

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 64th Avenue and east 52nd 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/62nd Avenue and Vasquez Boulevard/60th 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 58th 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 60th Avenue. East of Vasquez Boulevard, the study area includes Parkway Drive, 60th Avenue, and 62nd 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 62nd 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 58th Avenue to 64th 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/60th Avenue intersection are higher than expected for similar facilities.
- Crashes at the Vasquez Boulevard/60th 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/60th Avenue intersection.
- Congestion at the Vasquez Boulevard/60th 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/60th 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/60th 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/62nd Avenue and Vasquez Boulevard/60th 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 60th Avenue that will be impacted by extending the right turn lane on 60th 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 /62nd 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 62nd 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/62nd Avenue:

- Create new intersection of Vasquez Boulevard and 62nd Avenue, including:
 - Vasquez Boulevard widened to add an additional southbound left lane onto 62nd Avenue.
 - Left turn lane added on Vasquez Boulevard in and out of 62nd 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 62nd Avenue.
- New configuration reduces one lane onto Highway 2, and the other turn lane becomes a right turn must turn right onto 62nd 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 62nd 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 62nd Avenue traffic.
- 62nd 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, 60th 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, 60th 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/60th Avenue intersection:

- No left turn allowed from Parkway Drive to southbound Vasquez Boulevard or 60th 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/60th 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 60th Avenue
- Right turn lane on 60th Avenue to Vasquez Boulevard will be extended
- Improvements will be made to the Vasquez Boulevard median near 60th Avenue
- Existing multi-modal path along the east side of Vasquez Boulevard will be extended from its current terminus approximately 585 feet from 62nd Avenue to the intersection with 60th Avenue
- Driveways on 60th 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/60th 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 63rd Avenue and 58th Avenue
- Alignments for new local road connections (Figures 2, 6 and 7) best meet project goals by optimizing local vehicular circulation and operations along 60th 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 60th 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/60th Avenue intersection in order to maintain continuous local access and provide alternate traffic routes.

Figure 1: Project Area of Potential Effects Map

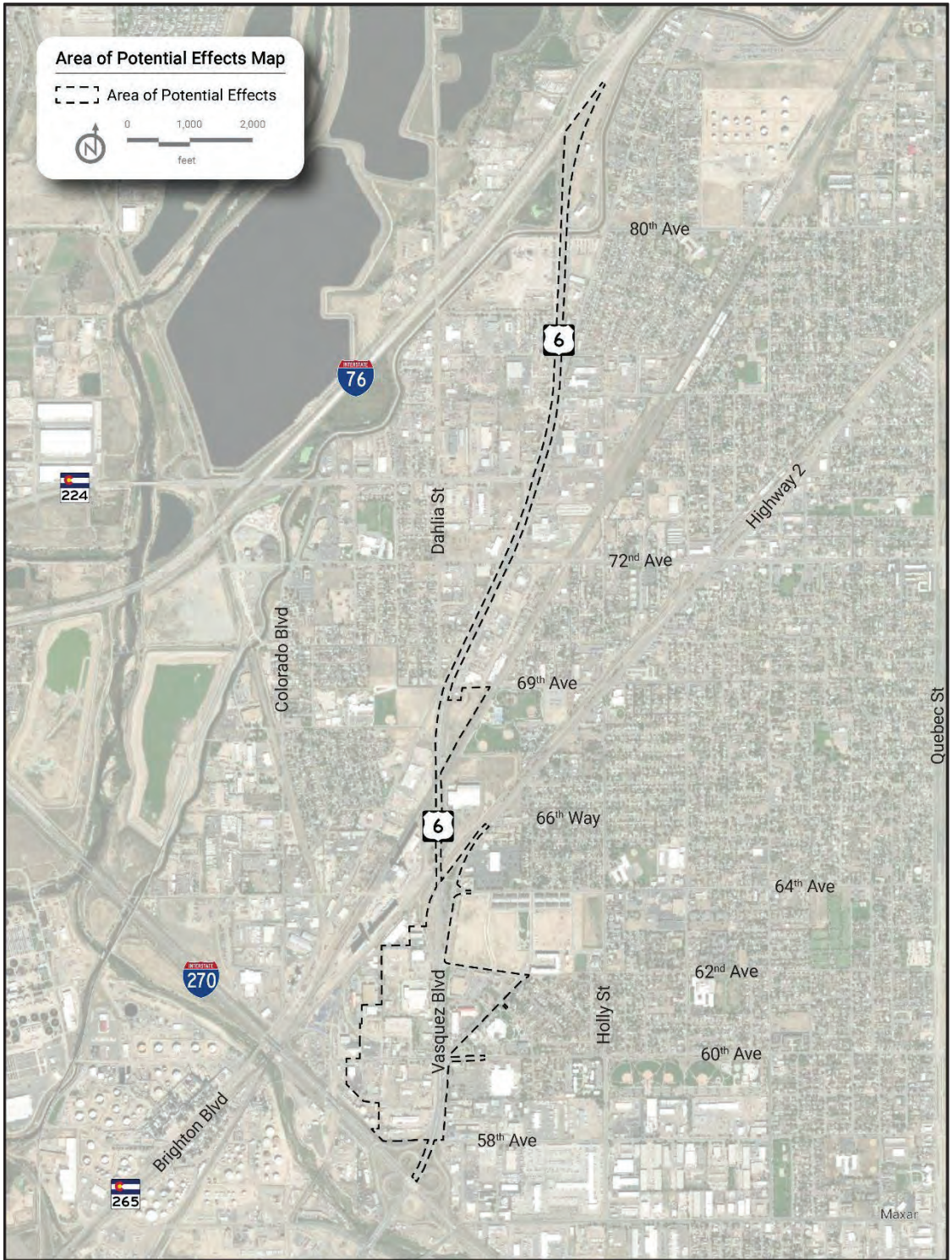
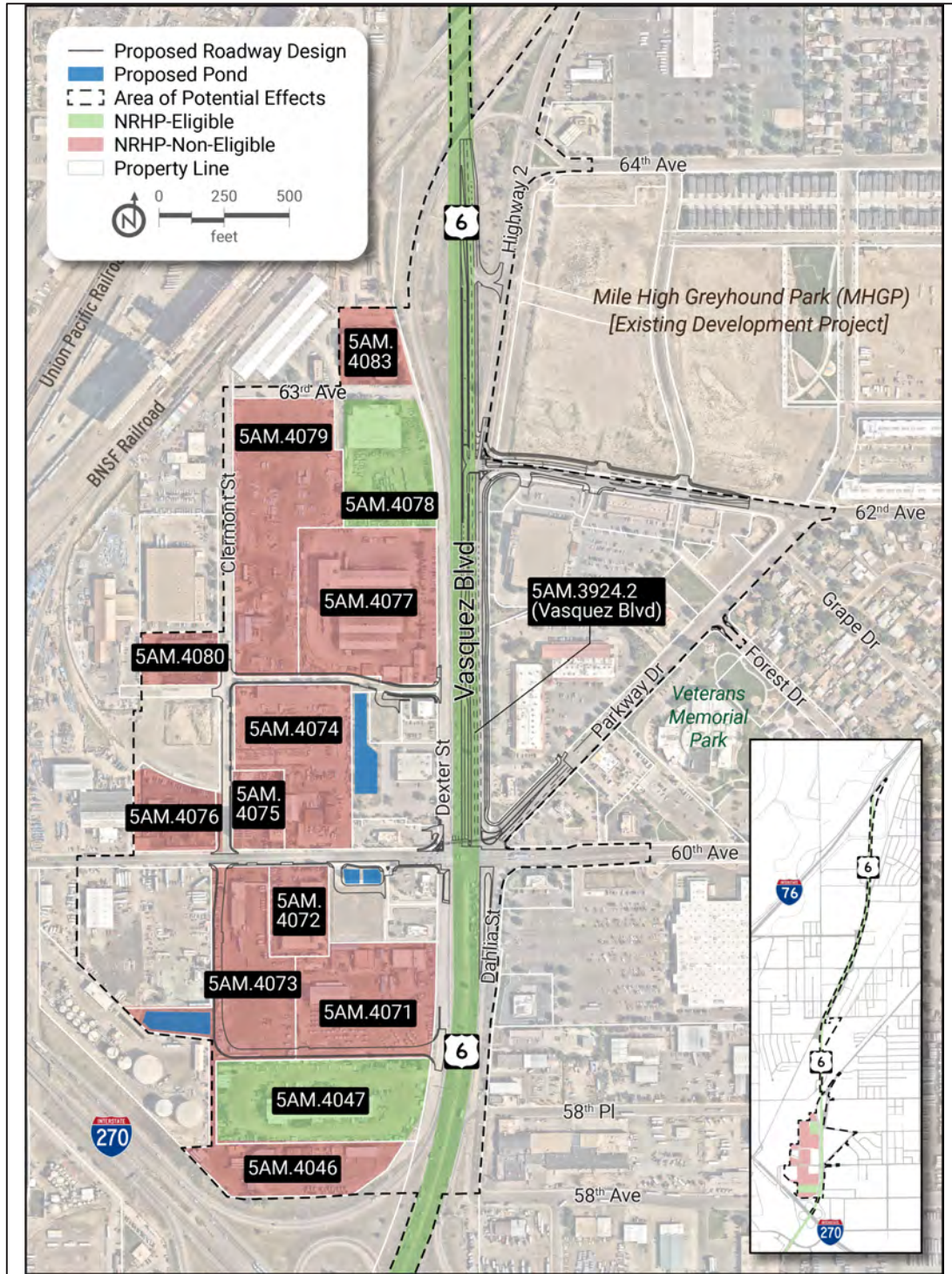




