

Attachment A.

SHPO Consultation on APE and Eligibility



COLORADO

Department of Transportation

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

February 4, 2022

Ms. Dawn DiPrince,
State Historic Preservation Officer
History Colorado Center
1200 Broadway
Denver, CO 80203

Re: Determinations of National Register of Historic Places (NRHP) Eligibility, Vasquez Boulevard (US 6): I-270 to 64th Avenue NEPA and Design (Vasquez Blvd.: I-270 to 64th Ave. Project), Commerce City, Adams County, CDOT Project STU NHPP 006A-069, SA#22922

Dear Ms. DiPrince,

This letter and the enclosed attachments constitute a request for concurrence on the Area of Potential Effects (APE) and determinations of National Register of Historic Places (NRHP) eligibility for the Vasquez Boulevard (US 6)I-270 to 64th Ave. Project in Commerce City. Because the Project will include federal funding from the Federal Highway Administration (FHWA), Section 106 of the National Historic Preservation Act of 1966 applies (per 36 CFR 800). The Colorado Department of Transportation (CDOT) is serving as the lead agency for the Section 106 process. This submittal focuses on the APE and NRHP eligibility determinations; CDOT will coordinate effects on historic resources with your office separately once the Project design is further advanced.

Consultant historian, Miniello Consulting, developed the Historic Cultural Resource Survey Report (survey report) for the Vasquez Boulevard Project (Project). The report provides background on the Project, lays out the APE, delineates the methodology to identify historic properties, provides a historic context for the project area, and provides results of the NRHP eligibility determinations for properties 45 years of age (1977 or earlier) within the APE. Along with the survey report, survey forms were completed for 12 resources within the APE. The survey report and forms are enclosed.

Project Background and Description

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 E. 52nd Ave. and E. 64th Ave. The PEL concluded that the existing E 60th Ave./Vasquez Ave./Parkway Drive intersection has high congestion and accident rates. The unsignalized E. 62nd Ave. and Colorado Highway 2 intersection also is congested and does not provide direct access to/from Vasquez Blvd.

The PEL study identified potential near-term improvements to improve operations, safety, and connectivity along Vasquez Boulevard, focusing on the Vasquez/E. 60th Ave. and Vasquez/E. 62nd Ave. intersections. The project is also considering new local access connections east-west between Vasquez Blvd. and Clermont St. and a southern extension of Clermont Street to provide full access between frontage roads and 60th Avenue. Other pedestrian/bicycle improvements are also under consideration including a possible grade separated pedestrian/bicyclist crossing in the Vasquez/E. 60th area. Refer to Figures 1 and 2 at the back of this letter for conceptual drawings showing some of the key proposed improvements under consideration (design still subject to change). More detailed drawings will be included in the effects packet which will be sent to you separately. Also see the enclosed survey report for additional Project information.

Area of Potential Effects (APE)

Consistent with 36 CFR 800.16, CDOT defined the APE for this Project to incorporate those areas within which the Project could directly or indirectly affect historic or age-eligible properties. Age-eligible properties are defined as properties at least 45 years of age as of 2022 (constructed in 1977 or earlier), so as to meet the 50-year threshold set by the NRHP and allow a five-year buffer for construction.

The APE for this project includes all properties that could be directly or indirectly affected by anticipated project work and generally extends along the alignment of Vasquez Blvd. from I-270 north to I-76. Between the interstates and south of E. 64th Ave., the APE is significantly wider and is generally bounded on the west along, or one-property west of, current/proposed Clermont St. and on the east by Parkway Drive. See Figure 2 (page 6) and Appendix A of the enclosed survey report.

Identification and Survey Methods

Project cultural staff, who meet the Secretary of the Interior's Qualifications for architectural history, include Kristi H. Miniello of Miniello Consulting, LLC, as well as Jamie Shapiro, CDOT Region 1 Assistant Historian and Barbara Stocklin-Steely, CDOT Region 1 Senior Historian. Based on the construction year data obtained from the Adams County Assessor's Office, cultural staff identified 14 properties within the APE, including one linear resource, as historic or age-eligible resources. Age-eligible resources are defined as properties 45 years of age or older in 2022 (1977 or earlier). Cultural staff then field checked the buildings and structures within the APE to verify assessor construction dates.

All properties within the APE containing age-eligible buildings were then evaluated for NRHP eligibility, with a survey form completed for each property (see enclosed OAHP forms). The 14 resources located within the primary APE were surveyed for NRHP eligibility using Colorado Office of Archaeology and Historic Preservation (OAHP) site forms (see Table 1 and Table 2).

Determinations of National Register of Historic Places (NRHP) Eligibility

Review of the OAHP Compass database indicated no previously recorded properties; however, a recent I-270 project evaluated two properties within the APE for this project (HC #79271): 5AM.4046 (Officially Not Eligible, March 2021) and 5AM.4047 (Officially Eligible, March 2021). The historic resource survey for this Project identified a total of 14 cultural resources located within the APE: 13 historic architectural resources (two previously evaluated) and 1 linear resource. OAHP site forms were completed for each resource located within the APE that was not previously evaluated (enclosed).

Within the APE, CDOT determined one of the newly surveyed historic architectural resources to be NRHP-eligible (Table 1). Per OAHP guidelines regarding linear resources, U.S. 6 (5AM.3924) is assumed eligible; however, CDOT found the segment of this resource within the APE (5AM.3924.3), to be non-supporting of the resource's overall eligibility. CDOT determined the remaining 11 architectural properties within the APE to be NRHP not eligible (Table 2). OAHP site forms for the 12 surveyed properties are enclosed with this submittal.

Summary

We are concurrently sending information on the APE and NRHP eligibility determinations delineated above to Commerce City and Adams County as consulting parties. We will keep you informed of any comments received from these consulting parties or the public. We will coordinate the project's effects on historic properties with your office and with consulting parties separately.

Table 1. NHRP Eligible Resources in the APE

Site No.	Resource	Date	CDOT NRHP Eligibility Determinations
5AM.3924.3	U.S. 6, Segment	1932-1938	Non-Supporting Segment, Treat Overall Resource as Eligible (2022)
5AM.4047	5701 Dexter St. (Pepper Tank Co./Plastics, Inc.)	1944	Officially Eligible (2021)
5AM.4078	6255 Dexter St. (Clermont Realty Co./Steel Inc./Hooper Corp.)	1958	Eligible (2022)

Table 2. NHRP Non-Eligible Resources in the APE

Site No.	Resource	Date	NRHP Eligibility
5AM.4046	5699 Dexter St.	1964	Officially Not Eligible (2021)
5AM.4071	5901 Dexter St. (Pepper Tank Co. Complex)	1947	Not Eligible (2022)
5AM.4072	4540 E. 60 th Ave.(Schmidt Incinerator Co.)	1973/75	Not Eligible (2022)
5AM.4073	4500 E. 60 th Ave. (Pepper Tank Co./Banderet Equipment Co.)	1964	Not Eligible (2022)
5AM.4074	4701 E. 60 th Ave. (Hast Lumber Co.)	1939/60	Not Eligible (2022)
5AM.4075	4545 E. 60 th Ave. (Western Filter Co.)	1967	Not Eligible (2022)
5AM.4076	4407 E. 60 th Ave.(Colorado Machinery & Supply Co.)	1965	Not Eligible (2022)
5AM.4077	6101 Dexter St. (ARMCO Steel)	1956/57	Not Eligible (2022)
5AM.4079	6290 Clermont St.(Comtech Engineered Solutions)	1962	Not Eligible (2022)
5AM.4080	6121 Clermont St. (Columbine Pipe & Tube Co.)	1958	Not Eligible (2022)
5AM.4083	6301 Dexter St. (Industrial Building)	1956	Not Eligible (2022)

At this time, we request your concurrence with the proposed APE and determinations of NRHP eligibility outlined above. For additional information, contact CDOT Region 1 Historian Jamie Shapiro at (303) 512-4627 or jamie.shapiro@state.co.us.

Sincerely,

Danny Herrmann for

Vanessa Halladay
Region 1 Environmental Manager

Enclosures:

Historic Cultural Resource Survey Report

Newly Surveyed Inventory Forms:

Architectural Inventory Forms 1403: 5AM.4071-4080 & 5AM.4083

Management Data/Linear Component Forms 1400/1418: 5AM.3924.3

Previously Evaluated Properties: 5AM.4046 & 5AM.4047



FIGURE 1

Vasquez Boulevard
 I-270 to 64th Avenue NEPA and Design

CDOT Subaccount: 22922

MODIFIED TRADITIONAL INTERSECTION IMPROVEMENTS - AT 60TH AVENUE

(Project elements at 62nd Avenue intersection shown on page 2)

DESCRIPTION

- ◆ No left turn allowed from Parkway Drive to southbound Vasquez Boulevard or 60th Avenue.
- ◆ All inbound movements to Parkway Drive remain open as exists now.
- ◆ All inbound movements from Vasquez/60th to frontage roads remain as exists now, but outbound movements restricted.
- ◆ Movements to/from frontage roads are:
 - ◆ Right turn only from southeast frontage road and all in movements allowed (movements remain as exists)
 - ◆ Right turn only from northwest frontage road and all in movements allowed (in movements remain as exists)
 - ◆ No movement out from southwest frontage road and all in movements allowed (in movements remain as exists)
- ◆ New local access connections to Clermont Street west of Vasquez Boulevard constructed to provide full access between frontage roads and 60th Avenue.
- ◆ Driveways on 60th Avenue, Parkway Drive, and frontage roads remain as exists or have minor changes.

