

Appendix C5.

# Historic and Section 4(f) Historic Resources





# C.5 Historic and Section 4(f) Historic Resources Report and Consultation

June 2023

Project Number: NHPP 006A-06

Subaccount number: 22922

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## 1.0 Introduction

The Colorado Department of Transportation (CDOT) completed a Planning and Environmental Linkages (PEL) Study for Vasquez Boulevard in August 2018 to provide a framework for the long-term implementation of transportation improvements along the Vasquez Boulevard corridor between east 64<sup>th</sup> Avenue and east 52<sup>nd</sup> Avenue and to be used as a resource for future project National Environmental Policy Act (NEPA) documentation. CDOT, in cooperation with the Federal Highway Administration (FHWA) and local agencies including Adams County, the City of Commerce City, City and County of Denver, Denver Regional Council of Governments (DRCOG), and the Regional Transportation District (RTD), conducted the PEL study following FHWA and CDOT PEL guidance. The study was informed by broad public outreach including a public open house and community focus groups, stakeholder interviews, as well as frequent agency coordination.

The PEL study identified long-term transportation improvements and evaluated potential projects that could be implemented with available funding as near-term improvements. Potential near-term improvements were identified to improve operations, safety and connectivity along Vasquez Boulevard, focusing on the Vasquez Boulevard/62<sup>nd</sup> Avenue and Vasquez Boulevard/60<sup>th</sup> Avenue intersections. Transportation Improvement Program (TIP) funding, state funding and other sources were obtained for this current project to construct these near-term improvements along Vasquez Boulevard.

This report summarizes the determinations of National Register of Historic Places (NRHP) eligibility previously coordinated with the State Historic Preservation Officer (SHPO), contains an update to the Area of Potential Effects (APE) based on revised project designs and provides CDOT's determinations of effects for the resources located within the APE ([Figure 1](#)).

### 1.1 Project Description

The Project is located within the limits of the City of Commerce City (Commerce City) in Adams County, Colorado. The study area extends along Vasquez Boulevard from 58<sup>th</sup> Avenue (just north of the I-270 interchange) north to the BNSF Railroad bridge. West of Vasquez Boulevard, the study area extends to Clermont Street, between the on-ramp to I-270 and just north of east 60<sup>th</sup> Avenue. East of Vasquez Boulevard, the study area includes Parkway Drive, 60<sup>th</sup> Avenue, and 62<sup>nd</sup> Avenue. The study area also includes proposed drainage work to an existing water quality pond within the Mile High Greyhound Park property at the corner of 62<sup>nd</sup> Avenue and Highway 2. Some environmental resources evaluated for the NEPA process may have a slightly different study area depending on specific resource requirements. The APE follows the alignment of Vasquez Boulevard in the northern portion, while the southern portion is generally bounded between Clermont Street on the west and Grape Drive on the east. It contains multiple roads, as well as commercial and industrial properties that date from around 1937 through 2017. Section 1.3 references additional project details.

## 1.2 Purpose and Need

The purpose of the project is to improve safety, optimize operations and improve multi-modal connectivity along the Vasquez Boulevard corridor from 58<sup>th</sup> Avenue to 64<sup>th</sup> Avenue.

Transportation improvements are needed to address:

### Safety

- The most common crash types experienced along Vasquez Boulevard, rear-end and sideswipe (same direction), are related to intersection congestion and queuing.
- According to the safety analysis performed for the study area, frequency of rear-end crashes and sideswipe (same direction) crashes at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection are higher than expected for similar facilities.
- Crashes at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection occur throughout the day due to the complexity of the intersection configuration and operations.
- The relatively incomplete pedestrian/bicyclist network, vehicular turning conflicts and high speeds along and across Vasquez Boulevard in the study area create an environment that is not conducive to safe and comfortable multi-modal movements.

### Operations

- Drivers along Vasquez Boulevard experience substantial delays and queues during commuter peak periods. A bottleneck with congestion and long queues regularly occurs at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection.
- Congestion at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection and along Vasquez Boulevard is expected to worsen by 2040 with longer recurring periods of delay and longer queues.
- The Vasquez Boulevard corridor serves regional freight movements, in addition to serving local community freight needs of the industrial areas directly east and west of the corridor.
- The delays and queuing at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection impact vehicular access to the local street network and adjacent area businesses.

### Multimodal Connectivity

- Mobility for pedestrians and bicyclists is impeded by the lack of adequate pedestrian and bicyclist connections along and across Vasquez Boulevard and the intimidating nature of the Vasquez Boulevard/60<sup>th</sup> Avenue intersection.
- Vasquez Boulevard serves as a barrier for east/west pedestrian and bicyclist travel, which leads to people without vehicles avoiding the area and being unable to access the local shopping centers, restaurants, and recreational centers.
- Continued redevelopment will bring additional residential neighborhood population and multi-modal infrastructure, increasing the demand for safe and comfortable multi-modal connections through the area.



## 1.3 Improvements

### 1.3.1 Water Quality Ponds

The project includes improvements at the Vasquez Boulevard/62<sup>nd</sup> Avenue and Vasquez Boulevard/60<sup>th</sup> Avenue intersections, the local street network, water quality ponds, and multi-modal facilities as described on the following pages (Figure 2). The project will also utilize an existing water quality pond in the MHGP development, which will require additional drainage work as part of the project. There are two existing ponds on the north side of the property at 4540 60<sup>th</sup> Avenue that will be impacted by extending the right turn lane on 60<sup>th</sup> Avenue, and they will be replaced just south of their current location. Ponds will not be placed in any area other than one of those potential locations, and the APE takes into account all possibilities (Figure 1 and 2).

### 1.3.2 Vasquez Boulevard /62<sup>nd</sup> Avenue

Currently, the intersection is a continuous T intersection. Vasquez Boulevard consists of four lanes in each direction, with the right two northbound lanes directing traffic onto Highway 2. A median that separates the northbound and southbound lanes of Vasquez Boulevard 62<sup>nd</sup> Avenue consists of one lane in each direction with curb and gutter and sidewalk on both sides. The project includes the elements listed below for Vasquez Boulevard/62<sup>nd</sup> Avenue:

- Create new intersection of Vasquez Boulevard and 62<sup>nd</sup> Avenue, including:
  - Vasquez Boulevard widened to add an additional southbound left lane onto 62<sup>nd</sup> Avenue.
  - Left turn lane added on Vasquez Boulevard in and out of 62<sup>nd</sup> Avenue, requiring slight widening of Vasquez Boulevard within right-of-way (ROW).
  - Existing barrier changed to a median to allow for left turns out of 62<sup>nd</sup> Avenue.
- New configuration reduces one lane onto Highway 2, and the other turn lane becomes a right turn must turn right onto 62<sup>nd</sup> Avenue.
- An existing right turn from Highway 2 to Vasquez Boulevard north of the intersection will be maintained with widening of Vasquez Boulevard within the ROW.
- A new traffic signal will be included with intersection improvements to provide movements restricted from Parkway Drive to Vasquez Boulevard.
- Traffic signals will provide full access to/from 62<sup>nd</sup> Avenue and Vasquez Boulevard/Highway 2.
- Southbound Highway 2 off-ramp remains in existing configuration.
- Southbound traffic on Vasquez Boulevard and Highway 2 off-ramp will have continuous green time without stopping at the signal for 62<sup>nd</sup> Avenue traffic.
- 62<sup>nd</sup> Avenue will consist of one eastbound lane, a new left turn lane into adjacent properties and three westbound lanes: one for left turn onto southbound Vasquez Boulevard, one for right turn onto northbound Vasquez Boulevard, and one for right



turn onto the northbound Highway 2 ramp.

