counties were incomplete, in consultation with Dale Heckendorn, State Register Coordinator in the Office of Archeology and Historic Preservation, it was decided to survey the segment of the High Line Canal within the APE and assign it a new

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Smithsonian Number (5DA600.3). This segment of the canal contributes to the significance and association with agricultural development of northern Douglas County. The head gate (#22) on the Plews/Flyin' B Ranch irrigates the last hay and pasture on the canal. It was determined field eligible during this survey. The location of this resource is shown in Table 4.

Table 4
Field Eligible Properties

State ID#	Name	Location
5JF2613	Selzell Ditch	Hildebrand Ranch, Jefferson County
5AH732	Littleton Large Animal Clinic & Canary Farm Barn	7951 S. Santa Fe Dr., Littleton
5DA600.3	High Line Canal	South of C-470 in Douglas County
5DA922.1	AT&SF RR	Douglas County
5DA922.2	AT&SF RR	Douglas County

**Field eligible properties are those that have been determined eligible in the field survey, but not yet officially determined eligible by the State Historic Preservation Office.*

3.2 FIELD NOT ELIGIBLE PROPERTIES

Of the twenty-three (23) historic resources (older than 45 years) surveyed as part of the C-470 Corridor, the following 14 resources were determined not eligible using the National Register criteria for evaluation. The field not eligible determination of previously surveyed resources was also included in this count and was re-evaluated within the parameters of this survey. The primary reasons for a not eligible status are:

- no significant association with historic events or persons important in history and/or no significant architecture;
- alterations that diminish the original architectural integrity; and
- reevaluation and concurrence with not eligible status of previously surveyed properties.

The field not eligible results are found in Table A, "C-470 Corridor Historic Resources 45 Years or Older," in Appendix A. Field evaluations are given in detail on the individual inventory forms with a discussion of eligibility, significance and integrity for each resource.

5JF443 Green Acres Farm, Jefferson County (Re-evaluation)

The Green Acres Farm located at the Denver Botanic Gardens at Chatfield was determined officially not eligible in 1987 due to loss of integrity. This survey concurs.

5JF3739 Herrick Dale Acres, Jefferson County

This 1928 residence located on the Herrick and Dale property does not have any historic integrity due to a number of recent alterations and does not meet any of the National Register criteria. It was determined field not eligible during this survey.

5AH136.1 and 5JF258.1 Last Chance Ditch, Jefferson and Arapahoe Counties (Re-eval)

Due to intrusions as a result of development along S. Platte Canyon Road and C470, the ditch in this area has lost its historical integrity. There is no evidence of the ditch at this site, until north of the area of potential effects. It was determined officially not eligible in 1981. This survey concurs.

5AH135 Nevada Ditch, Jefferson County (Re-evaluation)

Due to intrusions as a result of development along S. Platte Canyon Road and C-470, the ditch in this area has lost its historical integrity. There is no evidence of the ditch at this site, until north of the area of potential effects. It was determined field not eligible in 1980. This survey concurs.

5AH254.7 City Ditch, Arapahoe County (Re-evaluation)

The segment of the City Ditch from C-470 north past Wolhurst Estates through Wildacre and Green Valley Turf farm has been directed into pipes. It has lost historical integrity due to construction and development in this area. A historic flume is located on the property at Green Valley Turf farm where the water leaves the pipes and proceeds northerly in an open ditch until it nears Mineral Avenue where it then is directed into pipes. This segment of the ditch was determined field not eligible during this survey.

5DA987.1 City Ditch, Douglas County (Re-evaluation)

The section of City Ditch located in the vicinity of SH 85 and C-470 has lost integrity due to development along S. Santa Fe Rd/SH 85 and the enclosure of portions of the ditch into pipes. Although there are remnants of willows and cottonwoods along the ditch line, the ditch is filled with dirt and currently being graded for expansion of Wolhurst Estate. This section was determined field not eligible in 1993. This survey concurs.