OPERATIONS

- ◆ Removing the left turn out movement from Parkway Drive at Vasquez/60th and limiting frontage road movements into the intersection provides more green time for traffic on Vasquez Boulevard and the side streets, reducing delay and queues at the intersection.
 - ◆ The overall intersection delays are reduced by over 50% in the AM and almost 40% in the PM peak hours.
 - ◆ Southbound queues on Vasquez Boulevard at 60th Avenue are reduced over 70% in the AM peak hour, from almost 50 cars in queue to 10 cars at the intersection.
- ◆ Adding connections to the local street network west of Vasquez Boulevard improves circulation with movements away from the high-volumes at Vasquez/60th.
- ◆ Reducing the width of the Parkway Drive approach to Vasquez Boulevard reduces the pedestrian crossing distance.

Vasquez/60th Intersection Operations - 2020 AM/PM Peak Hour

PERFORMANCE MEASURE	NO ACTION	MODIFIED TRADITIONAL INTERSECTION IMPROVEMENTS
Overall Intersection Level of Service (LOS)	F / E	D / D
Overall Intersection Average Delay (sec/veh)	109 / 77	51 / 47
95th-percentile Queue Length (ft) - for worst approach	3,125 (SB) / 360 (WB Lt)	330 (SB) / 160 (WB Lt)

Note: Traffic operations with planned I-270/Vasquez interchange improvements to be completed with design phase.





FIGURE 2

Vasquez Boulevard
 I-270 to 64th Avenue NEPA and Design
 CDOT Subaccount: 22922

MODIFIED TRADITIONAL INTERSECTION IMPROVEMENTS - AT 62ND AVENUE

(Project elements at 60th Avenue intersection on page 1)

DESCRIPTION

- New traffic signal required with Vasquez/60th intersection improvements to provide movements restricted from Parkway Drive to Vasquez Boulevard.
- Traffic signal provides full access to/from 62nd Avenue and Vasquez Boulevard/SH 2.
- Southbound SH 2 off ramp remains in existing configuration.
- Southbound traffic on Vasquez Boulevard and the SH 2 off ramp have continuous green time without stopping at the signal for 62nd Avenue traffic.

OPERATIONS

- Adding a new signal at 62nd Avenue improves Vasquez Boulevard access to/from and around King Soopers and Commerce City Plaza.
- Adding a new signal at 62nd Avenue provides drivers to/from the north along Vasquez Boulevard more direct access to businesses and development along 62nd Avenue and Parkway Drive without needing to travel through the Vasquez/60th intersection.
- New Vasquez/62nd signal reduces turn volumes at Vasquez/60th in intersection.
- The continuous-T intersection configuration provides full access at Vasquez/62nd with good intersection traffic operations (LOS C or better) and relatively short queues on 62nd Avenue during peak hours.

Vasquez/62nd Intersection Operations - 2020 AM/PM Peak Hour

PERFORMANCE MEASURE	NO ACTION (STOP SIGN ON 62ND AVE AND FREE FLOW TRAFFIC ON VASQUEZ WITH NO ACCESS FROM 62ND AVE TO VASQUEZ)	MODIFIED TRADITIONAL INTERSECTION IMPROVEMENTS
Overall Intersection Level of Service (LOS)	A / A	B / C
Overall Intersection Average Delay (sec/veh)	1 / 4	10 / 21
95th-percentile Queue Length (ft) - for Westbound 62nd Ave	5 / 80	140 / 250

Note: Traffic operations with planned I-270/Vasquez interchange improvements to be completed with design phase.

TOTAL COST

Conceptual cost estimate = \$20M - \$25M (2021 dollars)

MODIFIED TRADITIONAL INTERSECTION IMPROVEMENTS CONCEPTUAL COST ESTIMATE
 Total cost estimate of \$20 - \$25M includes the intersection modifications at Vasquez/60th and the new traffic signal and intersection improvements at Vasquez/62nd.



Attachment B.

Cultural Resource Survey Report and Final Survey Forms

Vasquez Boulevard Project

Project number: 22922

Historic Cultural Resource Survey Report

Prepared for:
Colorado Department of Transportation, Region 1



&

David Evans and Associates, Inc.



Prepared by:
Kristi H. Miniello, M.S.
Miniello Consulting



January 2022

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ABBREVIATIONS/ACRONYMS

APE	Area of Potential Effects
CDOT	Colorado Department of Transportation
CHD	Colorado Highway Department
MP	Mile Post
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
ROW	Right of Way
SH	State Highway
SHPO	State Historic Preservation Officer
SRHP	State Register of Historic Places
USGS	United States Geological Survey

1.0 INTRODUCTION

This Historic Cultural Resource Survey Report was prepared as part of the Vasquez Boulevard Project for the Colorado Department of Transportation (CDOT) Region 1. The purpose of this report is to present the results of the historic cultural resource survey for the proposed project area.

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 E. 52nd Ave. and E. 64th Ave. 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, 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/E. 60th Ave. and Vasquez/E. 62nd Ave. 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.

The objective of this report is to identify significant cultural resources and historic districts in the project area that are 45 years of age or older that are listed or may be eligible for listing in the National Register of Historic Places (NRHP) and/or the State Register of Historic Places (SRHP). Miniello Consulting, a sub-consultant to David Evans and Associates, Inc. (DEA), performed all necessary work, including the field survey, photography, historic research, and assisted CDOT with determinations of eligibility and assessment of effects. Kristi H. Miniello meets the Secretary of the Interior's Qualifications Standards for Architectural History and has 16 years of experience working with architectural inventories, Section 106 of the National Historic Preservation Act (NHPA), and NRHP nominations.

Above ground resources were identified and evaluated according to Section 106, NHPA of 1966, as amended, 36 CFR Part 800 (revised January 2001), the Final Rule on Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004. The report meets the requirements specified in the Colorado Cultural Resource Survey Manual, Office of Archaeology and Historic Preservation (revised 2007).