### 1.3.3 Vasquez Boulevard/60th Avenue/Parkway Drive

Vasquez Boulevard consists of four lanes in each direction north of the intersection and three lanes in each direction south of the intersection. A median separates the northbound and southbound lanes of Vasquez Boulevard east of the intersection, 60<sup>th</sup> Avenue consists of one through lane in each direction, one right turn lane and two left turn lanes onto Vasquez Boulevard with curb, gutter and sidewalk on both sides. West of the intersection, 60<sup>th</sup> Avenue consists of one through lane in each direction, as well as one right turn lane and one left turn lane onto Vasquez Boulevard. Parkway Drive consists of two through/turn lanes entering the intersection and two lanes traveling northeast.

The project includes the elements listed below for the Vasquez Boulevard/60<sup>th</sup> Avenue intersection:

- No left turn allowed from Parkway Drive to southbound Vasquez Boulevard or 60<sup>th</sup> Avenue and one lane will be removed, with the other becoming a right only lane onto northbound Vasquez Boulevard
- All inbound movements to Parkway Drive remain open as they exist now.
- All inbound movements from Vasquez Boulevard/60<sup>th</sup> Avenue to frontage roads remain as they exist now, but outbound movements are restricted:
  - Right turn only from southeast frontage road and all in movements allowed (all movements remain as they exist)
  - Right turn only from northwest frontage road and all in movements allowed (all movements remain as they exist)
  - No movement out from southwest frontage road and all in movements allowed (in movements remain as they exist)
  - New local access connections to Clermont Street west of Vasquez Boulevard constructed to provide full access between frontage roads and 60<sup>th</sup> Avenue
- Right turn lane on 60<sup>th</sup> Avenue to Vasquez Boulevard will be extended
- Improvements will be made to the Vasquez Boulevard median near 60<sup>th</sup> Avenue
- Existing multi-modal path along the east side of Vasquez Boulevard will be extended from its current terminus approximately 585 feet from 62<sup>nd</sup> Avenue to the intersection with 60<sup>th</sup> Avenue
- Driveways on 60<sup>th</sup> Avenue, Parkway Drive and frontage roads remain as they exist.





### 1.3.4 Local Road Connections

Due to the changes in the direct connections for the west side frontage road (Dexter Street) at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection, new and improved local road connections are included in the project.

- These will maintain and improve access for vehicular, truck and multi-modal access to the properties located west of Vasquez Boulevard between approximately 63<sup>rd</sup> Avenue and 58<sup>th</sup> Avenue
- Alignments for new local road connections (Figures 2, 6 and 7) best meet project goals by optimizing local vehicular circulation and operations along 60<sup>th</sup> Avenue

The connector road between Clermont Street and Dexter Street will consist of two lanes, each measuring 12 feet wide. Improvements will also include curb and gutter along the road, a sidewalk on both sides measuring five feet wide. Driveways will be provided to adjacent properties, with locations to be determined.

The connector road between 60<sup>th</sup> Avenue and Dexter Street will consist of two lanes, each measuring 12 feet wide. Improvements will also involve curb and gutter along the road, a sidewalk on one side of the road measuring five feet wide, direct stormwater runoff and replacement of an existing fence in-kind on the north side of 5701 Dexter Street. The majority of improvements will be outside of the property's ROW, with the exception of approximately 400 square feet (SF) of ROW acquisition and a 1,000 SF temporary easement (TE) to accommodate construction of the curb and gutter and associated grading at the northeast corner. Within the property boundary, grading will occur, along with replacement of the previous fence.

- Alignments provide new multi-modal connection opportunities while minimizing property and environmental impacts.
- New connections should be open for traffic prior to construction of improvements at the Vasquez Boulevard/60<sup>th</sup> Avenue intersection in order to maintain continuous local access and provide alternate traffic routes.