Figure 2: Project Historic Resources





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 62nd Avenue, the APE shifted several feet to the east along Highway 2 and several feet to the north along 62nd 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 62nd 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 th Avenue
5AM.4073	4500 E. 60 th Avenue
5AM.4074	4701 E. 60 th Avenue
5AM.4075	4545 E. 60 th Avenue
5AM.4076	4407 E. 60 th 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 th Avenue	Not Eligible	No Historic Properties Affected
5AM.4073	4500 E. 60 th Avenue	Not Eligible	No Historic Properties Affected
5AM.4074	4701 E. 60 th Avenue	Not Eligible	No Historic Properties Affected
5AM.4075	4545 E. 60 th Avenue	Not Eligible	No Historic Properties Affected
5AM.4076	4407 E. 60 th 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 64th and 62nd Avenues.

At the intersection with 62nd 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 62nd 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 62nd 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 62nd Avenue to the intersection with 60th Avenue ([Figure 3](#), [4](#), [5](#), [6](#), [7](#), [8](#)).



At the intersection of 60th 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/60th 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 60th Avenue.

Figure 3: Cross Section of Proposed Vasquez Lanes





Figure 4: Vasquez Boulevard Proposed and Existing, Sheet 1

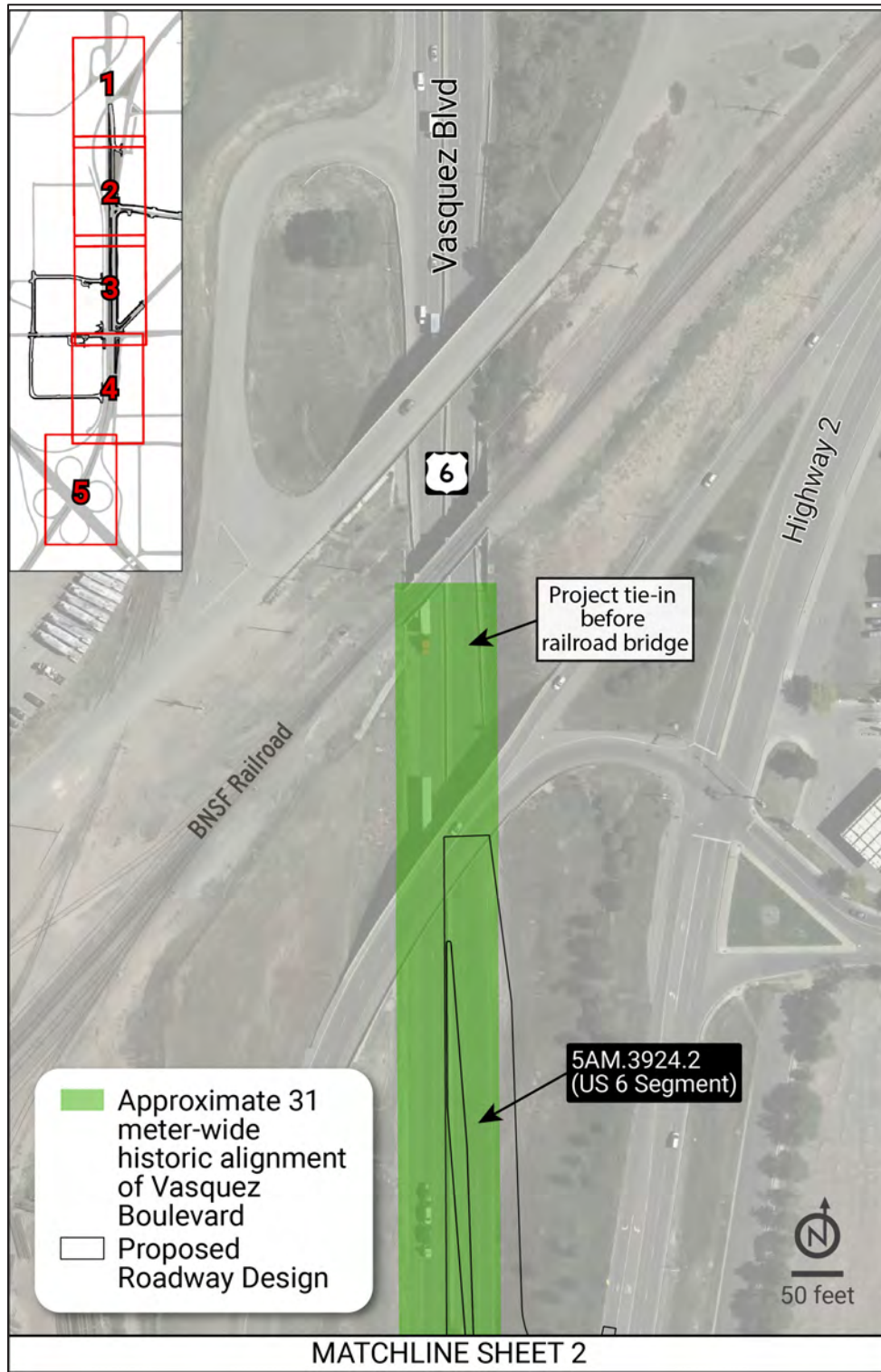




Figure 5: Vasquez Boulevard Proposed and Existing, Sheet 2

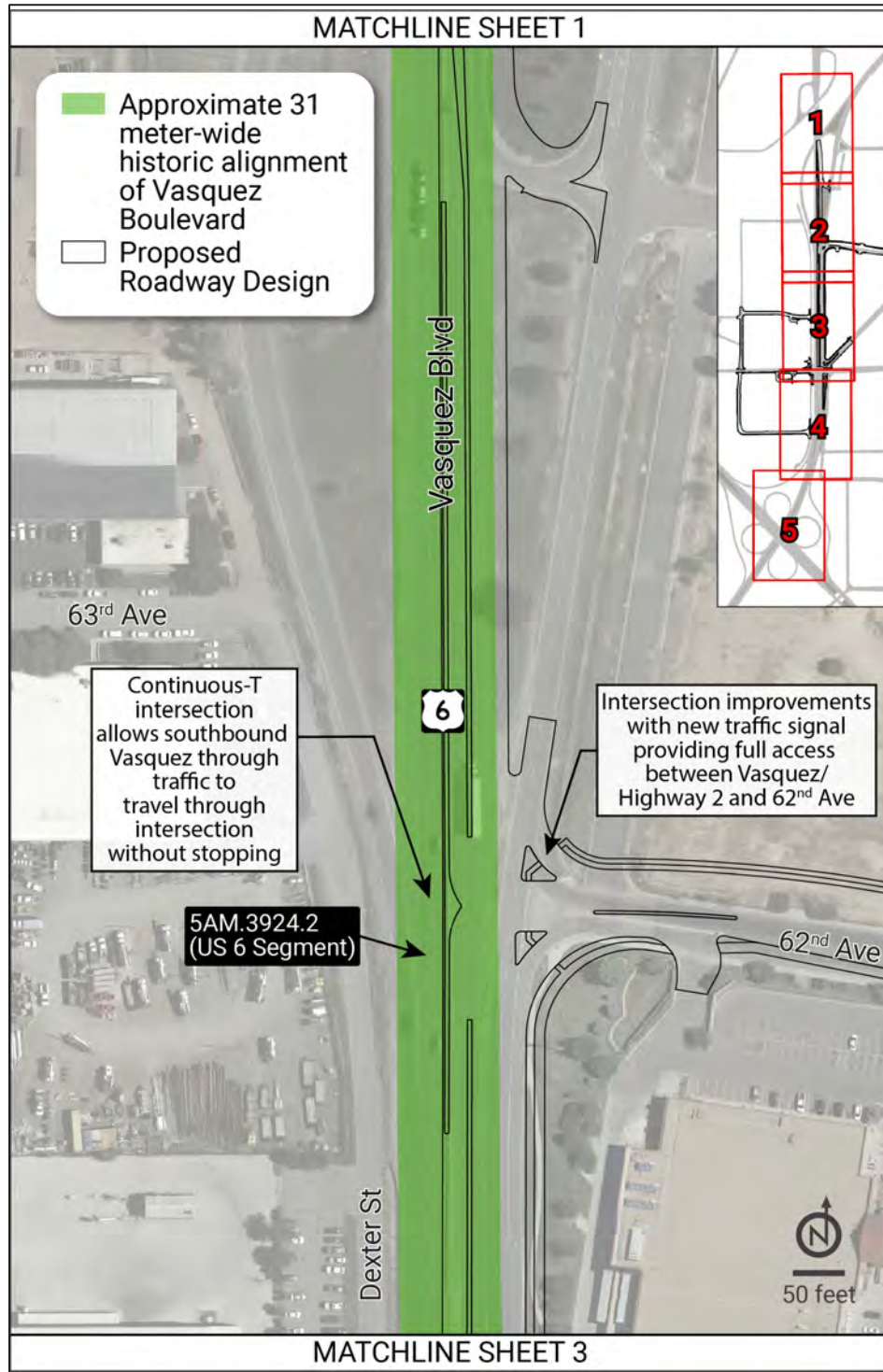




Figure 6: Vasquez Boulevard Proposed and Existing, Sheet 3

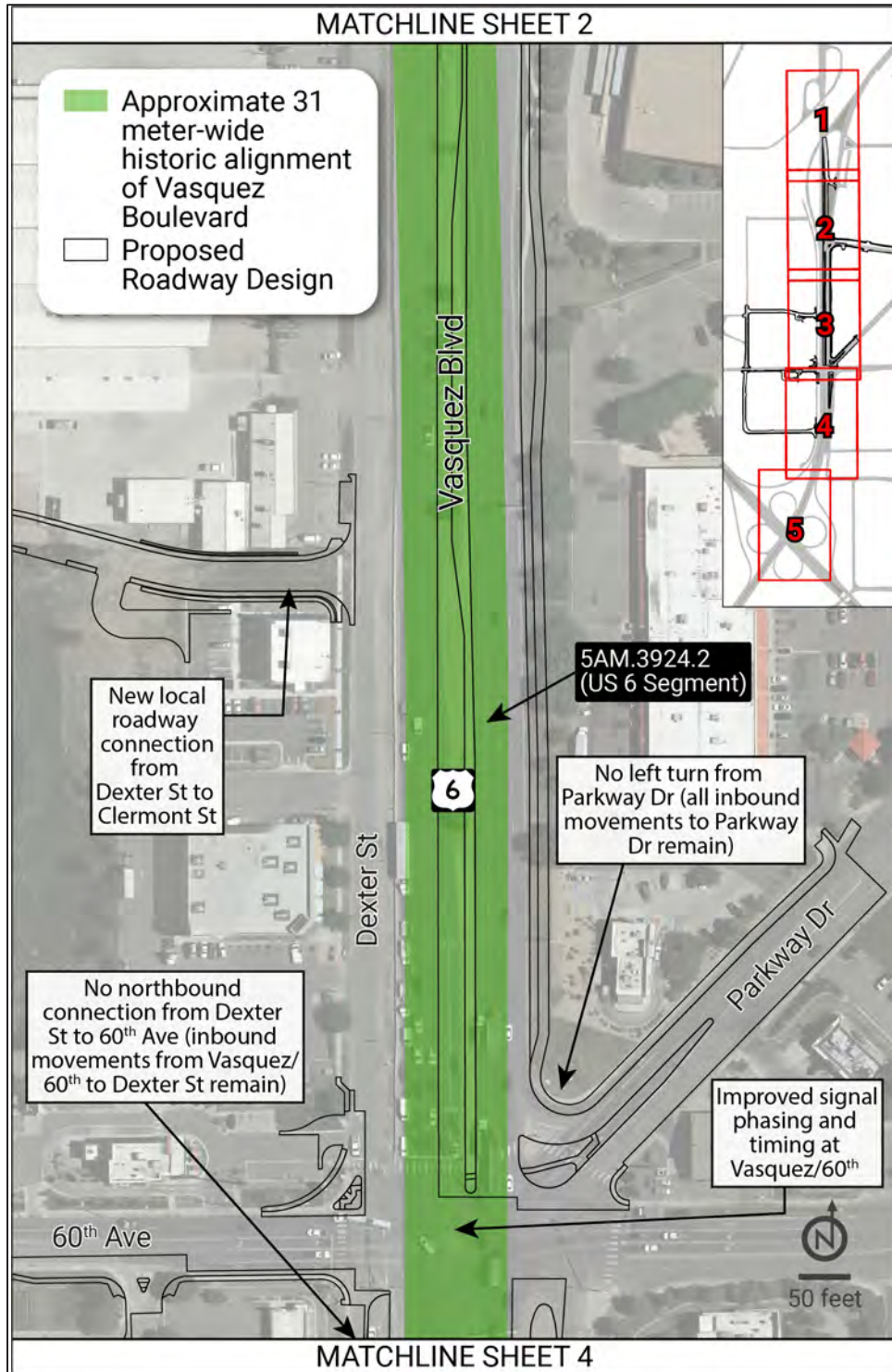




Figure 7: Vasquez Boulevard Proposed and Existing, Sheet 4

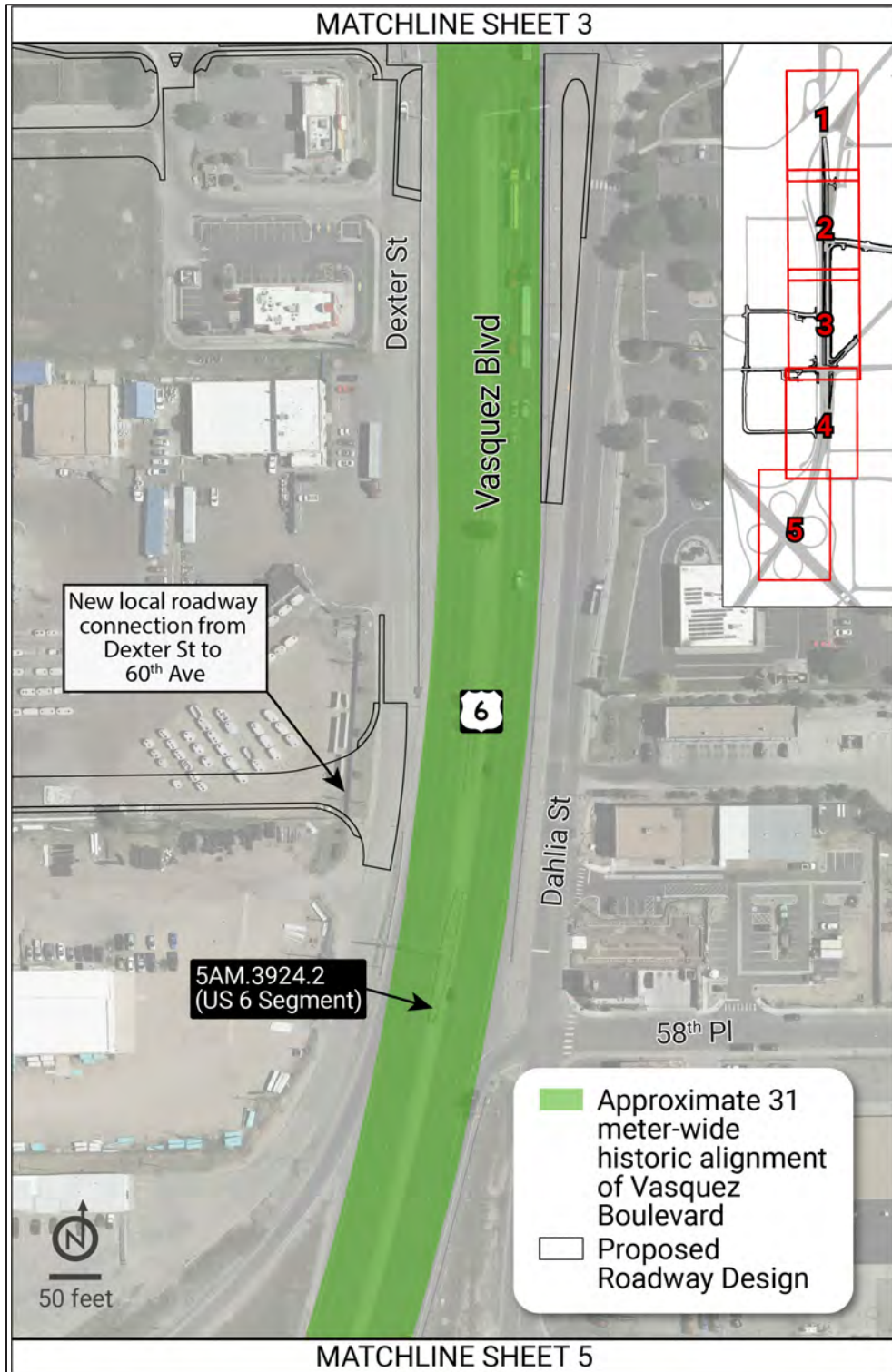
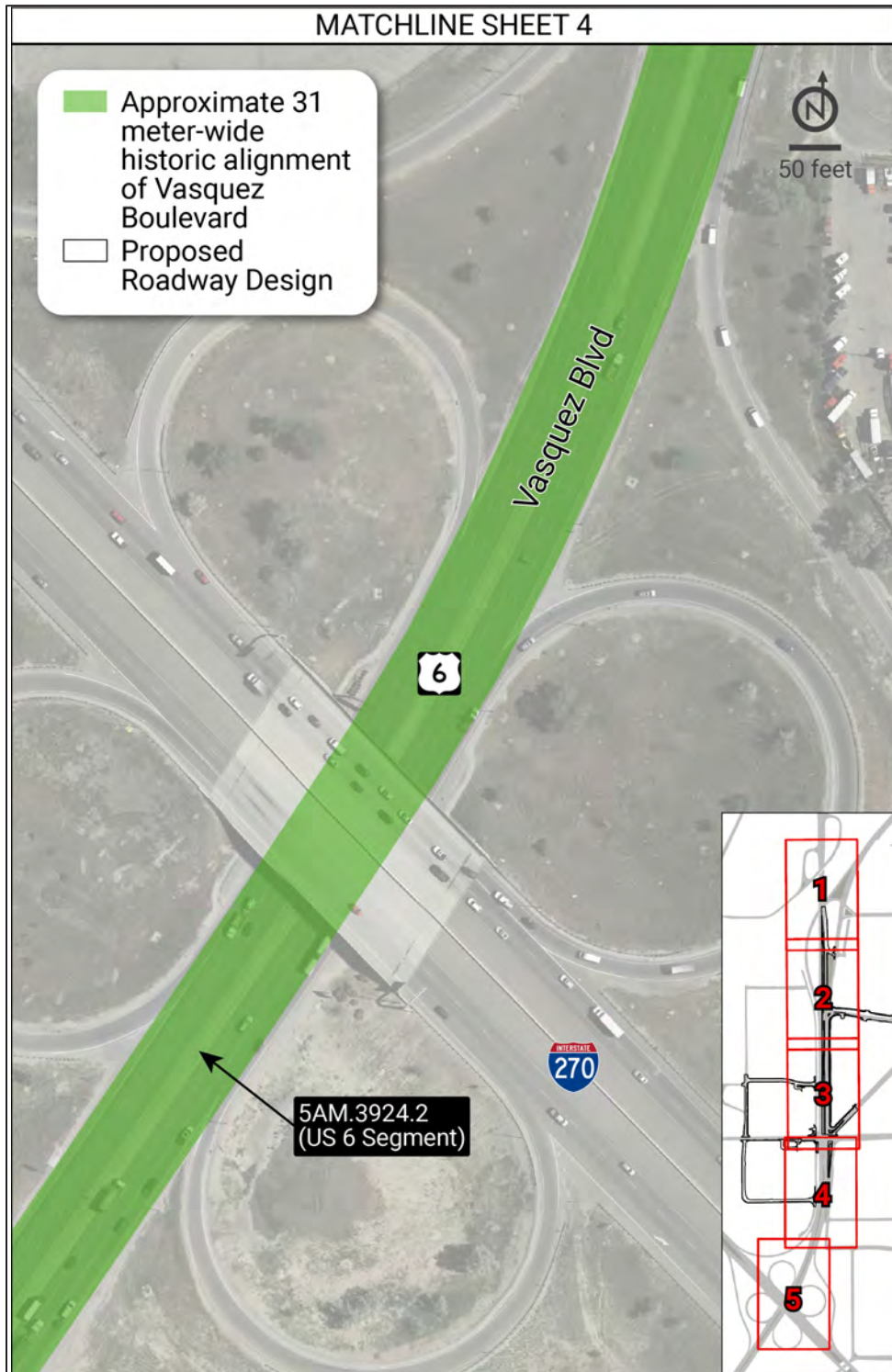