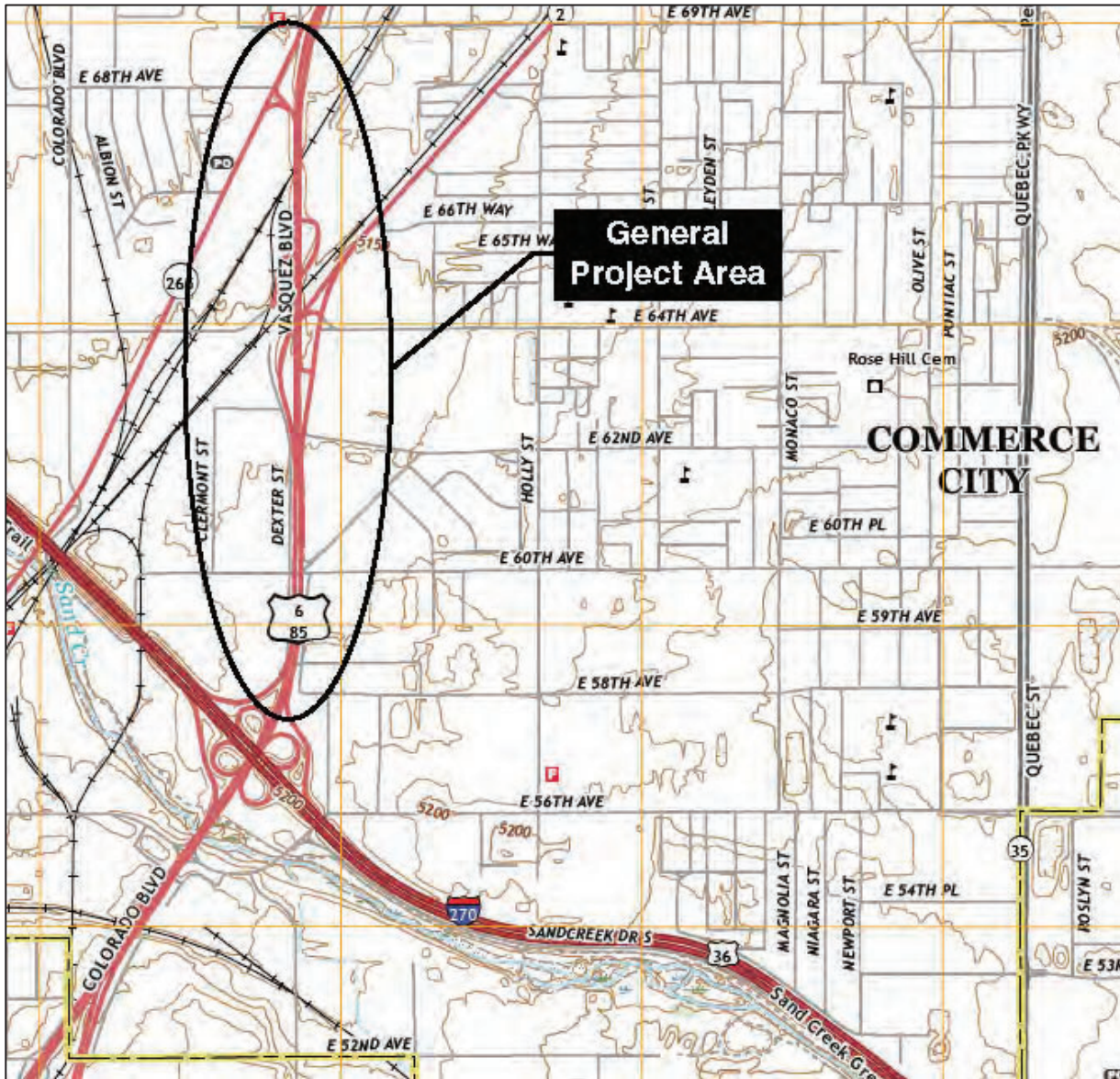


Figure 1: USGS Commerce City Quadrangle Map, 2019

2.0 PROJECT AREA

The Vasquez Boulevard project (Project) is located within the limits of the City of Commerce City in Adams County, Colorado. The Project includes Vasquez Blvd. (U.S. Highway 6) and its intersection with E. 60th Ave., Parkway Dr., Dexter St., and Dahlia St. The overall Project study area includes Vasquez Blvd. from E. 58th Ave. (just north of the I-270 interchange) to E. 66th Way and is generally bounded between Clermont Street on the west and Glencoe Street on the east. The project area can be found in Township 3 South, Range 67 West, Sections 6 and 7 on the United States Geological Survey (USGS) Commerce City Quadrangle map.

In Colorado, US 6 is a major east-west highway that spans the entire state. Beginning around 1932 to 1938, the segment in the northeastern part of the state served as a local farm-to-market road by providing the primary connection between Colorado and neighboring Nebraska and rail connections to the larger markets to transport goods. Today, much of US 6 is cosigned with segments of Interstate 25 (I-25), U.S. Highway 85 (US 85), and Interstate 76 (I-76) near Commerce City. The segment within the project area is surrounded by commercial and industrial properties that typically date to around the 1940s through present-day.

2.1 PURPOSE AND NEED

The purpose of the Project is to improve safety, optimize operations, and improve multimodal connectivity along the Vasquez Blvd. corridor from E. 58th Ave. to E. 64th Ave. 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/60th intersection are higher than expected for similar facilities.
- Crashes at the Vasquez/60th 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 multimodal 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/60th intersection.
- Congestion at the Vasquez/60th 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/60th 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/60th 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 multimodal infrastructure, increasing the demand for safe and comfortable multimodal connections through the area.

2.2 PROPOSED ACTION ALTERNATIVE

Vasquez/E. 60th Ave.

The Preferred Alternative includes the elements listed below for the Vasquez/E. 60th intersection:

- No left turn allowed from Parkway Drive to southbound Vasquez Blvd. or 60th Ave.
 - All inbound movements to Parkway Drive remain open as exists now.
- All inbound movements from Vasquez/E. 60th to frontage roads remain as exists now, but outbound movements are restricted.
 - Right turn only from southeast frontage road and all in movements allowed (all movements remain as exists)
 - Right turn only from northwest frontage road and all in movements allowed (all movements remain as exists)
 - No movement out from southwest frontage road and all in movements allowed (in movements remain as exists)
- New local access connections to Clermont St. west of Vasquez Blvd. constructed to provide full access between frontage roads and 60th Avenue.
- Driveways on E. 60th Ave., Parkway Drive, and frontage roads remain as exists or have minor changes.

Vasquez/E. 62nd Ave.

The Preferred Alternative includes the elements listed below for the Vasquez/E. 60th intersection:

- New traffic signal required with Vasquez/E. 60th intersection improvements to provide movements restricted from Parkway Drive to Vasquez Blvd.
- Traffic signal provides full access to/from E. 62nd Ave. and Vasquez Blvd./Highway 2.

- Southbound Highway 2 off ramp remains in existing configuration.
- Southbound traffic on Vasquez Blvd. and the Highway 2 off ramp have continuous green time without stopping at the signal for E. 62nd Ave. traffic.

Local Road Connections

Due to the changes in the direct connections for the west side frontage road (Dexter St.) at the Vasquez/E. 60th intersection, new and improved local road connections are included in the Preferred Alternative to maintain and improve access for vehicular, truck, and multimodal access to the properties located west of Vasquez Ave. between approximately E. 58th Ave. and E. 63rd Ave.

Multimodal Enhancement Option

During the alternatives evaluation process, a pedestrian/bicyclist grade separation was identified as an additional infrastructure element to enhance pedestrian/bicyclist comfort and safety in the Vasquez/60th area.

2.3 ESTABLISHING THE AREA OF POTENTIAL EFFECTS

According to 36 CFR 800.16(d), the Area of Potential Effects (APE) is defined as the “...geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking...” This includes the existing project limits, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area.

The recommended APE for this project, which includes an area measuring roughly 195 acres, was established through various communications between the preparer of this report, CDOT Historians and staff, DEA staff, and Muller Engineering staff. An initial APE was developed during a meeting at CDOT Headquarters in Denver on December 18, 2019. After a series of preliminary project design changes and revisions based on communications with the City of Commerce City, the following recommended APE was established in January 2022. The APE may be updated, and a more detailed map will be provided with the effects submittal to the State Historic Preservation Officer (SHPO).



Figure 2: Area of Potential Effects Map (Closeup panels in Appendix A)

3.0 RESEARCH DESIGN & METHODS

The objective of this survey is to determine 1.) if there are historically significant properties or historic districts within the APE that are at least 45 years of age and are listed or eligible for listing in the NRHP and/or the SRHP and 2.) if such resources would be impacted by the project alternatives.

3.1 FILE SEARCH SUMMARY

Miniello Consulting conducted a file search through the Colorado Office of Archaeology and Historic Preservation (OAHP) cultural resources database, *Compass*, in December 2021. As the APE for this proposed project overlaps another area recently surveyed for a separate undertaking, two properties within the APE were previously documented. Miniello Consulting was provided with the inventory form for 5699 Dexter St. (5AM.4046), which was completed by Mead & Hunt in September 2019. That property was determined to be Officially Not Eligible in March 2021. Additionally, Miniello Consulting assisted in the preparation of the inventory form for 5701 Dexter St. (5AM.4047), Pepper Tank Co./Plastics, Inc. That property was determined to be Officially Eligible in March 2021.

The following previously documented historic properties were identified near the APE:

Site Number	Site Name	Resource Type	Location	NRHP Status
5AM.472	Union Pacific RR/Kansas Pacific Railroad (Salina Branch)	Railroad	Pullman Yard (milepoint 638.2) to East Menoken, KS (milepoint 73.0)	Not Eligible – Field (February 1996)
5AM.1849	Overnite Transportation Company Business	Industrial buildings	5200 E. 56 th Ave.	Not Eligible – Officially (May 2007, March 2021)
5AM.1850	The Beco Equipment Co.	Industrial buildings	5555 Dahlia St.	Not Eligible – Officially (May 2007, March 2021)
5AM.2832	Maple Park West Limited – Holly Park Apartments	Apartments	5490-5520 E. 60 th Ave.	Not Eligible - Officially
5AM.3271	None provided	School	6450 Holly St.	Not Eligible for State Register – Officially (June 2011)

Table 1: Previously Recorded Properties

One property, Mile High Greyhound Park (7887 E. 60th Ave., no site number), is immediately outside of the APE. The parcel contained a former greyhound racetrack and associated amenities which were all demolished in the late 2000s. In November 2019, the property was evaluated by a qualified archaeologist for Section 106 compliance as part of a large-scale

housing development, and a determination of *no historic properties affected* was provided to the SHPO for concurrence. The SHPO concurred with the finding in November 2019 (HC #76877).

The NRHP and SRHP were searched for listings. No such resources within or near the APE were included on either list.

3.2 SURVEY

To examine and evaluate above-ground resources, Miniello Consulting conducted field work and reviewed documentary sources including local histories, city directories, historic contexts, historic maps, assessor records, and newspaper articles. Each property within the APE was classified by its estimated date of construction according to the Adams County Assessor property records.

Field work for the comprehensive survey was performed on January 24, 2020. Those properties identified as being at least 45 years of age were photographed and documented from the public right-of-way (ROW). Since that time, no additional resources have become 45 years of age. Streetscapes, features, and overall surroundings were also taken into account and photographed from the ROW. Depending on the nature of each resource, the appropriate OAHP form was completed for each (see Appendix C).

3.3 RESEARCH

Historic research for context development was conducted in January and February 2020 at the Denver Public Library's Genealogy, African American & Western History Center and the Adams County Assessor's Office; March 2021 at the Commerce City Historical Society; as well as virtually through Ancestry, Genealogy Bank, Newspapers.com, and various other sources (see bibliography). Research involved a review of primary and secondary resources, including existing contexts, state and county histories, architectural style guides, community planning documents, historic photographs, and aerial images. CDOT Historians provided digital copies of two previous historic resource reports for projects within the same vicinity, and much of the context is attributed to the efforts of the consultants who prepared those reports.