5DA1912 Ova Stephen's Residence, Douglas County

In 1963, Ova E. "Smiling Charlie" Stephens constructed a house on SH85 at the junction of present-day C-470. O.E. Stephens had a long history in the Denver underworld. As a "businessman" in the art of gambling and investment, Stephens' Denver career spanned several decades from 1921 into the late 1950s when he decided to retire and built this residence in northern Douglas County. While the building is greater than 45 years of age, it lacks any distinctive architectural characteristics, and has no historical

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significance associated with Stephens' earlier activities. The Colorado State Parks currently uses the building as its southwest offices. The building was determined field not eligible during this survey.

5AH166 Wolhurst Estate, Arapahoe County

Wolcott's summer home, Wolhurst Estate, was destroyed by a fire in 1976. Only remnants of the historic Wolhurst Estate remain: lake, boathouse/gazebo, and an entrance sign or cartouche. These resources have lost their integrity due to their loss of setting, feel, and association to the summer house and country club era. The intrusion of the mobile home park developed in the 1970s has reduced the size of the lake and is actually located on the site of the mansion and its property. The historic integrity of the Wolhurst Estate has been lost and there is no historical significance attached to the site. It was determined to be field not eligible during this survey.

5AH1576 Dad Clark Gulch Bridge (F-16-F), Arapahoe County (Re-evaluation)

This bridge was officially determined not eligible in 2000. This survey concurs.

5AH2868 State Highway 85 (S. Santa Fe Drive), Arapahoe County

Recently sections of State Highway 85, one of Colorado's earliest transportation routes, have been surveyed, but not the entire length of this state highway. There are old, even abandoned sections of this route in various areas of the state that may qualify for eligibility at the State or National Register levels. It is believed that those portions of the highway should be evaluated for their historical significance to the history of Colorado's early transportation networks. However, the highway segment in the project area of the historic Great North-South Highway is not eligible due to construction and improvements along the S. Santa Fe Drive corridor in Littleton and Arapahoe County. It was determined field not eligible during this survey.

5AH255.5 Denver and Rio Grande Railroad

The D&RG Railroad is eligible under criterion A for transportation and engineering. However, this segment is not eligible due to the number of alterations over the last decade relative to C-470, RTD Light Rail System, and County Line Road Realignment. The railroad segment with its bridge feature is not eligible. The bridge over Dad Clark Gulch, built in 1939, has no architectural significance according to historical architect and bridge expert, Clay Fraser. This segment is not eligible.

5AH256.4 Atchison, Topeka and Santa Fe Railroad

Due to the lack of clarity of OAHP records, in consultation with the State Register Coordinator in the Office of Archeology and Historic Preservation, it was decided to survey and reevaluate a segment (5AH256.4). Although a railroad bridge at Dad Clark

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Gulch is not eligible due to its age, this segment of the railroad retains enough historic integrity to remain eligible as earlier designated.

5DA1913 Plews Ranch/Flyin' B Ranch, Douglas County

In consultation with Dale Heckendorn, State Register Coordinator in the Office of Archeology and Historic Preservation, the Plews Ranch was determined to be field not eligible. Many buildings have been moved onto the property and are out of the period of significance. Although the site remained a ranching concern, the evolution of the property has affected the historic integrity of the early Plews and Eberhart ranch eras or the early agricultural and ranching development in northern Douglas County. It was determined field not eligible during this survey.

5AH2867 Wilmore Nurseries, Arapahoe County

Although this building was constructed in 1949 making it older than the 45 year benchmark established, numerous alterations and additions over the past decades has severely impacted its historic integrity. It was determined field not eligible during this survey.

In conclusion, the historic resources survey found nine (9) properties that are either officially eligible or field eligible for listing on the National or State Register of Historic Places or are already listed. There are three officially eligible resources, including two segments of the D&RG Railroad and one segment of the AT&SF Railroad. There are five field eligible properties, including Selzell Ditch, Littleton Large Animal Clinic and the Canary Farm Barn, High Line Canal, and two segments of the AT&SF Railroad. The Hildebrand Ranch property (the ninth property) is listed on the National Register. The State Historic Preservation Office will make the final determination of eligibility for the field eligible properties and those under reevaluation.