Figure 8: Vasquez Boulevard Proposed and Existing, Sheet 5



Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62nd Avenue. No ROW acquisitions or easements will be needed in that section. At the intersection with 62nd 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 62nd 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 60th 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/60th 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 60th 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 60th Avenue to Dexter Street, and the alignment under consideration involved the road traveling south from 60th 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.

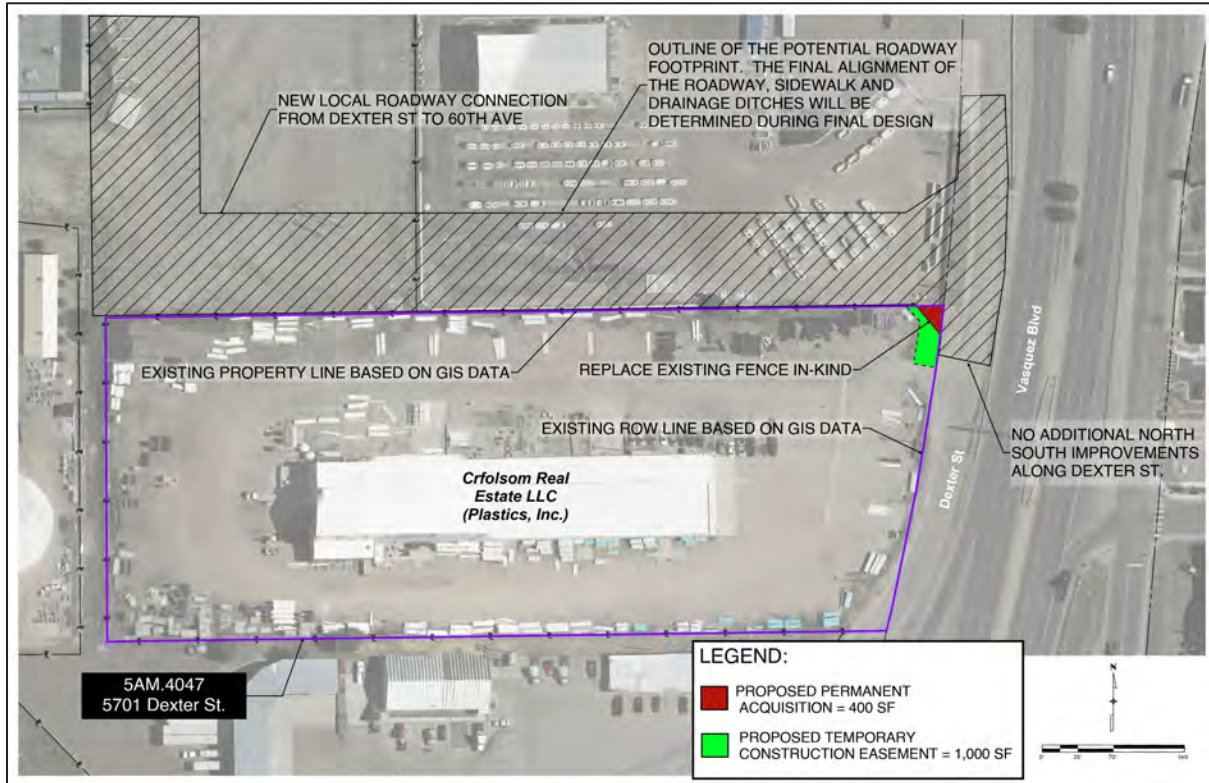
Current proposed roadway improvements include construction of the new access road adjacent to resource 5AM.4047 along the north side of the parcel. The new road will connect 60th Avenue to the existing alignment of Dexter Street. It will measure approximately 1,450 feet long and consist of two lanes 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 60th 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