Utilizing History Colorado's Resource Protection Planning Process (RP3), which provides a framework for the identification and recordation of historic resources in the state, as well as guidance for analyzing the significance and preservation of such resources, historic properties fell under the following contexts:

- Colonies and Towns (1868-1920)
- Engineering Context (Transportation/Bridges, Roads, and Railroads)

3.4 EVALUATIONS

The National Register Bulletin #15, “How to Apply the National Register Criteria for Evaluation,” was consulted during the evaluation and eligibility process. In order to be eligible for inclusion in the NRHP, a property must meet at least one of the following criteria:

- A. association with events that have made a significant contribution to the broad patterns of our history; or
- B. association with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

In addition to the four above criteria, seven exemptions specified in 36 CFR 60.4 were taken into consideration. “Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register....”

Along with being significant under the National Register criteria, a property must also possess several aspects of integrity and retain the identity for which it is significant. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling, and association.

All above ground resources more than 45 years of age within the APE were comprehensively evaluated with respect to architectural and contextual integrity and/or historical significance. The properties that did not meet at least one of the NRHP criteria or did not retain integrity were recommended not eligible for listing in the NRHP (see Table 4 for survey log). Prior to this evaluation, no resources within the APE were listed in the NRHP.

4.0 HISTORIC CONTEXT

Early Development

Located northeast of the original plat for the city of Denver, the area now encompassed by the boundaries of Commerce City had its early modern settlement ties to the establishment of small farms and other agricultural production needed to support the growing state capitol and mining operations in the mid- to late-1800s. Sand Creek, which offered a readily accessible water source, allowed the modest farms to expand into larger operations. By the 1920s and 1930s, hog farms, dairies, and fish hatcheries played a significant role in growing the agricultural economy in that geographic area.



Figure 3: Adams County hay farmer, early 20th century (Source: Commerce City Historic Preservation Plan)

A handful of small communities were established near the area that was referred to early on as Sand Creek Junction, and the nearest to Commerce City's location were Derby (to the northeast) and Adams City (to the north). The town of Derby was laid out in 1889 around a station on the CB&Q Railroad near the current intersection of

E. 72nd Avenue and Colorado Highway 2 (SH 2) (Mead & Hunt, page 6). Derby was initially used as a supply center for farmers transporting livestock and crops (FHU, p. 6). Adams City was laid out in 1903 near the current intersection of E. 70th Avenue and U.S. Highway 85 (US 85) with the intention of becoming the seat of Adams County (Mead & Hunt, p. 6). The first store established in Derby was opened by Tipton and Pearl Brewer in 1912. The couple experienced success and growth, and by 1918 were building a larger store from which to sell dry goods, groceries, ice cream, meat, hardware, and automobile supplies. The Brewers also became involved in land transactions, purchasing lots from the Lincoln Land Company and George McCullough. In 1923, they platted Brewer's Addition to Derby, which included 71 small parcels intended for single dwellings/commercial buildings and three larger plots for small tract farming. Unfortunately, by 1938 only ten houses had been constructed in the addition, limiting the Brewer's impact on Derby's growth.

At the time Derby, Irondale, and other neighborhoods in present-day Commerce City were being established, the area was part of Arapahoe County, a large swath of land that stretched north and south along the Front Range of the Colorado Rockies. A state constitutional amendment in Colorado calling for home rule allowed residents of Arapahoe County to vote for approval of the creation of the City and County of Denver in 1902. This led to a reorganization of Arapahoe County, and Adams County was created out of this reorganization. Adams County was named for Alva A. Adams, a three-term governor of Colorado (FHU, p. 10). After Brighton secured the county seat, Adams City remained small, but several public schools were built near each other at E. 69th Avenue and Cherry Street, including the original Adams City High School. Both Derby and Adams City remained relatively small and agricultural in nature until the end of World War II (Mead & Hunt, p. 6).

Although small communities were growing along the railroad, the land in Township 3 South, Range 67 West, Sections 6 and 7 was mostly unimproved around the turn of the century. According to a farm map from 1899, large swaths of land were owned by a handful of individuals and companies, including Northern Inv. Co., J.S. Vanderlip, L.C. Geiling, G.W.

Clayton, and C.C. Towles; even fewer were marked with building improvements. By 1938, the area was still relatively undeveloped, with the exception of transportation routes. The two earliest houses evaluated for this report, 5991 Glencoe St. and 5400 E. 60th Ave., would have been tiny, residential dots on the vast landscape.

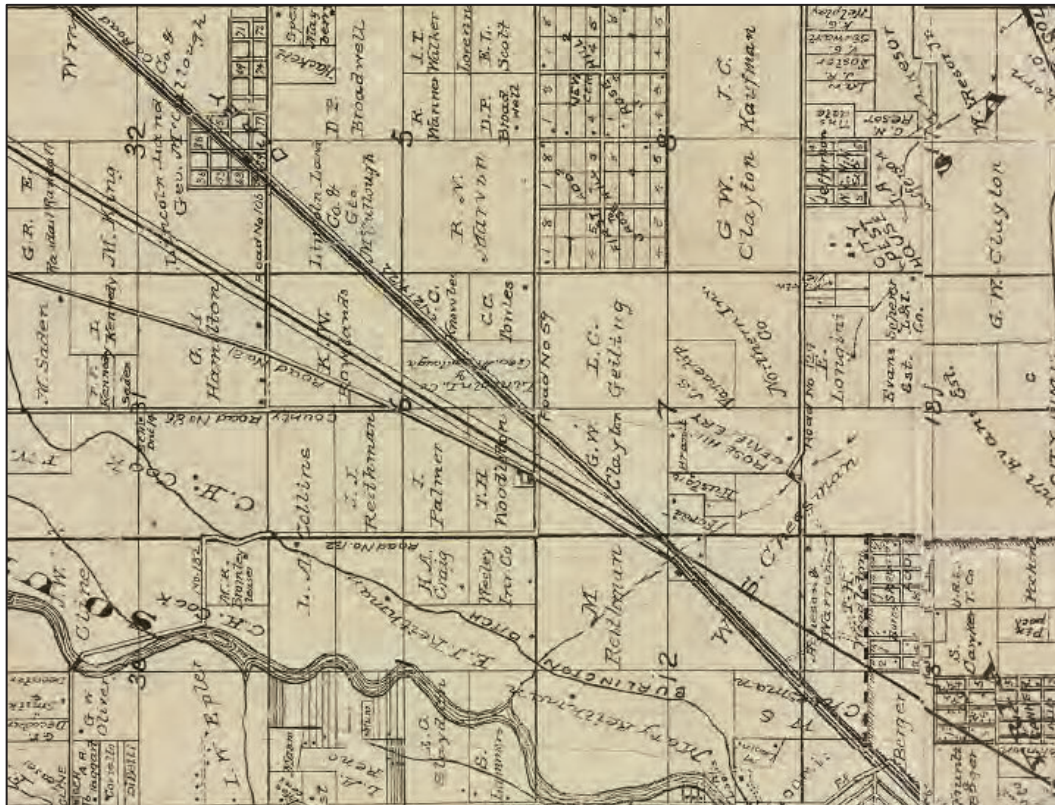


Figure 4: Section of Willits Farm Map, 1899 (Source: DPL Digital Collections)