The eligibility determination will assist the project team in the design of alternatives to take all possible measures to avoid and/or minimize impacts to these resources. In areas where impacts are unavoidable, a Section 106 consultation will continue with the SHPO to develop a Memorandum of Agreement (MOA) for mitigation for all impacts to associated resources.

Impacts to eligible properties will also be subject to a Section 4(f) Evaluation under the US DOT Act of 1966 in coordination with the entity having jurisdiction over the historic property and the FHWA.

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APPENDIX A
SURVEY TABLES AND PHOTO LOGS

Table A
Road Survey of C-470 Corridor

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
Ken Caryl to Kipling St.	Green Acres Farm, 8500 Deer Creek Road	5JF443					ONE
	Hildebrand Ranch, 8500 Deer Creek Road	5JF188		X			
	Selzell Ditch, 8500 Deer Creek Road	5JF2613					FE
	10800 Deer Creek Road						
	10894 Deer Creek Road		1883				
	9880 Deer Creek Road		1897				
Kipling St. to Wadsworth Blvd	8557 S Brentwood St, Meadowbrook Heights		1949				
	8605 S Brentwood St, Meadowbrook Heights		1956				
	8863 S Balsam St, Meadowbrook Heights		1958				
	8802 S Balsam St, Meadowbrook Heights		1955				
	8690 S Ammons St, Meadowbrook Heights		1952				
	8587 S Zephyr St, Meadowbrook Heights		1942				
	7955 W Stene Dr, Meadowbrook Heights		1948				
	8000 W Massey Cir, Meadowbrook Heights		1958				
	7680 W Meadow Dr, Meadowbrook Heights		1942				
	8348 S Saulsbury St, Meadowbrook Heights		1927				
	8364 S Yukon St, Meadowbrook Heights		1928				
	8454 S Yukon St, Meadowbrook Heights		1958				
	8580 S Yukon St, Meadowbrook Heights		1956				
Wadsworth Blvd. to Platte Canyon Rd	8340 S Saulsbury St, Meadowbrook Heights		1927				
	6680 W Chatfield Ave, Herrick-Dale Acres		1955				
	8419 S Otis St, Herrick-Dale Acres		1928				
	6685 W Kingsley Ave, Herrick-Dale Acres		1956				
	8305 S Newland St, Herrick-Dale Acres		1952				
Platte Canyon Rd to S. Santa Fe Dr.	Last Chance Ditch	5AH136.1					ONE
	7860 S Platte Canyon Rd		1940				Need data
	7862 S Platte Canyon Rd		1910				FNE
	Nevada Ditch	5AH135					FNE
	Platte Canyon Ditch	5AH136.2					FNE
	Platte Canyon Ditch	5JF258.1					FNE
	City Ditch	5DA987.1					FNE
	City Ditch	5AH254.7					FNE
	City Ditch flume	5AH254					
	Wolhust Estate	5AH166					FNE
	Littleton Large Animal Clinic	5AH732	1913				FE