Figure 1: Project Area of Potential Effects Map

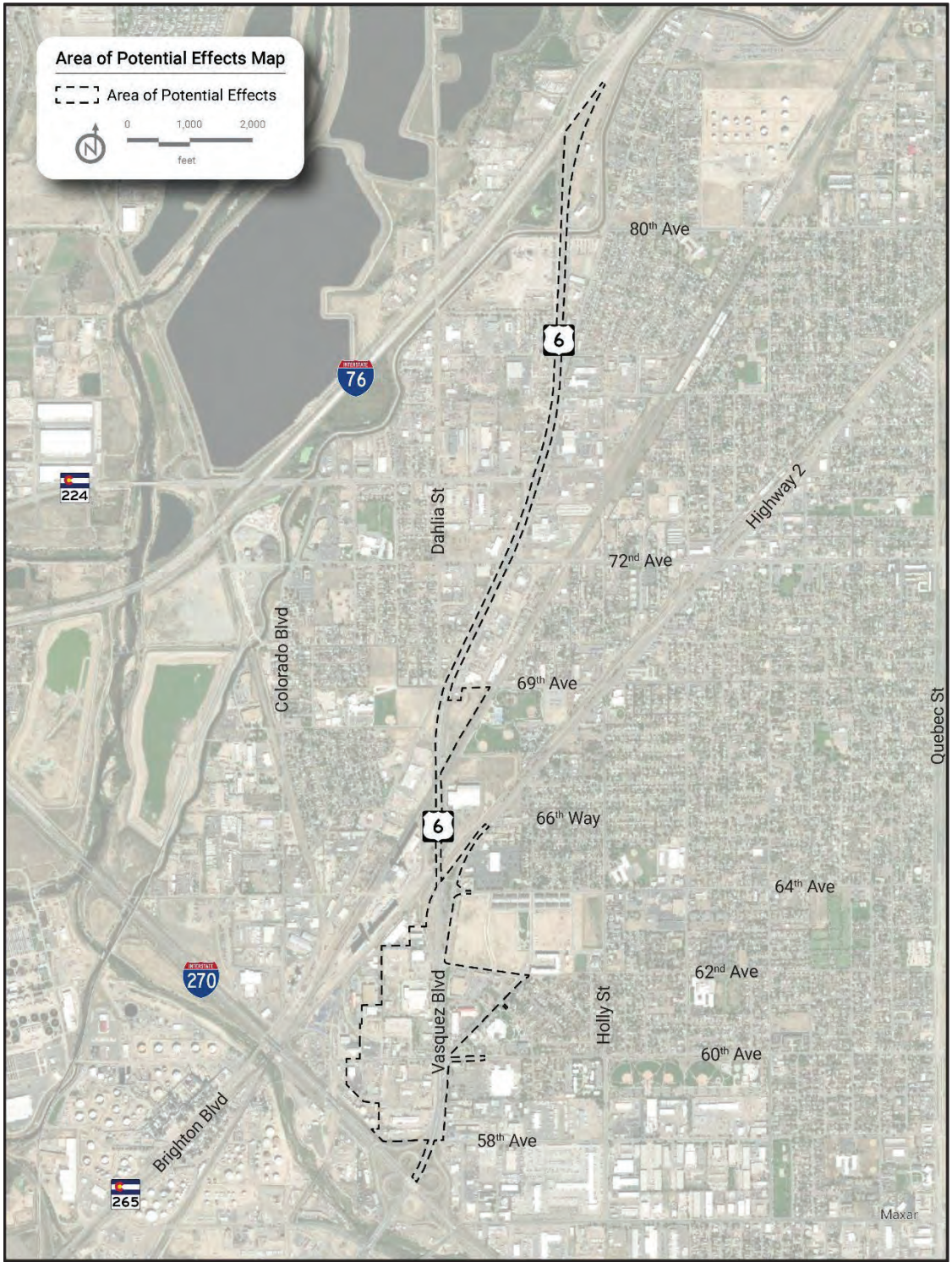
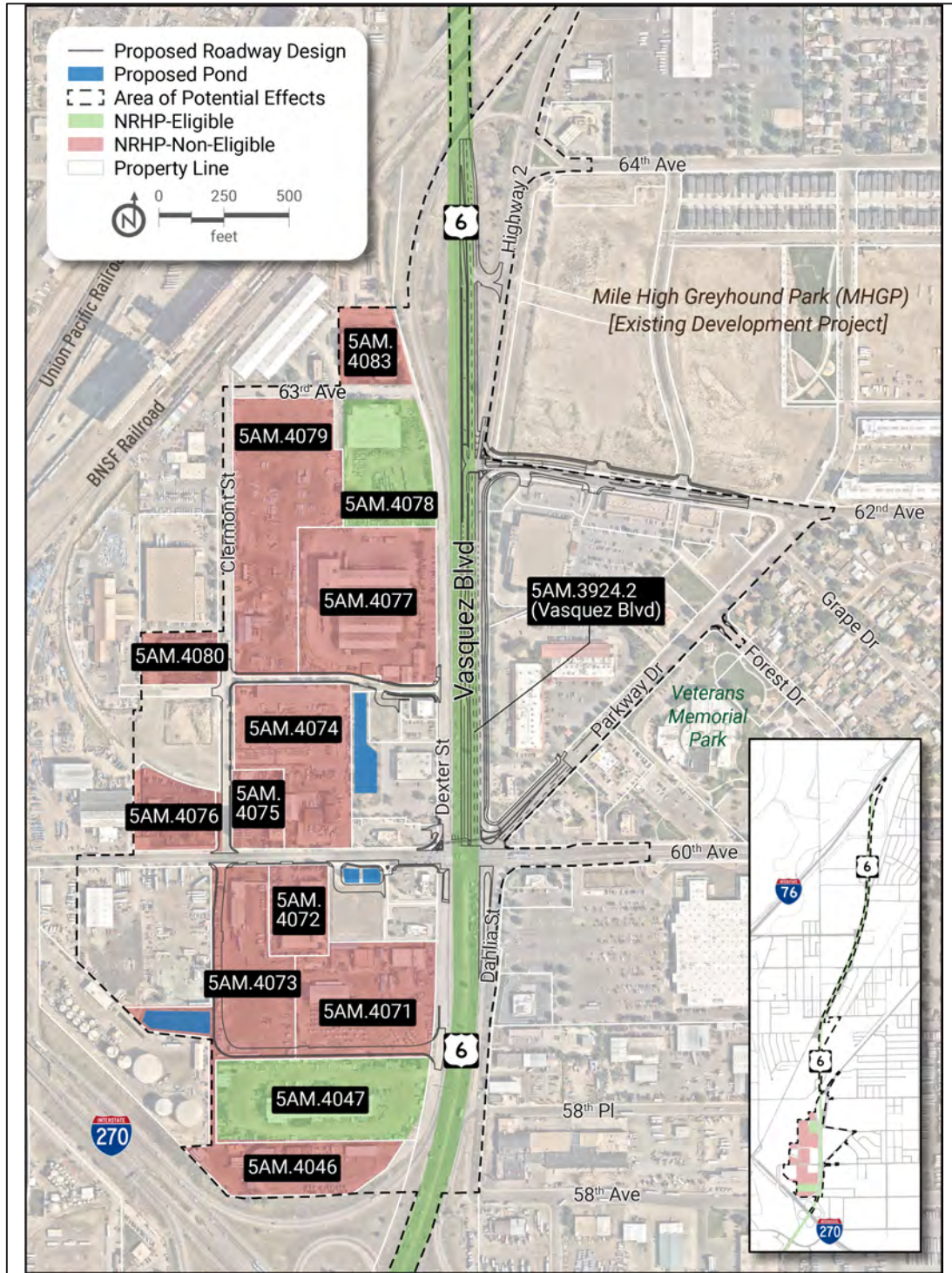






Figure 2: Project Historic Resources



## 2.0 Section 106 Consultation

CDOT initiated Section 106 consultation in correspondence dated February 4, 2021. In that submittal, CDOT requested SHPO concurrence on the APE and determinations of eligibility for 14 resources, two of which previously received eligibility determinations. The SHPO concurred with the APE and CDOT's determinations of eligibility in correspondence dated March 1, 2022 (HC #80982) (**Attachment A**). The SHPO concurred with CDOT's determination of no adverse effects to historic properties in correspondence dated June 3, 2022 (HC #80982). In the same correspondence, the SHPO acknowledged FHWA's intent to make a Section 4(f) de minimis impact determination for one NRHP-eligible property (**Attachment B**).

The design of water quality features changed following CDOT coordination of project's effects on historic properties with the SHPO and consulting parties. The water quality ponds moved to a different location on the west side of Vasquez Blvd, onto properties that are not age-eligible, were not surveyed. This new design does not have the potential to effect, directly or indirectly, historic or potentially historic properties. Therefore, no additional SHPO coordination was required (**Attachment C**).

### 2.1 Area of Potential Effects

The APE boundary experienced minor changes since the prior consultation on NRHP eligibilities with the SHPO on February 4, 2022 (**Figures 1 and 2**). In the project area near the intersection of Vasquez Boulevard and 62<sup>nd</sup> Avenue, the APE shifted several feet to the east along Highway 2 and several feet to the north along 62<sup>nd</sup> Avenue. The shift occurred in order to accommodate proposed work within the ROW for the improvements at and around that intersection, including access to the former Greyhound Park property along the north side of 62<sup>nd</sup> Avenue. The APE includes properties that may be subject to direct and indirect effects by the proposed project, including areas where permanent and temporary easements and ROW purchases are anticipated. It encompasses an area measuring roughly 200 acres.

### 2.2 National Register Eligibility Determinations

On March 1, 2022 (HC #80982), the SHPO concurred with the proposed APE and CDOT's determinations of NRHP eligibility. Eleven (11) resources are not eligible for listing in the NRHP, including:



**Table 1: NRHP Not Eligible Resources**

Site Number	Address
5AM.4046	5699 Dexter Street
5AM.4071	5901 Dexter Street
5AM.4072	4540 E. 60 <sup>th</sup> Avenue
5AM.4073	4500 E. 60 <sup>th</sup> Avenue
5AM.4074	4701 E. 60 <sup>th</sup> Avenue
5AM.4075	4545 E. 60 <sup>th</sup> Avenue
5AM.4076	4407 E. 60 <sup>th</sup> Avenue
5AM.4077	6101 Dexter Street
5AM.4079	6290 Clermont Street
5AM.4080	6121 Clermont Street
5AM.4083	6301 Dexter Street

Three resources are eligible for listing in the NRHP, including:

**Table 2: NRHP Eligible Resources**

Site Number	Address	Property Name
5AM.3924.2	US 6	Vasquez Blvd.
5AM.4047	5701 Dexter Street	Pepper Tank Co./Plastics Inc.
5AM.4078	6255 Dexter Street	Clermont Realty Co./Steel Inc./Hooper Corp.