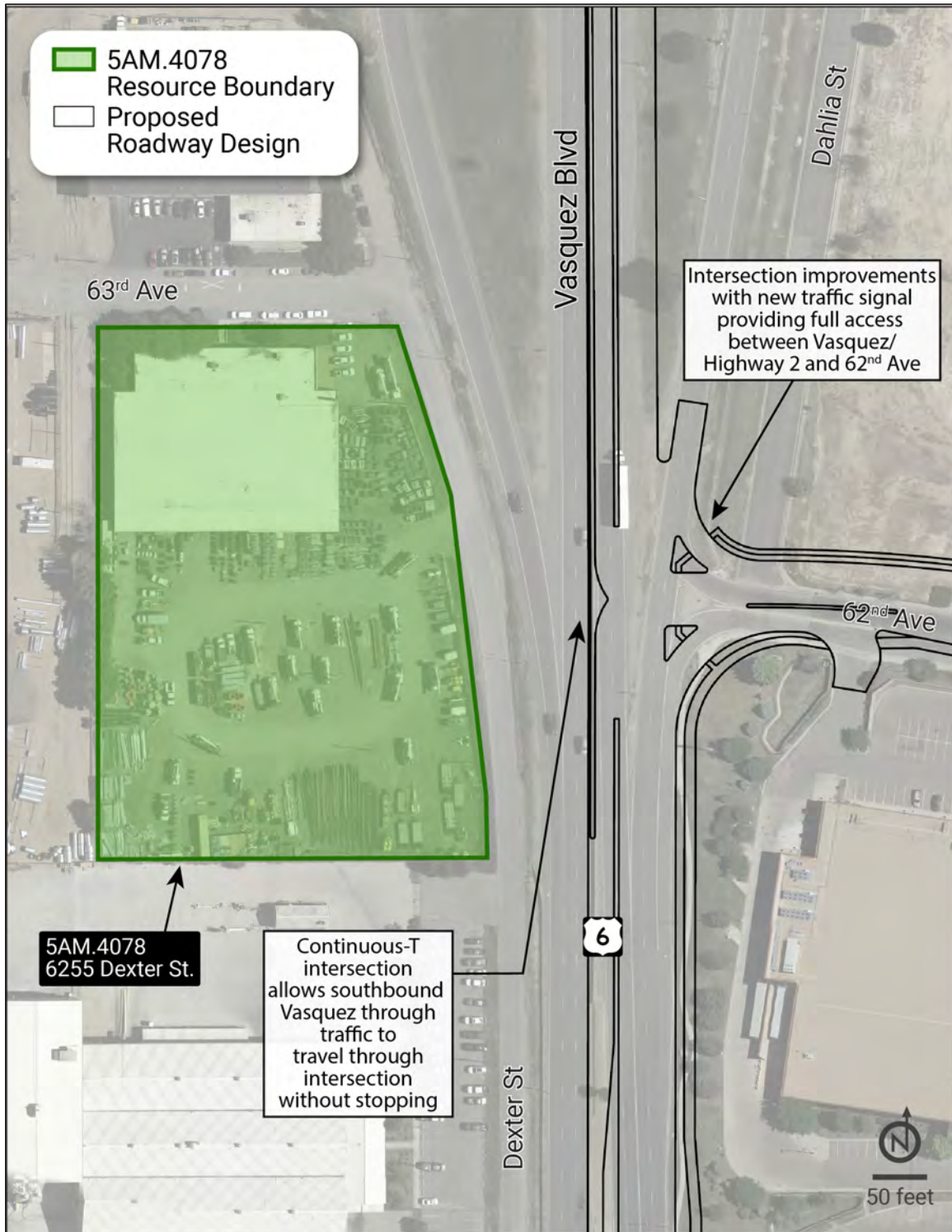
The one-story brick commercial building at 6255 Dexter Street was constructed in the Modern Movement style around 1958 and is eligible under Criterion C. The building's design emphasizes horizontal elements, has brick construction, multi-light metal windows, a flat roof and limited ornamentation that 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 62nd Avenue. At the intersection with 62nd 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 62nd 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 62nd 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 62nd 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 64th 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).

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.



Line work, lanes, and the line shown to concept level and are subject to change



FIGURE 2

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

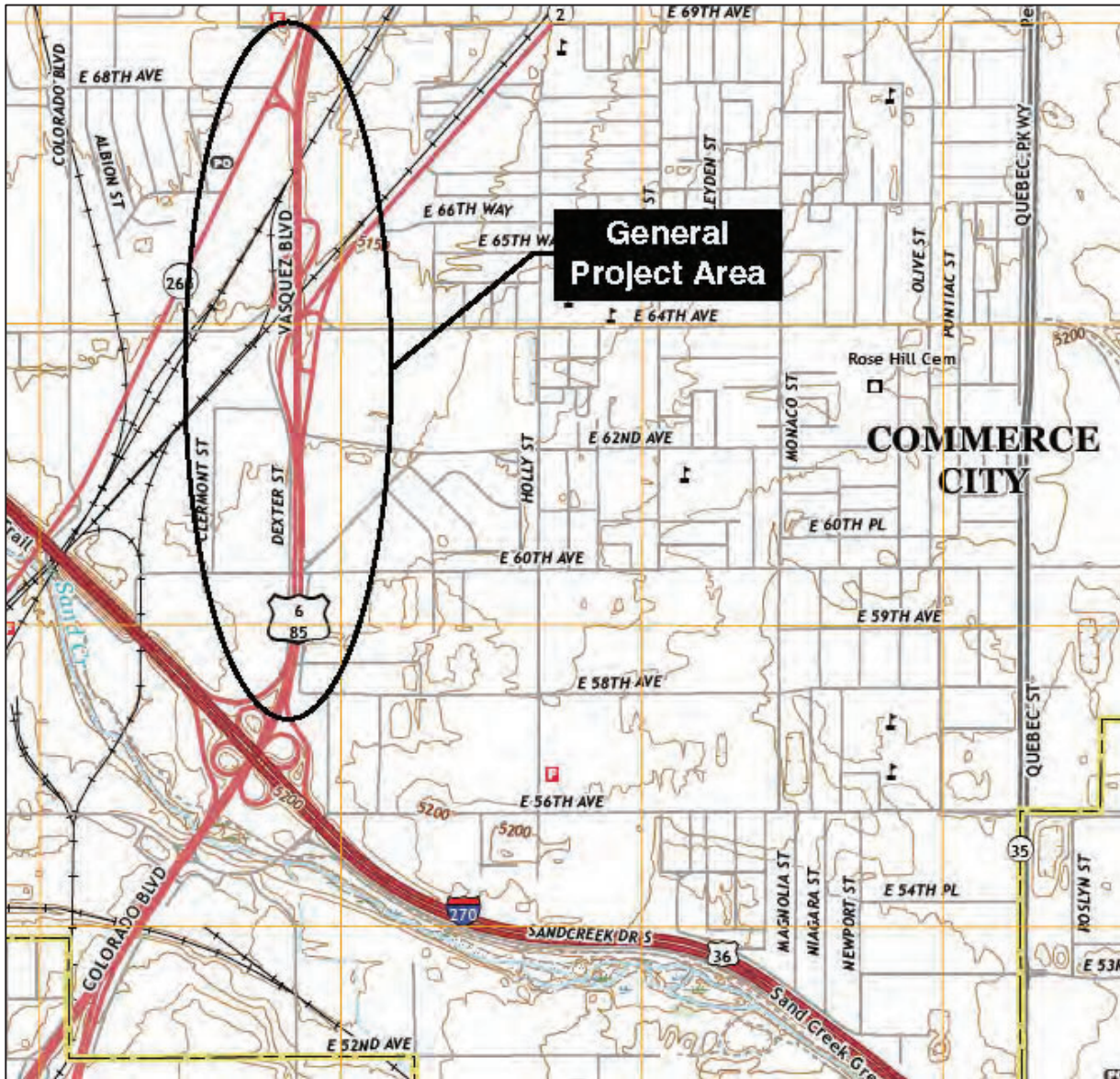


Figure 1: USGS Commerce City Quadrangle Map, 2019

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.