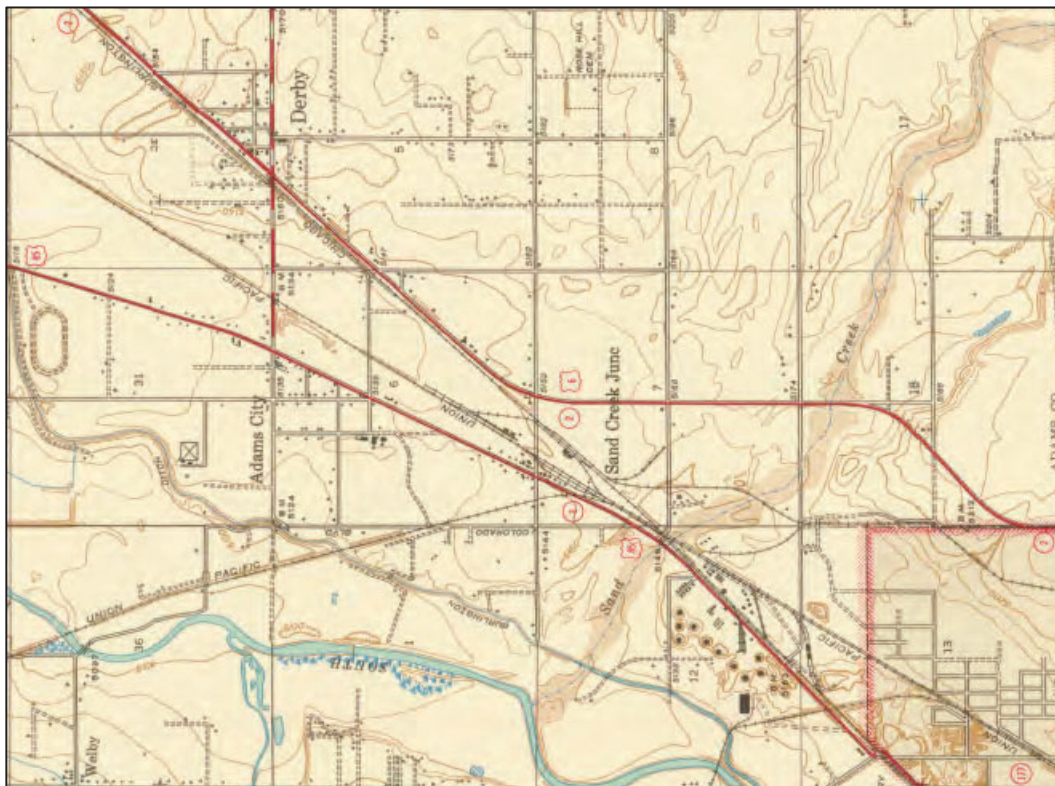


Figure 5: USGS Derby Quadrangle Map, 1940

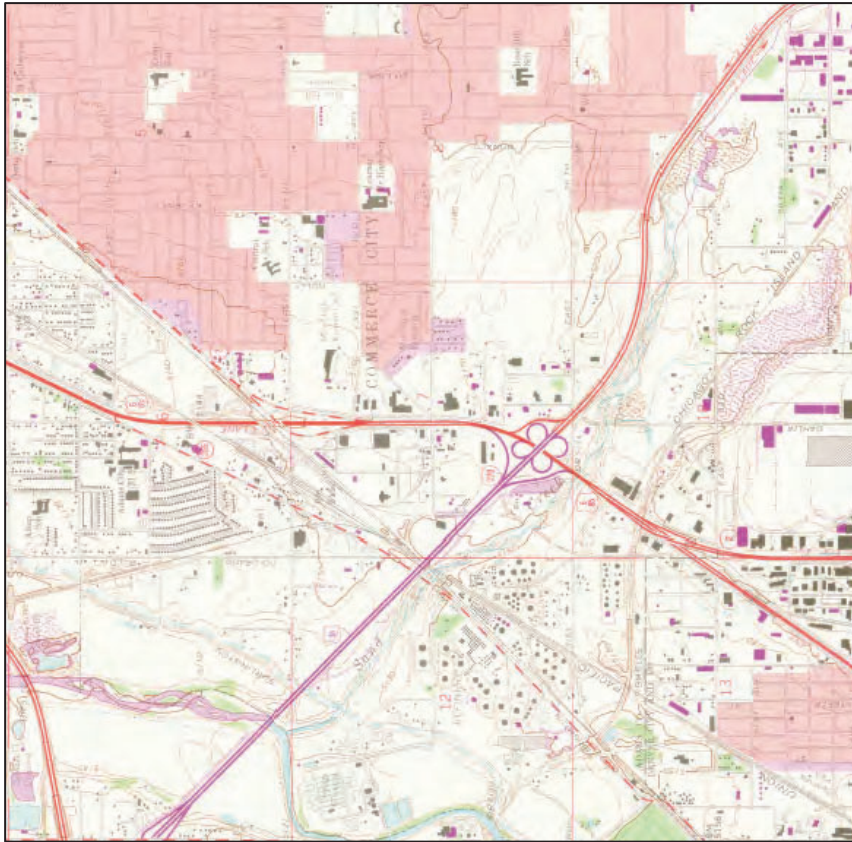


Figure 6: USGS Derby Quadrangle Map, 1965

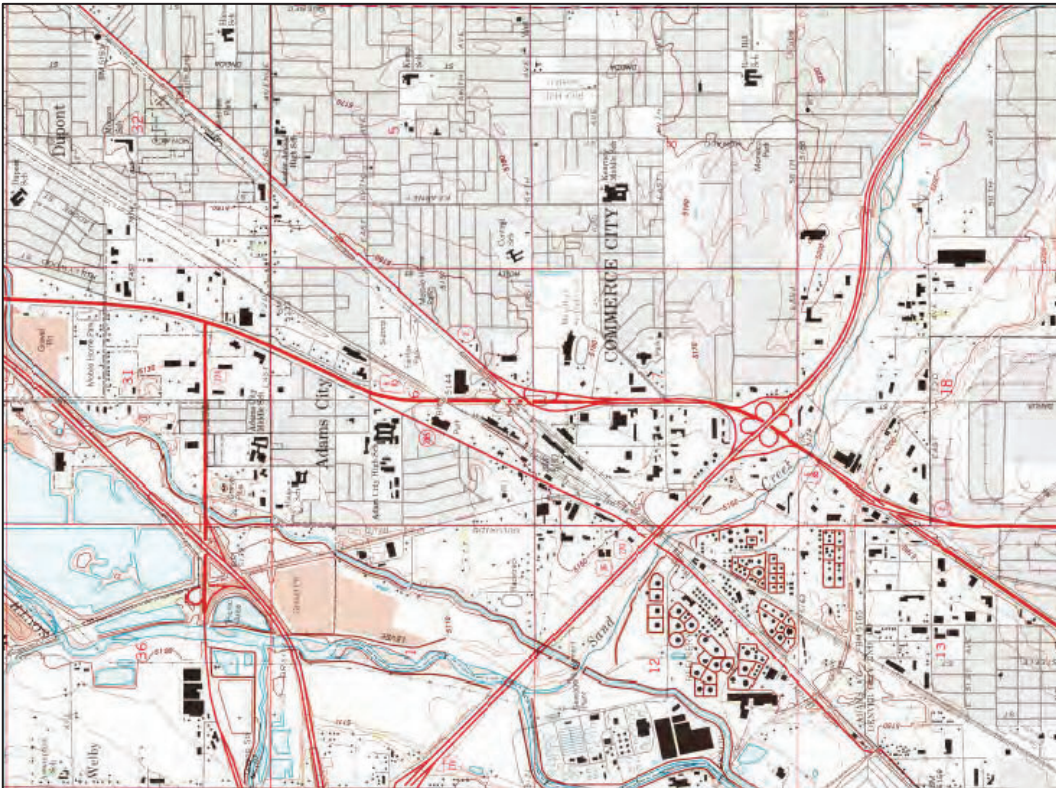


Figure 7: USGS Commerce City Quadrangle Map, 1994

Transportation

The Commerce City area has long been served by major transportation and communication routes, including wagon trails such as the Overland Trail and Stagecoach Route, the Pony Express, various railroads, and modern-day highways/interstates. The discovery of gold in the mountains led to the founding of Denver, which in turn, led to the construction of large-scale smelters on the northeast side of the city. The area became an industrial hub and was supported early on by a railroad network. Colorado's first railroad, the Denver Pacific (DP), was completed in 1870 to connect Denver with the Union Pacific (UP) line in Cheyenne. The Chicago, Burlington, and Quincy Railroad (CB&Q) completed a connection between Denver and the Nebraska state line in 1882, which intersected the DP at Sand Creek Junction near the current intersection of Brighton Boulevard and E. 60th Avenue (Mead & Hunt, p. 7). The area to the west of Commerce City and Sand Creek Junction was full of smelters, meat packing plants, and other factories.

US 6, of which Vasquez Boulevard is a part in this area, was an important link to markets beyond Colorado prior to the construction of the Interstate Highway System. The segment of US 6 in northeastern Colorado was an early farm-to-market road that provided a vital connection between Colorado and Nebraska, providing access for rural farmers to transport goods and produce to markets and processing facilities in Denver and present-day Commerce City. In 1956, President Eisenhower passed the Federal-Aid Highway Act, which began construction of the Interstate Highway System. By the mid-1960s I-70, I-25, and I-76 (originally I-80S) were complete through Denver. These highways greatly increased commercial trucking traffic through the area. Although these highways were close to the center of Commerce City, there was little direct access for Commerce City to the Interstate Highway System. In 1965, construction began on I-270, initially linking I-70 with I-76 through Commerce City. The section between I-70 and US 6 was completed in 1968, and a second section between US 85 and I-76 was completed in 1970. The construction of I-270 demolished older residential and industrial development east of the South Platte River and bisected a few remaining agricultural properties west of the river. An extension of I-270 between I-76 and I-25 was completed in 2000 (Mead & Hunt, p. 14).

Industry

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. The first oil discoveries in Colorado were found near Canon City in 1860. Although this field was modest in comparison to later discoveries in the state, it produced a significant amount of oil for kerosene production. The Continental Oil and Transportation Company, which would become the largest oil company in Colorado, had its start in Ogden, Utah. Isaac Elder Blake, who had prospected in the Pennsylvania and West Virginia oil fields prior to his journey west, established the company in 1875 to transport kerosene by rail from Canon City to Utah. The following year Blake established the company's main office in Denver. In 1881 a far more productive oil discovery was uncovered in Florence, Colorado. While several small oil companies and refineries emerged in Southern Colorado, Continental Oil continued to specialize in the transportation of crude and refined oil products.

Continental joined with Standard Oil in 1885, and by the late 1880s Continental was marketing nearly all of the oil products in Colorado. Continental Oil split with Standard Oil as part of an anti-trust Supreme Court ruling in 1913 but continued to operate in Colorado. At the time most of the oil production was occurring in western Colorado; however, transportation over the mountains proved to be costly and difficult. In 1923 the California-based Union Oil Company tapped the Wellington-Fort Collins oil field approximately 60 miles north of Commerce City, which proved to be one of the largest oil discoveries up to that time in Colorado.