### 3.0 Effects Determinations for NRHP not Eligible Resources

The following table (Table 3) summarizes the NRHP eligibility and effects determinations for resources that are not eligible for listing in the NRHP, based on CDOT’s determination and concurrence from the SHPO. As these resources have been determined officially not eligible for listing in the NRHP, CDOT has made a determination of no historic properties affected.

**Table 3: Effect Determinations for Resources Determined Not Eligible**

Site Number	Address	NRHP Eligibility	Effect Determination
5AM.4046	5699 Dexter Street	Not Eligible	No Historic Properties Affected
5AM.4071	5901 Dexter Street	Not Eligible	No Historic Properties Affected
5AM.4072	4540 E. 60 <sup>th</sup> Avenue	Not Eligible	No Historic Properties Affected
5AM.4073	4500 E. 60 <sup>th</sup> Avenue	Not Eligible	No Historic Properties Affected
5AM.4074	4701 E. 60 <sup>th</sup> Avenue	Not Eligible	No Historic Properties Affected
5AM.4075	4545 E. 60 <sup>th</sup> Avenue	Not Eligible	No Historic Properties Affected
5AM.4076	4407 E. 60 <sup>th</sup> Avenue	Not Eligible	No Historic Properties Affected
5AM.4077	6101 Dexter Street	Not Eligible	No Historic Properties Affected
5AM.4079	6290 Clermont Street	Not Eligible	No Historic Properties Affected
5AM.4080	6121 Clermont Street	Not Eligible	No Historic Properties Affected
5AM.4083	6301 Dexter Street	Not Eligible	No Historic Properties Affected





## 4.0 Effects Determinations for NRHP-Eligible Resources

Three NRHP-eligible resources were identified within the APE, including one linear resource and two industrial resources. What follows is a summary with effect determinations for each NRHP-eligible resource.

### 4.1 5AM.3924.2 US 6 Segment

#### Historical Summary

Overall, US 6 was determined to be eligible under Criterion A following its evaluation as part of a Colorado Historic Highway Inventory (prepared by Mead & Hunt, Inc./Dill Historians, LLC). According to the inventory, "Overall, US 6 in Colorado possesses significance under Criterion A due to its role as an early farm-to-market road during the 1910s and 1920s at the local level, and the eastern segment is associated with the Good Roads Movement. Additionally, the western portion possesses significance in the area of Transportation at the state level and is directly associated with work completed by the WPA from 1937 to 1941." Additionally, "In Colorado, by 1938 work under the WPA to extend US 6 southwest of Wiggins through Hudson into Denver had commenced. Today, much of US 6 is cosigned with segments of I-25 and US 85 and I-76 near Commerce City in Denver. From Denver the route was extended westward to Utah through Mt. Vernon Canyon..."

The segment in the project area measures 3.49 miles long. At its south end, it intersects with I-270 and travels north, where it gently curves to the northeast and joins I-76. The segment was determined to be non-supporting of the overall eligibility of the resource due to significant alignment and configuration changes over the past several decades, a determination with which the SHPO concurred.

#### Proposed Improvements

Corridor improvements include the construction of additional roadways with access to/from Vasquez, intersection redesign and new traffic signals, striping and additional raised medians. Northbound Vasquez Boulevard will be widened by approximately 22 feet near the Highway 2 off-ramp to allow for intersection improvements at 64<sup>th</sup> and 62<sup>nd</sup> Avenues.

At the intersection with 62<sup>nd</sup> Avenue, a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Drive to Vasquez Boulevard. A new traffic signal will provide full access to and from 62<sup>nd</sup> Avenue. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Boulevard and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62<sup>nd</sup> Avenue traffic. The northbound lanes of Vasquez Boulevard will be shifted slightly to the east to accommodate changes at the intersection. A multi-modal path along the east side of Vasquez Boulevard will be extended from its current terminus approximately 585 feet from 62<sup>nd</sup> Avenue to the intersection with 60<sup>th</sup> Avenue ([Figure 3](#), [4](#), [5](#), [6](#), [7](#), [8](#)).



At the intersection of 60<sup>th</sup> Avenue, the current traffic flow will be impacted by no longer allowing a left turn from Parkway Drive to southbound Vasquez Boulevard. All inbound movements to Parkway Drive from Vasquez Boulevard/60<sup>th</sup> Avenue will remain open as they are currently configured. New local access connections to Clermont Street (west of Vasquez Blvd.) will be constructed to provide full access between Dexter Street and 60<sup>th</sup> Avenue.