Road Segment	Property Address	Site #	Built	NR	SR	LL	Elig
Platte Canyon Rd to S. Santa Fe Dr. (cont.)	Canary Farm Barn	5AH732	1918				FE
	S.H. 85						
	Dad Clark Gulch Bridge	5AH1576	1939				FNE
	D&RG RR Bridge	5AH255	C1939				FNE
	AT&SF RR Bridge	5AH256	Late 1960s				FNE
	Stephens' House 13837 S.H. 85	5DA1912	1963				NE
	8381 Blakeland Dr, Carder Concrete						
	8218 W Carder Ct, Plum Creek Academy		1975				
	8203 W Carder Ct		1956				
	8177 W Carder Ct		1899				
	13195 Highland Circle		1954				
	13188 Highland Circle		1942				
	13165 Highland Circle		1953				
	13118 Highland Circle		1968				
	13060 Highland Circle		1954				
13048 Highland Circle		1920, 1950, 1890					
S. Santa Fe Dr to Lucent Blvd.	S.H. 85						
	Denver and Rio Grande RR	5DA921.1					OE
	Atchison, Topeka and Santa Fe RR	5DA922.1					FE
		& 5DA922.2					FE
	High Line Canal, Douglas County	5DA600.2					OE
	3480 W County Line Rd, Flyin' B Ranch	5DA1913	1963				FNE
	3440 W County Line Rd, Flyin' B Ranch	5DA1913	1950				FNE
	3416 W County Line Rd, Flyin' B Ranch	5DA 1913					FNE
	3330 W County Line Rd, Flyin' B Ranch	5DA1913	1952				FNE
	3288 W County Line Rd, Flyin' B Ranch and	5DA1913					FNE
	3220 W County Line Rd, Flyin' B Ranch	5DA1913	1899- 1901				FNE
	2796 W County Line Rd, Flyin' B Ranch	5DA1913					FNE
S. Santa Fe Dr to Lucent Blvd. (cont.)	2792 W County Line Rd, Hunting Hill Farm		1961				
	2500 W County Line Rd		1969				
Lucent Blvd. to Broadway	High Line Canal, Arapahoe County	5AH388					OE
Broadway to University Blvd.	711 E County Line Road, Wilmore Nurseries	5AH2867					FNE

Note: NR=National Register, OE=Officially Eligible, ONE=Officially Not Eligible, FE=Field Eligible, FNE=Field Not Eligible

Table B
C-470 Corridor Historic Resources Older than 45 years

Road Segment & Property Address	Site #	Built	Elig	Re-evaluation	NE- Altered	NE- No Significance	NE-Age
Kipling St. to Wadsworth Blvd							
Green Ranch, 8500 Deer Creek Rd	5JF443	1890	ONE	X			
Hildebrand Ranch, 8500 Deer Creek Rd	5JF188	1860s	NR	X			
Selzell Ditch, 8500 Deer Creek Rd	5JF2613	1868	FE	X; addl info			
Wadsworth Blvd to Platte Canyon Rd							
Herrick Dale Acres, 8419 S Otis St	5JF3739	1928	FNE		X	X	
Platte Canyon to S Santa Fe Dr							
Last Chance Ditch, Jefferson County	5AH136.1 5JF258.1	1861-1868	FNE FNE	X	X		
Nevada Ditch, Jefferson County	5AH135	1861	FNE	X	X		
City Ditch & Flume, Arapahoe County Line	5AH254.7	1865	FNE		X		
City Ditch, Intersection SH 85 & C-470	5DA987.1	1865	FNE	X	X		
Wolhurst Estate Club, 8201 S Santa Fe Dr	5AH166	1891	FNE	X	X	X	X
Littleton Large Animal Clinic, 8025 S Santa Fe Dr	5AH732	1913; 1918	FE	X; change in eligibility status			
State Highway 85, S Santa Fe & C-470	5AH2868	1917	FNE		X		
Dad Clark Gulch Bridge, SH 85 & DC Gulch	5AH1576	1939	FNE		X		
Stephens' House, 13837 S.H. 85	5DA1912	1963	FNE			X	X
S Santa Fe Dr to Lucent Blvd							
AT&SF RR, Arapahoe County	5AH256.4	1887	OE	X			
AT&SF RR, Douglas County	5DA922.1	1887	FE	X			
AT&SF RR, Douglas County	5DA922.2	1887	FE	X			
D&RG RR, Arapahoe County	5AH255.2 5AH255.5 5DA921.1	1870-1871	OE FNE OE	X X			
Plews Ranch/Flyin' B Ranch	5DA1913	Various	FNE		X	X	
High Line Canal, Douglas County	5DA600.3	1880-1883	FE				
Broadway to University Blvd							
711 E County Line Rd, Wilmore Nurseries	5AH2867	1949	FNE		X	X	