Continental Oil purchased the rights to the Fort Collins-Wellington field in 1929 and merged with Oklahoma-based Marland Oil under the name Conoco. In 1930, Conoco built a new refinery on the west side of Brighton Boulevard at Sand Creek Junction, selected because of the proximity to the UP and CB&Q rail lines, as well as an available water source from Sand Creek. By 1940, Bay Petroleum, had opened a refinery on the east side of Brighton Boulevard, and Colorado Oil Refining and Colorado Midland Refineries also had refining operations in the Denver area. Together the four companies produced three quarters of the state's oil products.

In 1949, Conoco modernized and expanded the refinery to the south and west. By the early 1950s the Conoco and CRC refineries had largely grown to fill the current land parcels, and in the 1970s they were the only two refineries remaining in the Denver area. In 2002, Conoco merged with the Phillips Petroleum Company to form ConocoPhillips and sold its refinery on the west side of Brighton Boulevard to Calgary-based Suncor Energy Inc. the following year. Suncor also purchased the refinery on the east side of Brighton Boulevard from CRC in 2005. Currently, the combined facilities under Suncor Energy Inc. represent the only refinery in Colorado.



Figure 8: Conoco refinery, 1977 (Source: DPL Digital Collections)

Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. In 1937, Oscar Mallo of the Hungarian Flour Company constructed the large grain elevators that still stand just north of Sand Creek adjacent to the UP tracks. These grain elevators represent the connection of agriculture and industry as large-scale food processing facilities grew around the Denver area. The dairy at 4100 East 60th Avenue was converted to a machine shop in the 1950s at the same time that similar small industrial businesses opened in Commerce City. As trucking came to replace locomotive transportation in the 1940s and 1950s, companies such as Beall Equipment of Colorado and Timpte, specializing in truck parts, snowplows, and trailers, set up shop in the new industrial

corridor along Sand Creek. US 6, among other routes, served as a major transportation artery that fueled the industrial development north of Denver (Mead & Hunt, p. 15).

World War II & Post-War

The transition from an agricultural- to an industrial-based community was in full force once the United States entered World War II. The war was also the basis for the greatest period of growth in the area. In 1940, the U.S. Army began to plan the construction of a plant and selected a 17,000-acre site in southwest Adams County, displacing approximately 200 family farms. Located between Quebec Street and Buckley Road and E. 56th and E. 86th Avenues, the Mountain Arsenal began to produce incendiary and chemical weapons, such as white phosphorous, mustard gas, and napalm, in 1942. The Arsenal provided jobs to 3,000 men and women during the war and continued production during the Korean and Vietnam Wars, while also leasing sections to Shell Oil Company and other companies that made agricultural chemicals (Mead & Hunt, p. 11).

Much of the new development in Adams County after the war filled in the former farmlands between the Arsenal and the South Platte River. By the early 1950s, the City of Denver had taken notice of the new industrial center on its northern edge and rumors began to circulate within the community that Denver was planning to annex this unincorporated corner of Adams County. In 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town (Mead & Hunt, p. 13). Located south of Sand Creek Junction, Commerce Town was situated in an area with numerous gas and oil tanks, gravel pits, railroad lines, and new residential developments.

The boom of industry happening just north of Denver as well as the expanding neighborhoods of Derby, Adams City and Rose Hill caused Denver to raise the question of incorporation. The



Figure 9: City hall/police department at 6015 Forest Dr. used from 1955-1967 (Source: Commerce City Historical Society)

residents of these communities resisted Denver incorporation, and in 1952, Commerce Town was incorporated into its own city, and the original settlements of Rose Hill, Adams City, and portions of Irondale became the new town's neighborhoods (FHU, p. 14). The first Mayor and Board of Trustees held their meetings at Hast Lumber Company (4701 E. 60th Ave.) from 1952 until the town purchased land and an old Army surplus building at 6015 Forest Dr. The city hall and police department were located there until a new city hall, designed by architect J. Roger Musick, was opened at 5291 E. 60th Ave. around 1967.

The new community sought to avoid the zoning regulations that may have been implemented by Denver and advocated for the growth of commercial and industrial areas over residential development. In 1961 only 20 percent of Commerce Town was residential. Although the new community grew to the north through a series of annexations in the 1950s, it opted not to annex unincorporated areas west of the South Platte River where former farmland was being subdivided into residential developments, such as the Town and Country Subdivision laid out in 1949 (Mead & Hunt, p. 13).

In 1962 Commerce Town annexed the larger community of Derby to its north, increasing the population from 4,000 to 16,000. Following the annexation of Derby, Commerce Town changed its name to Commerce City. The Arsenal hampered Commerce City's growth to the east, but the city continued to annex more land north and east of the Arsenal (Mead & Hunt, p. 13). Industry continued to flourish in the new city, often to the detriment of its agricultural character. The fish hatcheries were all closed by 1963, and the hog farms soon followed suit. 88th Avenue, then the northern boundary of Commerce City and which had been had still been agrarian in the 1950s, saw new suburban growth in the 1960s (FHU, p. 14).

During the mid-century, Commerce City also became a place for entertainment. The Mile High Kennel Club, established in 1949, became one of the nation's premier greyhound racing venues and was located on land originally included in the original 1947 plat for the Town and Country Subdivision. As a result, many dog kennels and veterinarian practices were established in the area along 88th Avenue. Additional entertainment arrived on 88th Avenue in the form of the 88 Drive-In Theater, which was built in 1971 (FHU, p. 19).

Pepper Tank Co.

In the mid- to late-1940s, the Pepper Tank Company purchased numerous vacant parcels in a concentrated area of Commerce City that, today, are identified as 4404, 4500, 4540, and 4850 E. 60th Ave.; and 5701, 5901 and 5995 Dexter St. The 1951 Gazetteer Company's Denver City Directory listed the Pepper Tank Company's address as 5701 Colorado Blvd., later re-addressed as 5701 Dexter St. The 1962 directory of Denver's suburbs listed the Pepper Tank Company's address as 4404 E. 60th Ave. (a different location).

The Pepper Tank Company was founded by Joseph E. Pepper, a Jewish Russian Immigrant, who immigrated to the United States in 1914 and was living in Denver by at least 1930. His World War II Registration Card lists his birth as April 15, 1898. Mr. Pepper was president of the Pipe &

Mining Supply Company of Denver by at least 1936 (The 1936 Gazetteer Co; Denver Directory). In 1940, Joseph Pepper set up a separate Wyoming firm called Pepper Tank & Contracting Company. The new company had operations and offices in both Denver and Casper, Wyoming (WY), and bid on multiple contracts for water tanks during the 1940s and 1950s. In 1947, the company was awarded a contract to erect a two-million-gallon steel water tank for a new reservoir in Cody, WY, likely the same year that the company erected the new production shed at what is now 5701 Dexter Ave. Mr. Pepper died in 1966 and is buried in Rose Hill Cemetery. The Pepper Tank Company still owns 4500 E. 60th Ave., but the rest of the properties were sold off piece by piece over several years.

Hast Lumber Company

The August and Ida Hast family moved to Colorado from Nebraska, and August began purchasing property in Adams County soon after they were settled. Herbert Henry Hast, one of August and Ida's several children, was born in 1911 when the family still lived in Nebraska. In 1934, Herbert became General Manager of the Counter Lumber Company's Denver yard, which was located on Brighton Boulevard in Adams City. After working as the Chief Construction Engineer for building the Rocky Mountain Arsenal, followed by Lumber Dealers, Inc. and a position for the Federal Government in the Office of Price Administration, Hast Sr. purchased the Counter Lumber Company in 1944. He incorporated the Hast Lumber Company along with his father, August, and Alfred H. Krogh and located the company at what is now 4701 E. 60th Ave. in Commerce City.

His son, Herbert Jr., helped his father run the lumber company and eventually took over operations. Herbert Sr.'s daughter, Miriam, also worked for the company in accounts payable. As the company grew, so did their physical footprint in the area. At one point, they had a second location at 7801 W. Colfax Ave. in Lakewood and a slogan, "Hast Has It." Herbert Jr. sold the company in 1998 and retired to Westcliffe.



Figure 10: One of the original Hast Lumber Co. buildings that likely served as Commerce Town hall from 1952-1955 (Source: Commerce City Historical Society)

In 2010, the property was purchased by Bubb, LLC and leased to Pacheco Construction, the current occupant.

Steel, Inc.

John Leo McCallin was born in Denver in 1918 and began his career in 1938 as a clerk with the Silver Engineering Company. In 1958, he co-founded Steel, Inc., a family-owned steel processor based in Commerce City. The company's first location was at 6300 Clermont St., which was ideally situated along a railroad line and near the highway and interstate system. McCallin served as Chairman of Timberline Industries, which grew from Steel, Inc. and was associated with several entities that operated from a concentrated area of Commerce City including Timberline Steel, McCallin Real Estate, Steel Storage Systems, Timberline Fasteners, and Plastics Inc.