**Figure 3: Cross Section of Proposed Vasquez Lanes**







Figure 4: Vasquez Boulevard Proposed and Existing, Sheet 1

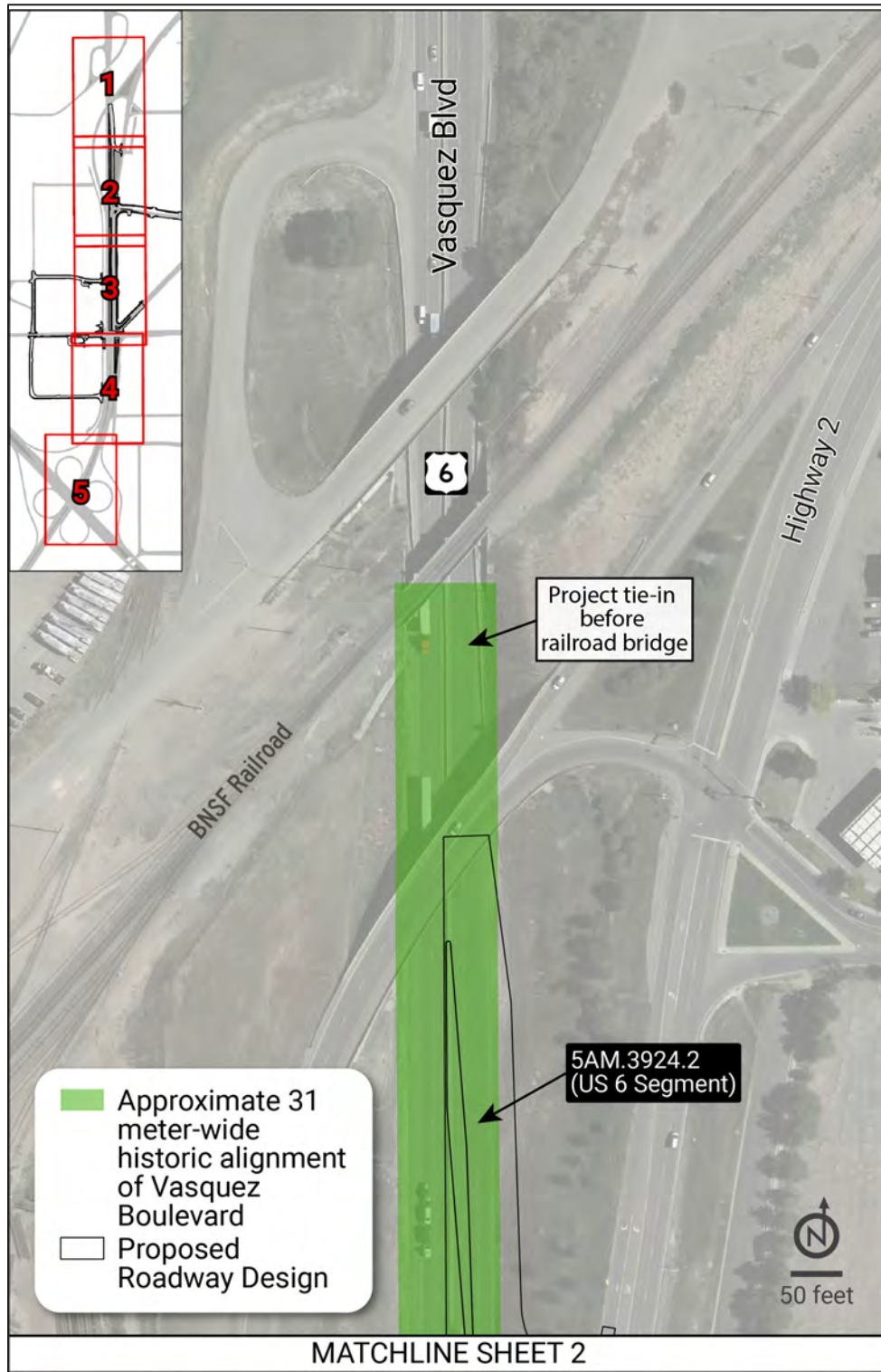




Figure 5: Vasquez Boulevard Proposed and Existing, Sheet 2

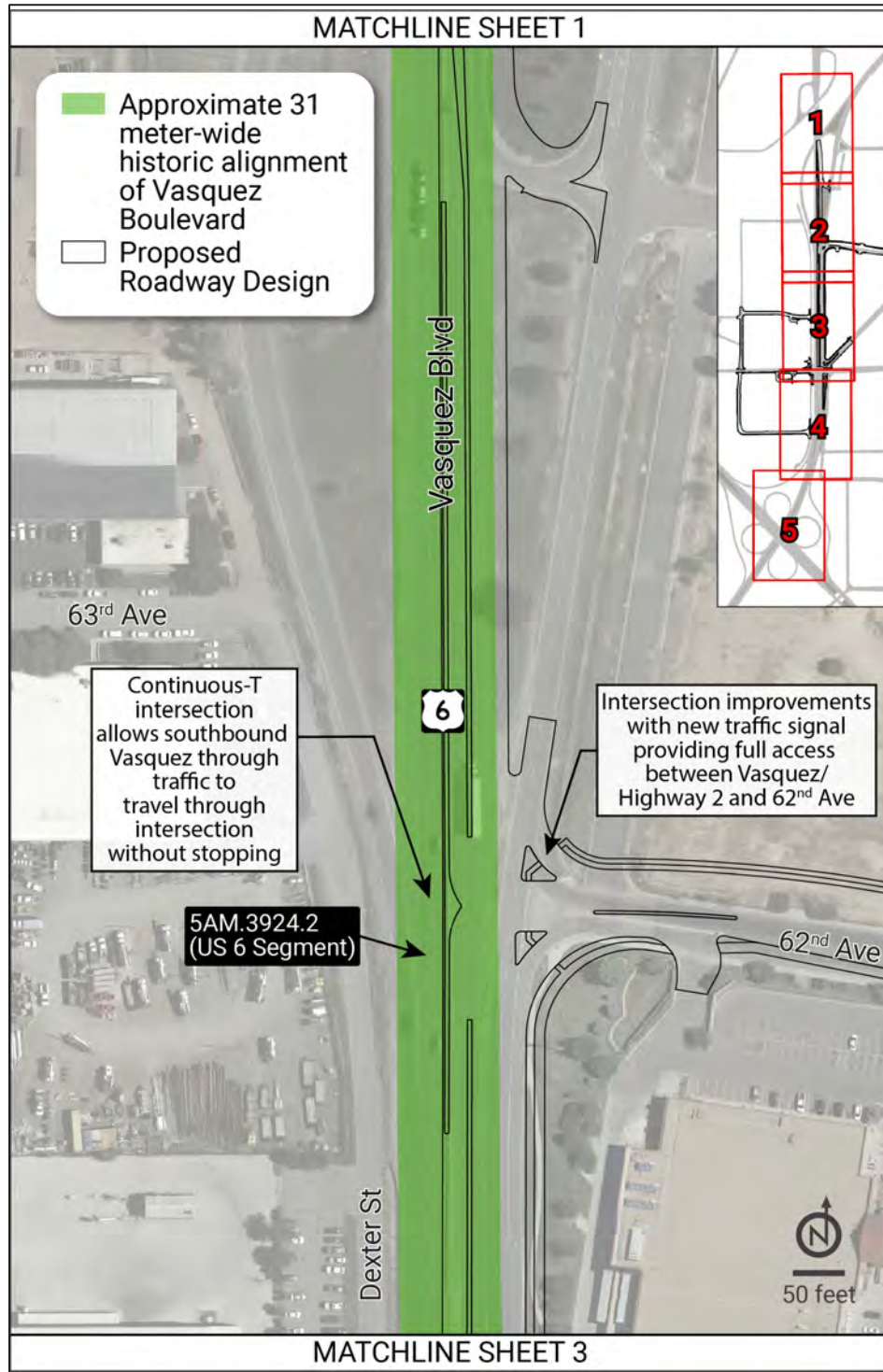






Figure 6: Vasquez Boulevard Proposed and Existing, Sheet 3

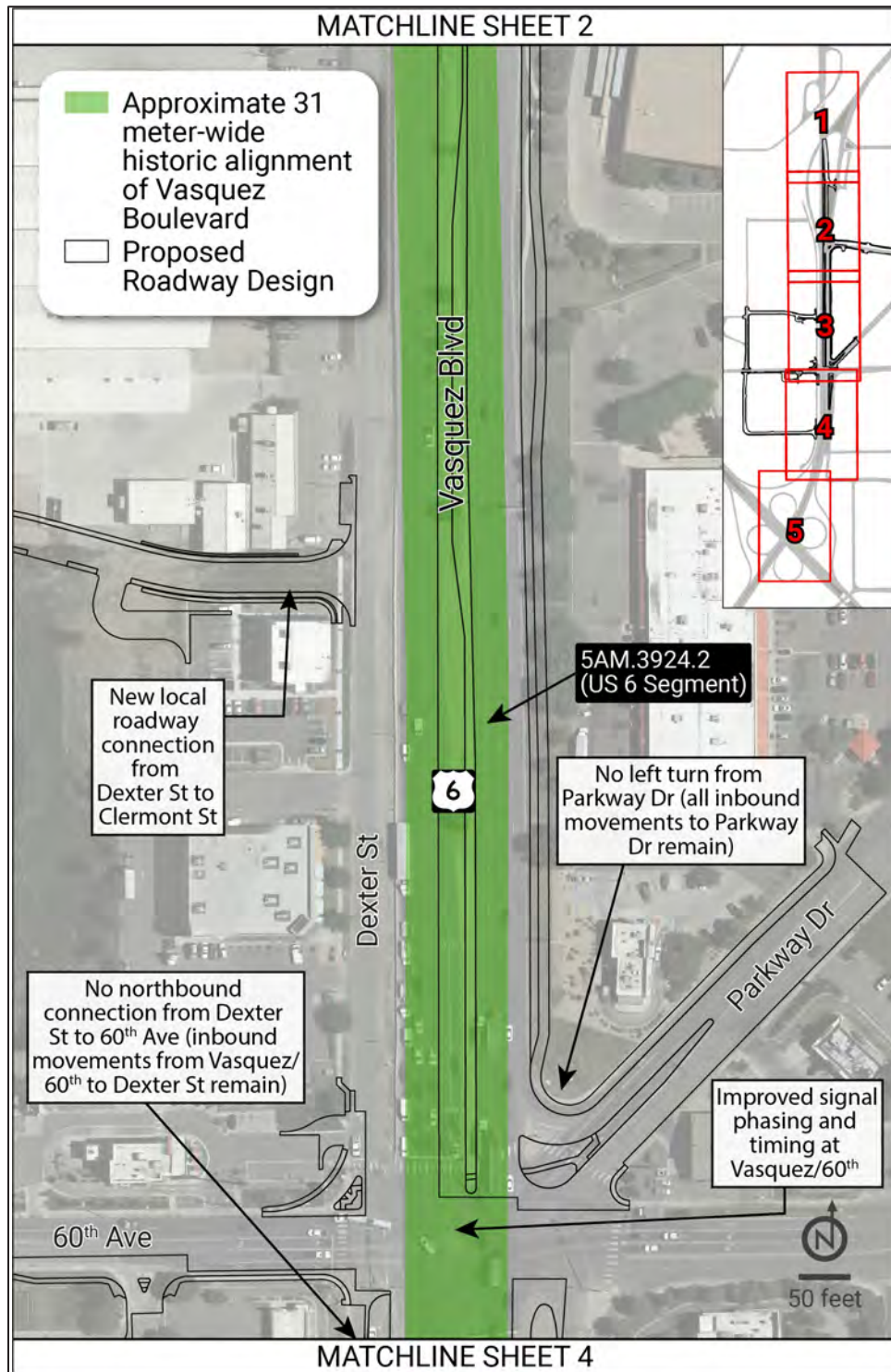




Figure 7: Vasquez Boulevard Proposed and Existing, Sheet 4

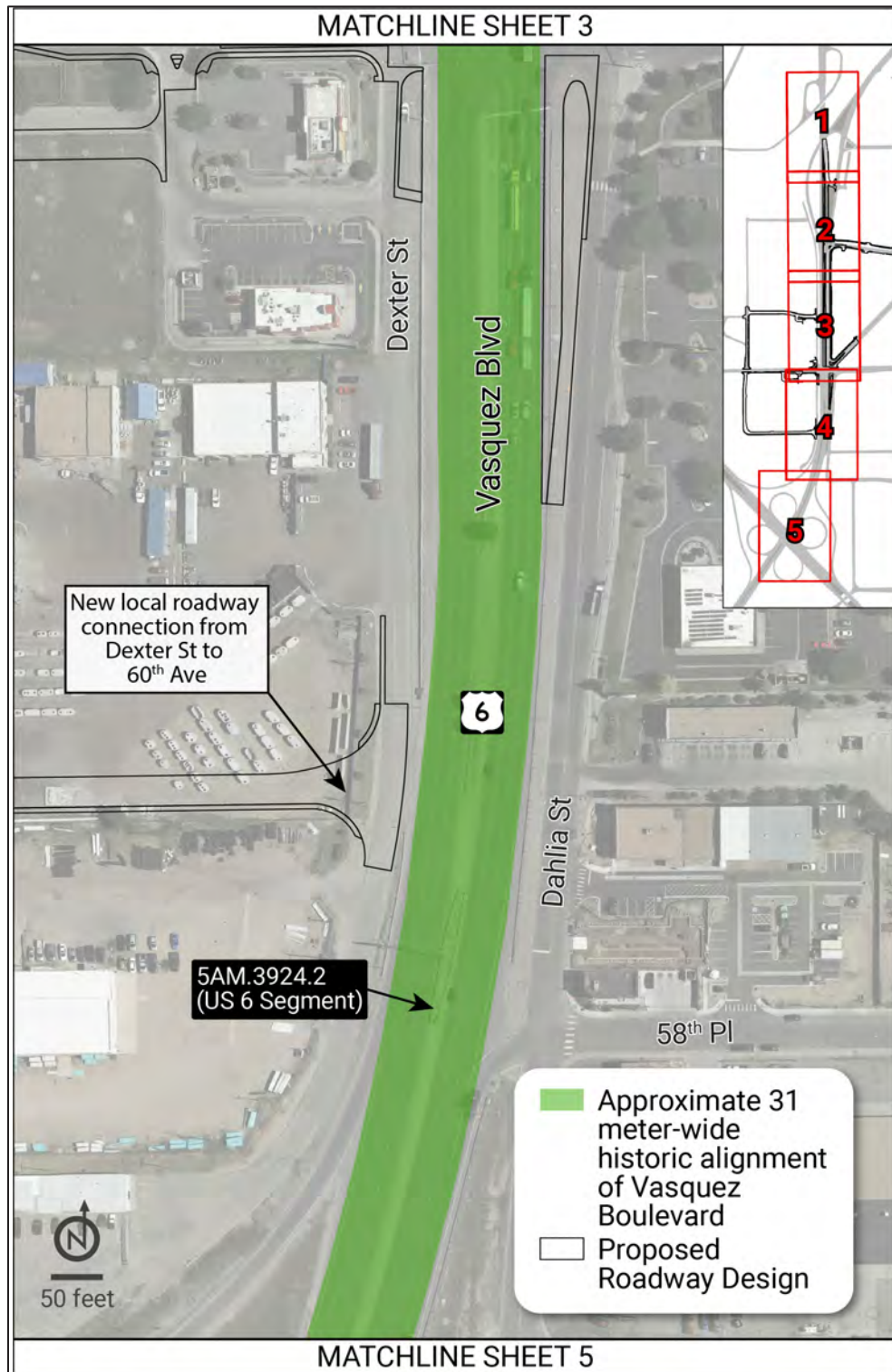






Figure 8: Vasquez Boulevard Proposed and Existing, Sheet 5





## Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62<sup>nd</sup> Avenue. No ROW acquisitions or easements will be needed in that section. At the intersection with 62<sup>nd</sup> Avenue, a new traffic signal will be added to facilitate the movements that would be restricted from Parkway Drive to Vasquez Boulevard. A new traffic signal will provide full access to and from 62<sup>nd</sup> Avenue. The proposed work will not impact the segment's existing alignment, and modifications will involve similar materials that will resemble the resource's existing appearance when complete.

At the intersection with 60<sup>th</sup> Avenue, the current traffic flow will be impacted by no longer allowing a left turn from Parkway Drive to southbound Vasquez Boulevard. All inbound movements to Parkway Drive from Vasquez Boulevard/60<sup>th</sup> Avenue will remain open as they are currently configured. New local access connections to Clermont Street (west of Vasquez Blvd.) will be constructed to provide full access between Dexter Street and 60<sup>th</sup> Avenue.

The overall resource is approximately 261.46 miles long, and the segment was determined to be non-supporting of the overall eligibility of the resource due to significant alignment and configuration changes over the past several decades. The segment is non-supporting of the overall resource, and proposed improvements will result in no adverse effect to the overall resource.

## 4.2 5AM.4047 Pepper Tank Co./Plastics Inc. (5701 Dexter Street)

### Historical Summary

The Pepper Tank Co./Plastics, Inc. building at 5701 Dexter Street was constructed circa 1947 and is eligible under Criterion C. The building is a representative, intact and early example of a post-World War II concrete block and metal manufacturing production shed in Commerce City. Production sheds are characterized by large and tall one-story-structures that housed an internal crane, which was able to move large and heavy items such as semi-trailers within the facility. Gable roofs, clerestory windows and metal siding are common features of this property type. The building retains all of the character-defining features of this property type and is one of a small pool of surviving post-World War II production sheds in Commerce City. It is less altered than most of the other surviving production sheds in Commerce City, the only one with a full exposed façade of original clerestory windows and one of only a couple without large modern additions. It is also one of only two known examples of this type in Commerce City that utilized concrete block.