Note: NR=National Register, OE=Officially Eligible, ONE=Officially Not Eligible, FE=Field Eligible, FNE=Field Not Eligible

PHOTO LOG

Location Herrick Dale Acres Project C470 EA

Date 10/14/2003 Roll # 1

No	Address	Description	View
1	8419 S. Otis Street, Littleton	Residence	SW
2	8419 S. Otis Street, Littleton	Residence	W

PHOTO LOG

Location Flying B Ranch Project C470 EA

Date 10/14/2003 Roll # 2

No	Address	Description	View
3	3220 W County Line Road, Highlands Ranch	Flyin' B Ranch Entrance Wall	SW
4	3220 W County Line Road, Highlands Ranch	Flyin' B Ranch Pond	SW
5	3220 W County Line Road, Highlands Ranch	Flyin' B Ranch Entrance Road	S
6	3220 W County Line Road, Highlands Ranch	Flyin' B Ranch Entrance Sign	W
7	3220 W County Line Road, Highlands Ranch	Flyin' B Ranch Pastures	W
8	3480 W County Line Road, Highlands Ranch	Ranch-style house, south elevation	N
9	3480 W County Line Road, Highlands Ranch	Ranch-style house, west elevation	N
10	3480 W County Line Road, Highlands Ranch	Ranch-style house, north elevation	S
11	3440 W County Line Road, Highlands Ranch	Brick Ranch-style house	NE
12	3220 W County Line Road, Highlands Ranch	1 ½ Story house	E
13	3220 W County Line Road, Highlands Ranch	1 ½ Story house	NE
14	3330 W County Line Road, Highlands Ranch	Ranch-style house, east elevation	W
15	3330 W County Line Road, Highlands Ranch	Ranch-style house, west elevation	SE
16	3330 W County Line Road, Highlands Ranch	Ranch-style house, north elevation	SE
17	3228 W County Line Road, Highlands Ranch	Ranch-style house, west elevation	E
18	3228 W County Line Road, Highlands Ranch	Ranch-style house, east elevation	W
19	3220 W County Line Road, Highlands Ranch	Outbuildings	NW
20	3220 W County Line Road, Highlands Ranch	High Line Canal	S
21	3220 W County Line Road, Highlands Ranch	High Line Canal & C470 Culvert	N
22	3220 W County Line Road, Highlands Ranch	1 ½ Story house & Outbuilding	W
23	3220 W County Line Road, Highlands Ranch	Outbuilding	SW
24	3220 W County Line Road, Highlands Ranch	Outbuilding	E

PHOTO LOG

Location Santa Fe Dr Project C470 EA

Date 12/31/2003 Roll # 3

No	Address	Description	View
1	mm201 S.H. 85, Littleton	Dad Clark Gulch Bridge, b. 2003	SE
2	mm201 S.H. 85, Littleton	City Ditch Flume	SW
3	8025 S. Santa Fe Dr., Littleton	Littleton Large Animal Clinic	W
4	8025 S. Santa Fe Dr., Littleton	Littleton Large Animal Clinic Addition	W
5	8025 S. Santa Fe Dr., Littleton	Littleton Large Animal Clinic Restrooms	N
6	8025 S. Santa Fe Dr., Littleton	Littleton Large Animal Clinic Barn	NW
7	8201 S. Santa Fe Dr., Littleton	City Ditch at Wolhurst Estates	N
8	8201 S. Santa Fe Dr., Littleton	State Highway 85	N
9	8201 S. Santa Fe Dr., Littleton	State Highway 85/AT&SF RR tracks	N
10	8201 S. Santa Fe Dr., Littleton	State Highway 85/County Line Road	S
11	13837 S. Santa Fe Dr., Littleton	Stephen's House	NW
12	13837 S. Santa Fe Dr., Littleton	Stephen's House	SW
13	13837 S. Santa Fe Dr., Littleton	Stephen's House	SW
14	13837 S. Santa Fe Dr., Littleton	Stephen's House	S
15	13837 S. Santa Fe Dr., Littleton	Stephen's House	S
16	13837 S. Santa Fe Dr., Littleton	Stephen's House	SW
17	3416 W. County Line Rd, Highlands Ranch	Stucco House, Bowen Farms Inc.	E
18	3220 W. County Line Rd, Highlands Ranch	Mobile Home, Bowen Farm Inc.	S
19	2796 W. County Line Rd, Littleton	Bowen Farm Inc.	SE
20	2796 W. County Line Rd, Littleton	Bowen Farm Inc.	SE
23	711 E. County Line Rd, Littleton	Wilmore Nursery	NE
24	711 E. County Line Rd, Littleton	Wilmore Nursery Greenhouse	NE
25	8500 Deer Creek Rd, Littleton	Chatfield Nature Preserve Entrance	W