McCallin Real Estate purchased many of the surrounding properties in this area of Commerce City in the 1960s, 1970s, and 1980s and/or developed them, rented them to other businesses, or eventually moved into them with one of their affiliate companies. Steel Storage Systems offers steel storage racking and warehouse storage racks, as well as numerous other individual engineered metal working components. Timberline Fasteners specializes in standard construction components (nuts, bolts, washers), anchor and adhesive fasteners, specialty fasteners, deck fasteners, and a powder actuated fastening system. Plastics Inc. was formed in 1987 as a division of Steel, Inc. under the guidance of Charlie Folsom, a 15-year veteran of the plastic pipe industry. It occupied the warehouse and yard at 6255 Dexter St. that was owned by McCallin Diversified Industries. In February 2006, O'Neal Steel, a Birmingham, Alabama company acquired Timberline. McCallin Real Estate continues to own several properties in the area, including 4407 E. 60th Ave., 6245 Clermont St., and 6301 Dexter St (currently the main office).

Town & Country Subdivision

The first plat for the Town and Country Subdivision was filed with the Adams County Clerk and Recorder on December 27, 1947 by the Suburban Realty and Development Company. The original layout consisted of a rectangular-shaped plat with a circle-shaped park, Kemp Park, near the center, and had 272 residential lots for development. The park was surrounded by a road that traveled around its circumference and had four roads radiating out from it like wheel spokes. The remaining roads traveling throughout the subdivision were curvilinear, with the exception Parkway Drive, which served as the main southwest-northeast arterial connecting Eudora Street to Kemp Park. The plat was revised prior to any lot purchases or house construction on March 21st, 1949 when Resubdivision of Town and Country Subdivision was filed. The most notable changes included the lack of lot division on the majority of the northern half of the subdivision, which was sold to Mile High Kennel Club in April 1949. That change eliminated the potential for the development of approximately 114 houses, nearly one half of the entire original planned number, as well as a neighborhood park.

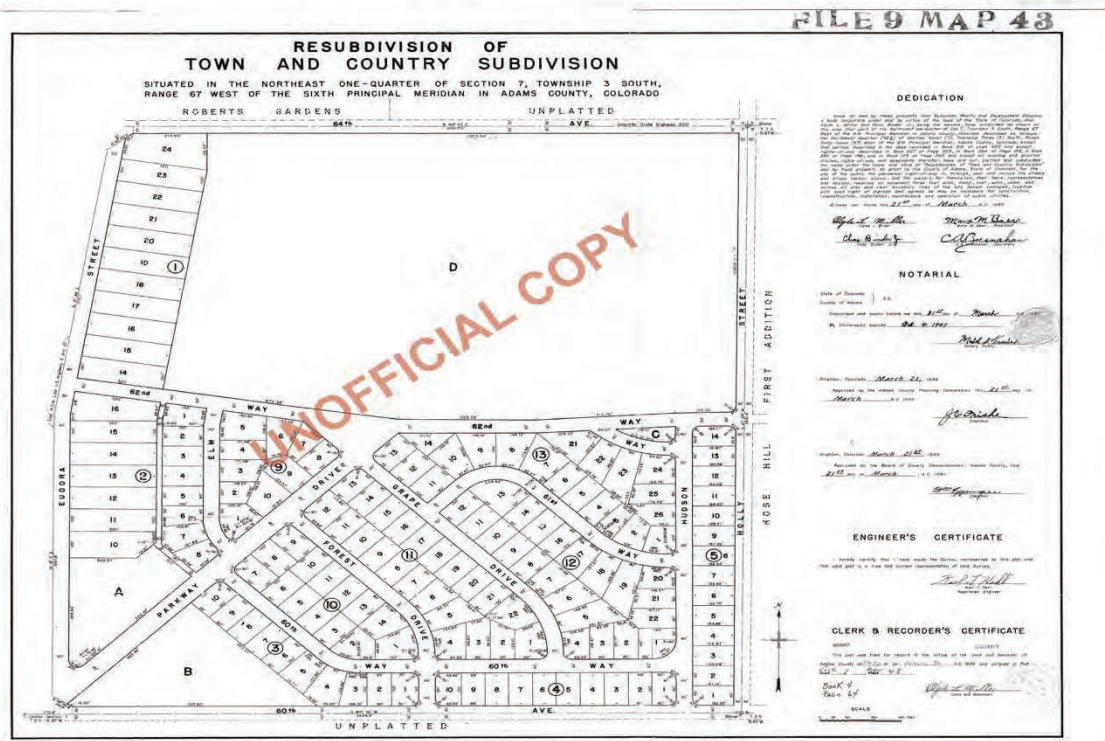


Figure 11: Resubdivision of Town and Country Subdivision Plat Map, 1949 (Source: Adams County Clerk & Recorder)

The 1949 plat also eliminated several lots along the southwest side of Forest Drive, connection of E. 60th Way to Parkway Drive, and additional lots along that connection. Only four of those properties were developed with houses (6017, 6019, 6021, and 6023 Forest Dr.); they have all since been demolished. Within the boundaries of the 1949 Resubdivision of Town and Country Subdivision, there were a handful of properties that were never technically located in that subdivision. In 1965, the Town and Country Subdivision Amendment was filed for Lots A, B, C, and D; however, three of the houses on those lots were built in 1952, and the fourth was built in 1956. The property at 5205 E. 60th Way was filed as Lot 1 of the Myhre-Snyder Subdivision in 1995, but the house was built in 1951. All told, a total of 117 lots were developed, and the majority of the houses were built between 1950 and 1952. Two parcels at the southeastern corner of the 1949 plat were never officially included in the subdivision. Those parcels are within Shasta Estates (filed 1999), and the houses were constructed at that time.

The Suburban Realty and Development Company was organized in Colorado with Marx M. Baer (heating and plumbing contractor) as president and Charles A. Bresnahan (real estate broker) as secretary. In addition to Baer and Bresnahan a third man, James K. White, was heavily involved in the purchase and sale of lots within the subdivision in May 1949. In addition to their individual land purchase transactions, the three men purchased a number of lots together. The company was dissolved shortly after organization.

In December 1949, Baer began selling off individual lots to future homeowners, the majority of whom were heterosexual couples of English and German descent, with some Irish, French, and Italian owners. The subdivision was built around the same time as Levittown, Pennsylvania, and most of the homes can be grouped into design categories. However, no pattern books or preferred house designs appear to have been produced for future homeowners in the Town and Country Subdivision. The similar designs and shared elements of the houses are reminiscent of popular ready-made kit houses at the time produced by companies like Aladdin, National Homes, and Lewis/Liberty Catalog Homes.

The Suburban Realty and Development Company produced a list of nine covenants for the residential lots in May 1949, and those of note include:

1. All of said lots shall be known as residential lots, and no structures shall be erected...

other than one detached single-family dwelling not to exceed two and one-half stories in height, and a private garage for not more than four automobiles.

3. No noxious or offensive trade or activity shall be carried on upon any lot nor shall anything be done thereon which may be or become an annoyance or nuisance to the neighborhood.

5. The ground floor area of the main structure of any dwelling permit on any building plot, exclusive of one-story open porches and garages, shall be not less than 720 square feet in the case of a one-story structure, nor less than 580 square feet in the case of a 1 1/2 or 2 story structure.

Present-Day

The 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. Notably, the area along the east side of the highway just south of E. 60th Ave. and up to E. 62nd Ave. was impacted the most. A triangle parcel bordered by Vasquez Blvd., Parkway Dr., and E. 62nd Ave. was developed with a strip mall in 1985. A grocery store was built on the northern portion of the parcel in 2004. In 1999, a Wal-Mart was built south of E. 60th Ave. With its substantial building footprint and expansive asphalt parking lot, it is notably oriented much farther away from the highway. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

The area northeast of Denver has mostly remained undeveloped due to the Rocky Mountain Arsenal. In 1995, the Denver International Airport (DIA) was built in east Adams County. The land slated for the new airport was originally in Adams County just north of I-70 and was annexed by Denver in 1988. A total of 33,920-acres were purchased – mostly farm land. The open space around the airport was then returned to leasehold farming after construction was finished. Since it opened, DIA has been an economic driver and job creator in the region. This

trend has continued into the present day, with commercial flight passenger numbers climbing from approximately 31 million in 1995 to approximately 53.4 million in 2015.

Around the same time the DIA was being built, construction of a toll beltway that bypasses metropolitan Denver to the east and provides an alternative route to Denver's congested highways and roads was also underway. Although the toll road was not completed until 2003, sections near the DIA and Commerce City were opened as early as 1998. E-470 provides alternative access to the DIA as well as Commerce City as it connects to I-76 just south of Barr Lake.

Development along the E-470 corridor has led to a growth in Adams County with population figures doubling in 10 years, new industries in the Industrial Enclave, and the residential development of Commerce City's Northern Range – north of Arsenal National Wildlife Refuge and east of the South Platte River. The city's location along major transportation routes, interstates, state highways, railroads, as well as proximity to the DIA have helped Commerce City maintain a strong industrial base and spur new growth (FHU, p. 21).