### Proposed Improvements

Originally, proposed roadway improvements involved an access road connecting 60<sup>th</sup> Avenue to Dexter Street, and the alignment under consideration involved the road traveling south from 60<sup>th</sup> Avenue through the western portion of the property and curving to the east through



the southern portion of the property to connect to Dexter Street Prior to consultation with the SHPO and early in the field eligibility process, it was apparent that the property was likely eligible and the proposed alignment would result in an adverse effect due to a significant area of the property being redeveloped with the new access road. The design was revisited, and the alignment currently proposed along the north property boundary was the result of efforts to minimize and avoid impacts to the property.

Current proposed roadway improvements include construction of the new access road adjacent to resource 5AM.4047 along the north side of the parcel. The new road will connect 60<sup>th</sup> Avenue to the existing alignment of Dexter Street. It will measure approximately 1,450 feet long and consist of two lanes each measuring 12 feet wide, Type 2 curb and gutter (per Section IIB of CDOT standards) measuring 2.5 feet wide, and a sidewalk measuring 5 feet wide. Stormwater will be redirected to the southwest and away from the property via roadside ditches on either side of the new roadway (Figures 9 and 10). The exact alignment of the roadway, sidewalk and drainage ditches will be determined during final design but will not extend beyond the footprint shown in Figure 10.

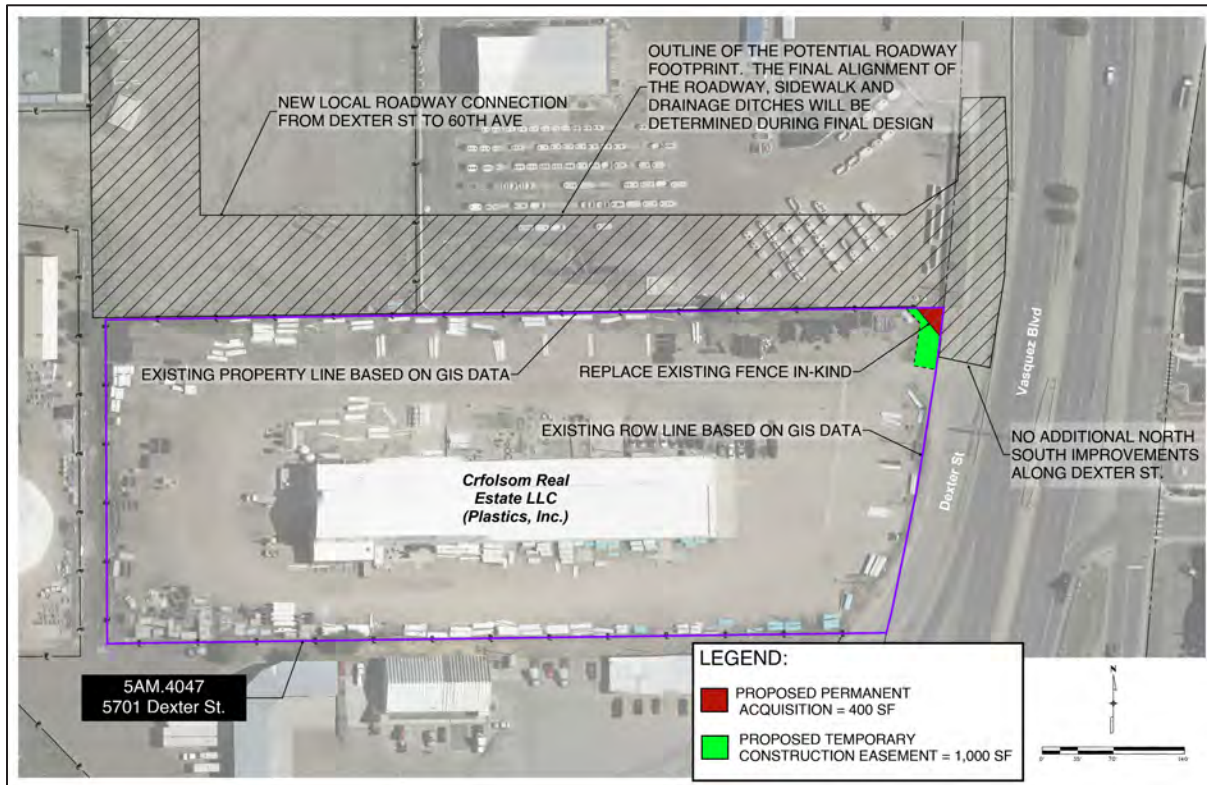
Figure 9: Cross section of new road



The closest distance of construction disturbance to the Pepper Tank Co./Plastics Inc. building is approximately 200 feet, where the new roadway will be constructed. The project will require one ROW acquisition measuring approximately 400 SF and one TE measuring approximately 1,000 SF to accommodate construction of the proposed concrete curb and gutter and associated grading. The TE is also required to accommodate removal and replacement of approximately 750 feet of an existing fence to the new proposed permanent acquisition line. The proposed fence will match the existing six feet tall chain link with barbed wire. The partial permanent acquisition and TE are driven by the requirement to provide access for the minimum sized freight vehicle (known as WB-67) into 5701 and 5699 Dexter Street, the two properties at the south end of Dexter Street (Figure 11).



Figure 10: Proposed work adjacent to 5AM.4047



### Section 106 Determination of Effects

As previously stated, the original alignment under consideration involved the road traveling south from 60<sup>th</sup> Avenue through the western portion of the property and curving to the east through the southern portion of the property to connect to Dexter Street. Prior to consultation with the SHPO and early in the field eligibility process, it was apparent that the property was likely eligible and the proposed alignment would result in an adverse effect due to a significant area of the property being redeveloped with the new access road. The design was revisited, and the alignment currently proposed along the north property boundary was the result of efforts to minimize and avoid impacts to the property.

Completion of the proposed roadway improvements will add a connector road north of the northern property boundary with lanes measuring 12 feet wide, install curb and gutter along the connector road, add a sidewalk measuring five feet wide, replace an existing fence in-kind, and direct stormwater runoff. The majority of proposed improvements will be outside of the property’s ROW, with the exception of approximately 400 SF of ROW acquisition and a 1,000 SF TE to accommodate construction of the proposed curb and gutter and associated grading at the northeast corner. Within the property boundary, grading will occur along with replacement of the previous fence. There is no edge of pavement or curb and gutter within the property boundary.





No direct impacts will occur to the historic building that contributes to the significance of the site. Overall, the proposed connector road, curb and gutter and sidewalk will have minimal changes to the visual setting of the resource and will improve drainage on the property and surrounding area. Given the industrial setting adjacent to US 6 (Vasquez Blvd.) and near I-270, any additional noise impacts will not affect the property's character defining features. Access to the property will not change. The proposed improvements will result in no adverse effect to the resource.