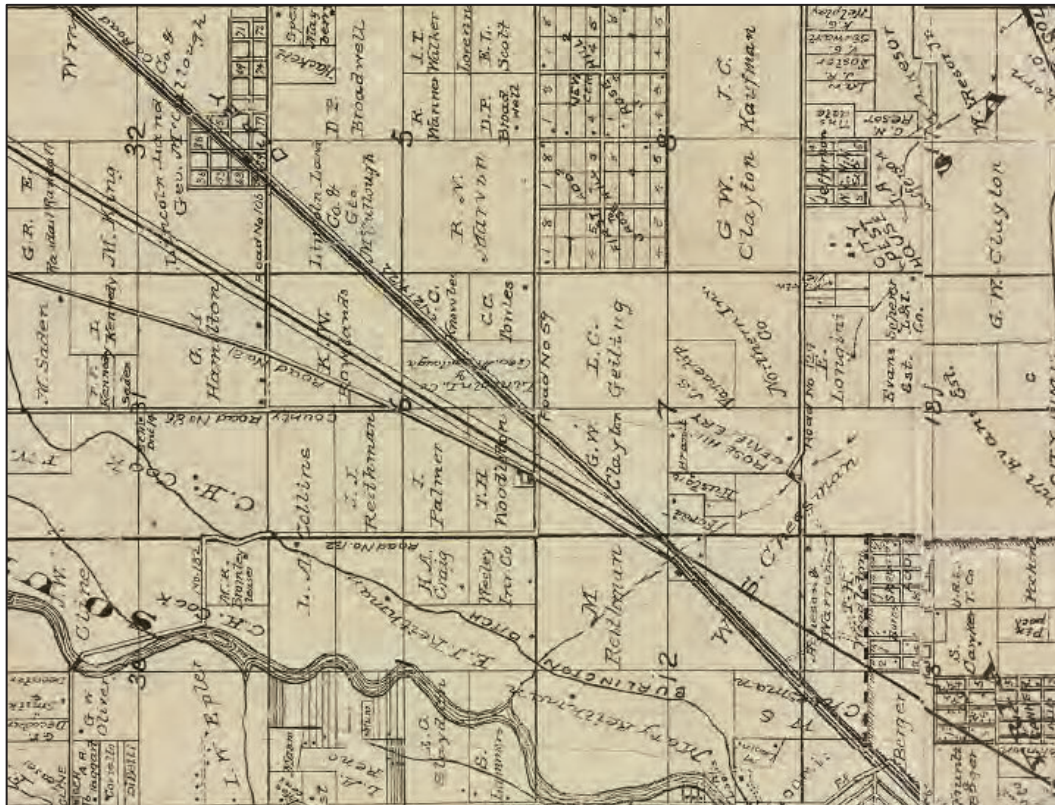


Figure 4: Section of Willits Farm Map, 1899 (Source: DPL Digital Collections)