PHOTO LOG

Location S.Santa Fe & C-470 Project C470 EA

Date 1/13/2004 Roll # 4

No	Address	Description	View
1	8201 S. Santa Fe Dr	Wolhurst Estate Gazebo/Boat House	SE
2	8201 S. Santa Fe Dr.	Wolhurst Estate Boathouse	E
3	8201 S. Santa Fe Dr.	Wolhurst lake from Gazebo	S
4	8201 S. Santa Fe Dr.	Wolhurst Estate Clubhouse	NE
5	8201 S. Santa Fe Dr.	Wolhurst Estate Clubhouse & Pool	E
6	8201 S. Santa Fe Dr.	Wolhurst Estate Clubhouse	NE
7	8201 S. Santa Fe Dr.	Wolhurst Estate Pool	E
10	8201 S. Santa Fe Dr.	Wolhurst Estate Entrance Sign	W
11	8201 S. Santa Fe Dr.	Wolhurst Estate Entrance Sign	W
12	8201 S. Santa Fe Dr.	Wolhurst Estate Pool	W
13	7951 S. Santa Fe Dr.	Green Valley Turf Barn, 1918 Canary Farm Barn	N
14	7951 S. Santa Fe Dr.	Green Valley Turf Barn, 1918 Canary Farm Barn	NW
15	7951 S. Santa Fe Dr.	City Ditch flume	N
16	7951 S. Santa Fe Dr.	City Ditch flume	NW
17	.6m north on S. Santa Fe Dr. of C470	RR Bridge at Dad Clark Gulch	NE
18	.6m north on S. Santa Fe Dr. of C470	RR Bridge at Dad Clark Gulch	N
19	.6m north on S. Santa Fe Dr. of C470	Dad Clark Gulch Bridge	NW
20	.6m north on S. Santa Fe Dr. of C470	RR Bridge at Dad Clark Gulch	N
21	8419 S. Otis St., Littleton	Vernacular farm house Herrick-Dale Acres	W

PHOTO LOG

Location Various Project C470 EA

Date 08/11/2004 Roll # 5

No	Address	Description	View
2	8500 Deer Creek Road	Hildebrand Ranch	SW
4	8500 Deer Creek Road	Deer Creek	NW
5	8500 Deer Creek Road	Green Farm House	N
6	8500 Deer Creek Road	Green Farm Barn & Silo	NE
8	8500 Deer Creek Road	Entrance Sign to Denver Botanic Gardens at Chatfield (Hildebrand Ranch & Green Farm	NW
9	Douglas County	Railroad Grade D&RG RR	NE
10	Douglas County	Railroad Grade AT&SF RR	NE
11	Douglas County	Railroad Grade AT&SF RR	NE
12	Arapahoe County	Railroad Grade	NE
13	Arapahoe County	Railroad Grade	NE
14	Arapahoe County	D&RG RR Grade	S
15	Arapahoe County	Railroad Grade	S
16	Arapahoe County	Railroad Grade	S
17	Arapahoe County	Railroad Grade	S
18	Jefferson County	Vicinity of Last Chance Ditch with C-470 in Background	S
19	Arapahoe County	Vicinity of Nevada Ditch	SE

APPENDIX B
SURVEY FORMS