### 4.3 5AM.4078 Clermont Realty Co./Steel Inc./Hooper Corp. (6255 Dexter Street)

#### Historical Summary

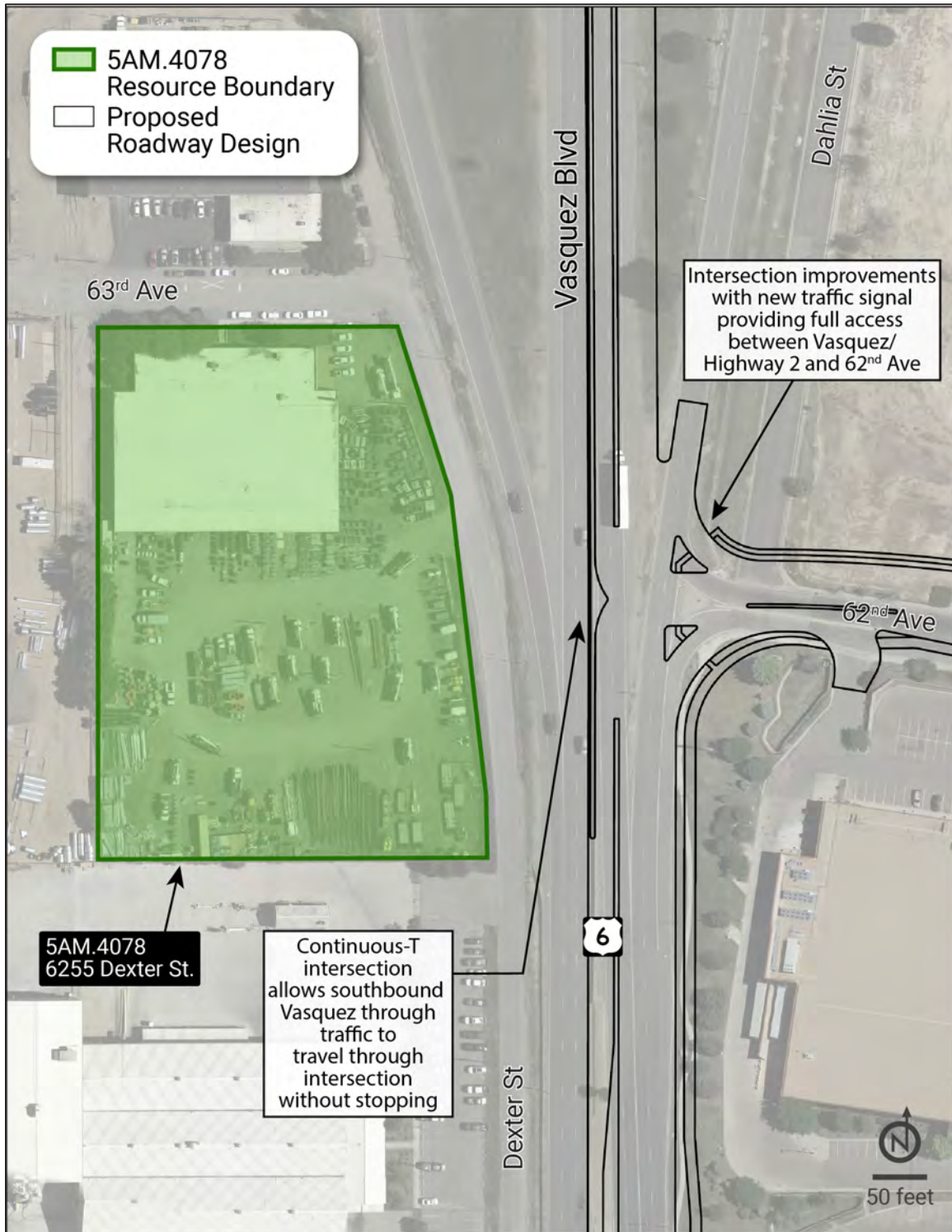
The one-story brick commercial building at 6255 Dexter Street was constructed in the Modern Movement style around 1958 and is eligible under Criterion C. The building's design emphasizes horizontal elements, has brick construction, multi-light metal windows, a flat roof and limited ornamentation that is consistent with Post-World War II commercial properties. Within Commerce City, there are numerous examples of Post-World War II Modern Movement/ manufacturing shed combinations; however, this property is one of the most intact examples of that type. It has experienced minimal alterations, retains its unpainted brick on the office portion and multi-light metal windows on the manufacturing portion, as well as its original footprint.

#### Proposed Improvements

No proposed roadway improvements will be located on or immediately adjacent to resource 5AM.4078. The nearest work will occur approximately 98 feet to the east of the parcel's eastern boundary and involves the existing northbound lanes of Vasquez Blvd., as well as the interchange at 62<sup>nd</sup> Avenue. At the intersection with 62<sup>nd</sup> Avenue, a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Drive to Vasquez Boulevard. A new traffic signal will provide full access to and from 62<sup>nd</sup> Avenue. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Boulevard and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62<sup>nd</sup> Avenue traffic. The northbound lanes of Vasquez Boulevard will be shifted slightly to the east to accommodate changes at the intersection and additional raised medians will be constructed. No construction disturbance will occur on or adjacent to the property and no temporary or permanent easements or ROW are needed ([Figure 11](#)).



Figure 11: Proposed work near 5AM.4078





## Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62<sup>nd</sup> Avenue. The proposed work will modify an existing route that will involve similar materials and retain a similar appearance when complete. All proposed work will be well-removed from the property. The visual impact of the new traffic signal and associated infrastructure will be minimal given the industrial setting of the property. Access to the property will not change. The proposed improvements will result in no adverse effect to the resource.

## 5.0 Summary of Effects Determinations

CDOT’s determination of effect for the two NRHP-eligible resources and one linear resource within the APE for the “Vasquez Boulevard (US 6): I-270 to 64<sup>th</sup> Avenue Environmental Assessment” are as follows:

Table 4: Summary of Effects Determinations

Site Number	Address	NRHP Criteria	Effects Determination
5AM.3924.2	US 6	A	No Adverse Effect
5AM.4047	5701 Dexter Street	C	No Adverse Effect
5AM.4078	6255 Dexter Street	C	No Adverse Effect

CDOT has determined that this undertaking will have **No Adverse Effect** on historic properties.

## 6.0 Section 4(F) Determination

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 requires special consideration of park and recreation lands, wildlife and waterfowl refuges and historic sites during transportation project development. The law is implemented by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through regulation 23 Code of Federal Regulations (CFR) 774. A de minimis impact involves the use of Section 4(f) property that is generally minor in nature, results in a determination of no adverse effect or no historic properties affected, the SHPO has been notified of FHWA’s intent to make a de minimis impact determination and FHWA has considered the views of any consulting parties participating in the Section 106 consultation (**Attachment C**).

**De Minimis Finding:** Implementation of proposed improvements associated with the project will result in no adverse effect to one NRHP-eligible resource within the project APE. Based

on this finding, FHWA intends to make a de minimis finding for the Section 4(f) requirements for 5AM.4047 (Pepper Tank Co./Plastics, Inc.).

**Historic Transportation Facilities Exception (23 CFR 774.13[a]):** The finding of no adverse effect under Section 106 for one linear resource, 5AM.3924.2, US 6 Segment, reflects CDOT's finding that the project will not "alter directly or indirectly any of the characteristics of historic properties that qualify the properties for listing in the NRHP in a manner that will diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" as described in 36 CFR 800.5(a)(1). Based on this finding, and because the work described in this report constitutes a "use" as defined by Section 4(f) of the DOT Act, FHWA may apply the Historic Transportation Facilities Exception for such facilities with a new use proposed by a transportation project. FHWA intends to apply the Historic Transportation Facilities Exception to 5AM.3924.2 (Vasquez Boulevard/US 6).