5.0 RESULTS

Of the 25 properties within the APE, 14 properties meet the 45-year threshold. Two were more recently evaluated by Mead & Hunt during studies associated with a nearby project, while the remaining 12 were comprehensively evaluated for this undertaking. Of the 25 properties, 11 were not comprehensively evaluated, as they do not meet the established threshold and have not gained significance within the past 45 years.

Primarily, the properties in the project area represent Post-World War II and Commercial building types, as well as more recent construction. The remaining areas contain a mix of buildings that are related to commercial, light-industrial, and heavy-industrial uses, or cannot be attributed to any specific style due to alterations or more recent construction. Two properties within the APE were recently inventoried prior to this survey (5AM.4046 and 5AM.4047). US 6 travels through the APE, and the segment within it was not previously inventoried.

After developing the historic context and considering the NRHP criteria, the integrity of the 12 properties that are at least 45 years of age or older and not previously evaluated was assessed with regard to NRHP and SRHP eligibility. Ultimately, it was determined that one property within the APE retains enough historic integrity to be recommended eligible for listing in the NRHP/SRHP, and it is discussed in the following sections.

5.1 PROPERTIES PREVIOUSLY DETERMINED ELIGIBLE

US 6, a linear resource, and 5701 Dexter St. were previously determined to be eligible for listing in the NRHP. No other properties are listed in the NRHP or SRHP, and no local landmarks were identified in the APE.

Site Number	Name	NRHP Eligibility
5AM.4061	US 6	Criterion A
5AM.4047	5701 Dexter St.	Criterion C

Table 2: Properties Previously Determined Eligible

US 6

US 6 was determined to be eligible under Criterion A. According to the report, “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.”

An evaluation of US 6 within the APE has led to the determination that the 3.49-mile-long component does not support the overall integrity of the resource. A review of historic maps

shows that alignment changes in Adams County and the Commerce City area, specifically, have altered the route's relationship to its farm-to-market roots and the rural setting of which it was once a part. As depicted on the 1899 Willits Farm Map, the road appears to travel on a generally northeast alignment that paralleled the Colorado and Burlington Railway line and consisted of one lane in each direction. That alignment appears to remain for several more decades and is more obviously depicted on the 1938 USGS quadrangle map. In 1957, the alignment still parallels the railroad, but it was depicted as having two lanes in each direction on the USGS quadrangle map. The most impactful changes occurred sometime between then and 1965, when the alignment of the component completely changed. Instead of heading northeast and paralleling the railroad, it continued north and joined with US 85. The road then gently curved to a northeast-southwest alignment around E. 69th Ave. and back to a north-south alignment around 76th Ave. It then joined what was, at that time, I-80 and was back on a northeast-southwest alignment. Another significant change around that period of time was the introduction of a cloverleaf interchange where the component encounters present-day I-270.

5.2 FIELD ELIGIBLE PROPERTIES*

The following property was presumed to be eligible during the field survey, but the SHPO has not yet concurred. This property constitutes approximately 8 percent of the properties older than 45 years of age within the APE.

Site Number	Name	Address	NRHP Eligibility
5AM.4078	Clermont Realty Co./Steel Inc./Hooper Corporation	6255 Dexter St.	Criterion C

Table 3: Field Eligible Properties

**See Page 23 for aerial depicting the location of each field eligible and previously determined eligible property.*

6255 Dexter St.: Clermont Realty Co./Steel Inc./Hooper Corporation

This one-story brick commercial building was constructed in the Modern Movement style around 1958. The building's design emphasizes horizontal elements, has brick construction, multi-light metal windows, a flat roof, and limited ornamentation that are 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. It is likely eligible for listing in the NRHP under Criterion C.

6.0 RECOMMENDATIONS & CONCLUSION

The APE encompasses 25 properties, of which 14 are 45 years of age or older. Previously, two resources within the APE, US 6 and 5701 Dexter St., were determined to be eligible for or were already listed in the NRHP and/or SRHP. However, the component of that linear resource

passing through the APE is recommended as non-supporting to the overall integrity of the resource.

In total, one property is recommended eligible for listing in the NRHP and one property was previously determined eligible for listing in the NRHP:

5701 Dexter St. (5AM.4047), Pepper Tank Co./Plastics, Inc.

6255 Dexter St. (5AM.4078), Clermont Realty Co./Steel Inc./Hooper Corporation

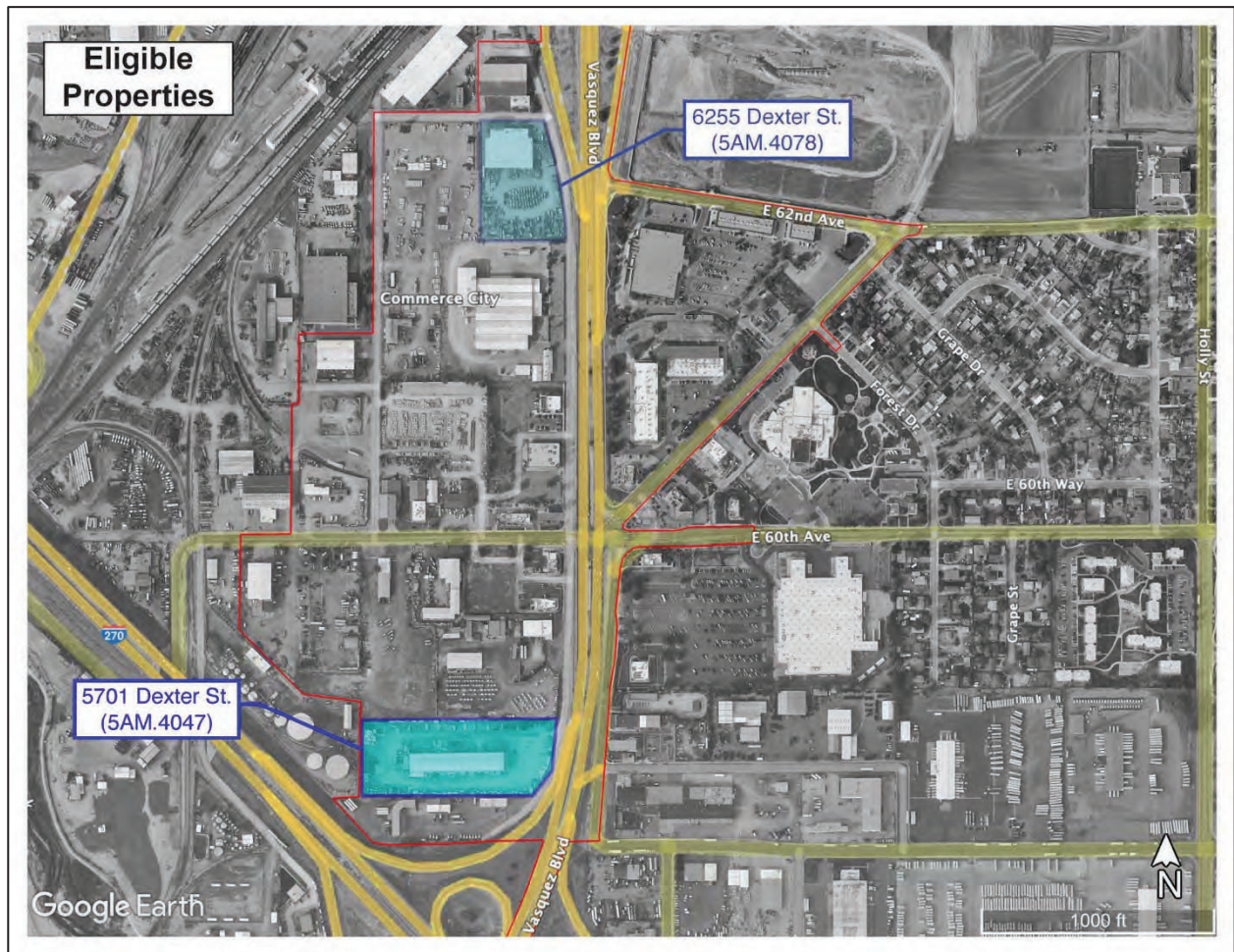


Figure 12: Eligible Properties within Area of Potential Effects

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8.0 SURVEY LOG

Resource Number	Address	National Register Eligibility
5AM.3924.2	US 6	Field: Non-Contributing
5AM.4046	5699 Dexter St.	Officially Not Eligible
5AM.4047	5701 Dexter St.	Officially Eligible
5AM.4071	5901 Dexter St.	Field: Not Eligible
5AM.4072	4540 E. 60 th Ave.	Field: Not Eligible
5AM.4073	4500 E. 60 th Ave.	Field: Not Eligible
5AM.4074	4701 E. 60 th Ave.	Field: Not Eligible
5AM.4075	4545 E. 60 th Ave.	Field: Not Eligible
5AM.4076	4407 E. 60 th Ave.	Field: Not Eligible
5AM.4077	6101 Dexter St.	Field: Not Eligible
5AM.4078	6255 Dexter St.	Field: Eligible
5AM.4079	6290 Clermont St.	Field: Not Eligible
5AM.4080	6121 Clermont St.	Field: Not Eligible
5AM.4083	6301 Dexter St.	Field: Not Eligible

Table 4: Survey Log

APPENDIX A

MAPS