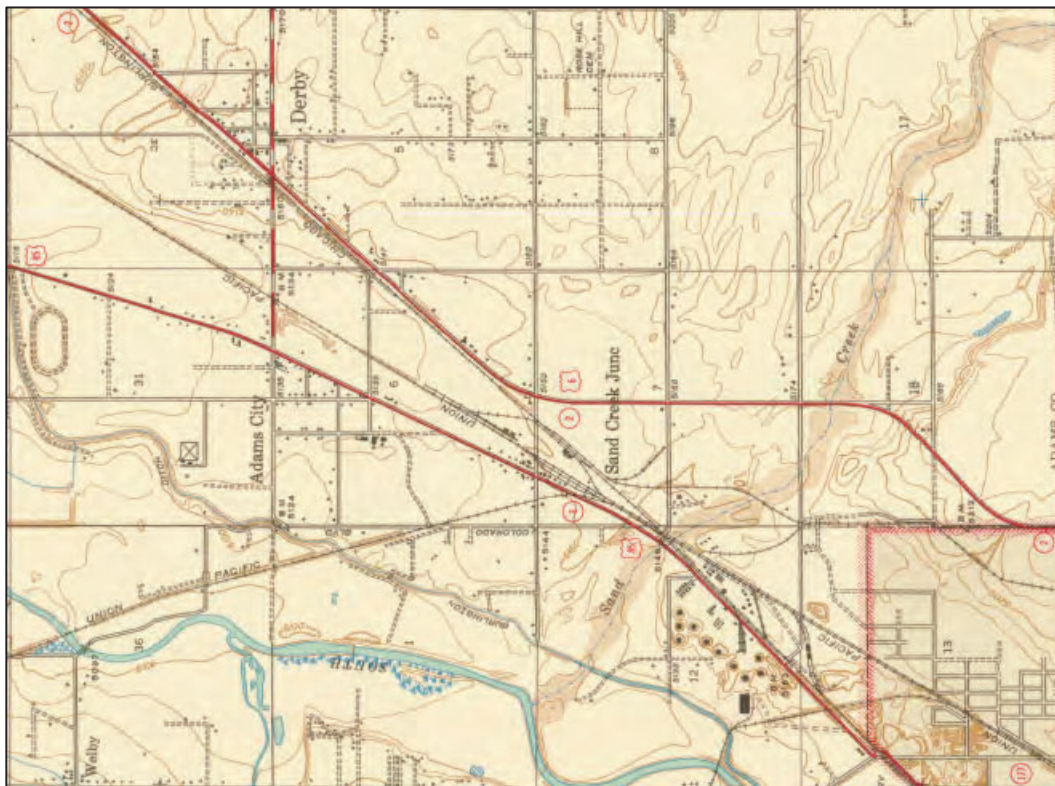


Figure 5: USGS Derby Quadrangle Map, 1940

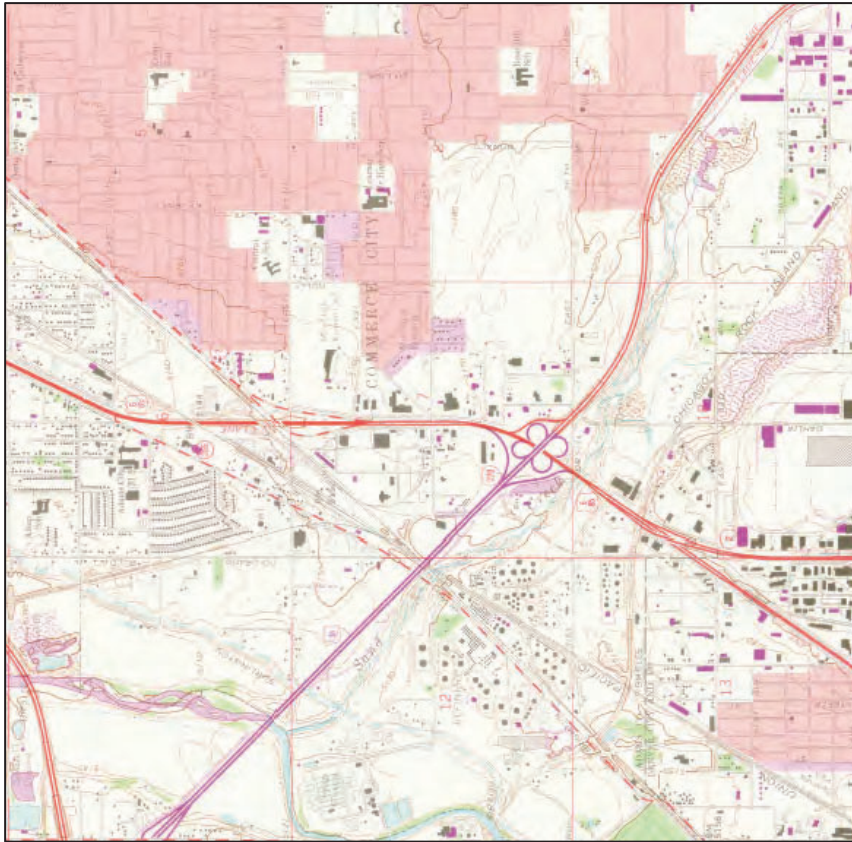


Figure 6: USGS Derby Quadrangle Map, 1965

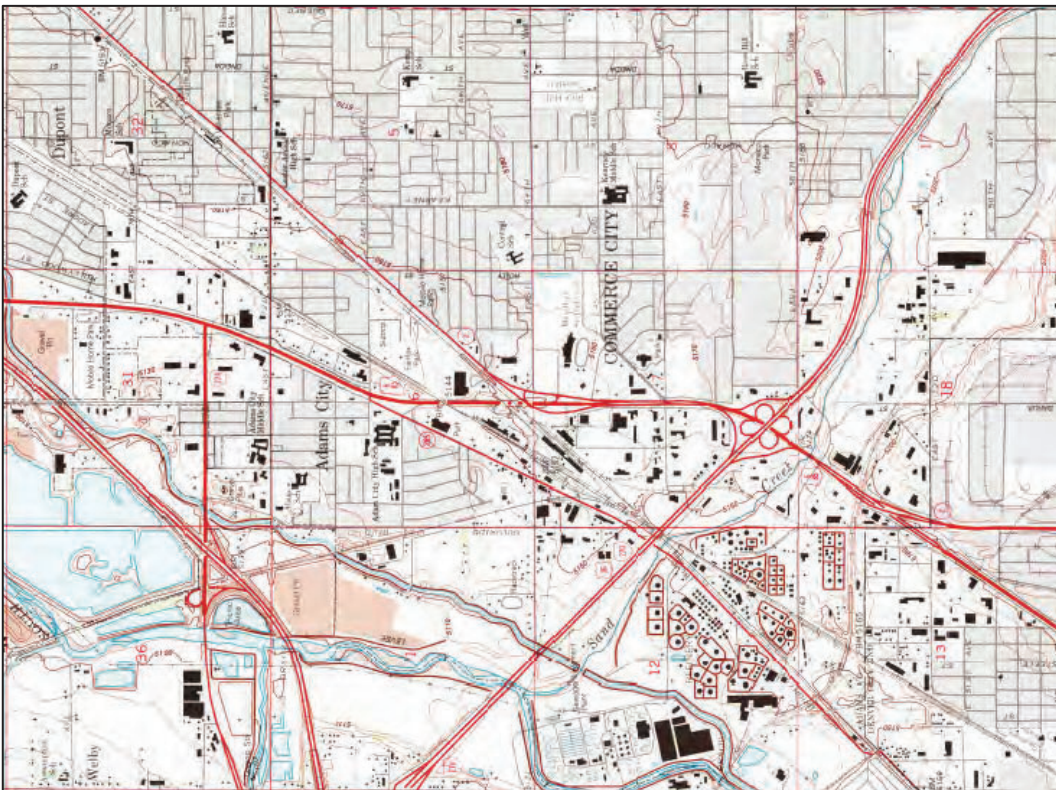


Figure 7: USGS Commerce City Quadrangle Map, 1994

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.

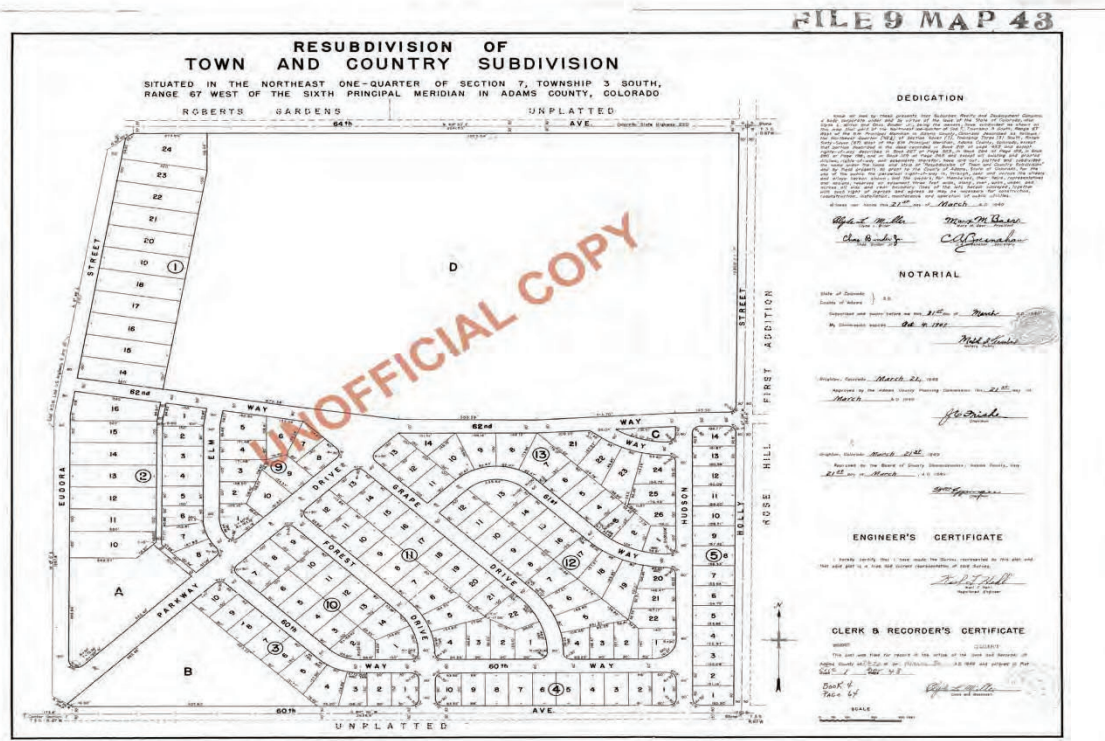


Figure 11: Resubdivision of Town and Country Subdivision Plat Map, 1949 (Source: Adams County Clerk & Recorder)

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 don 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

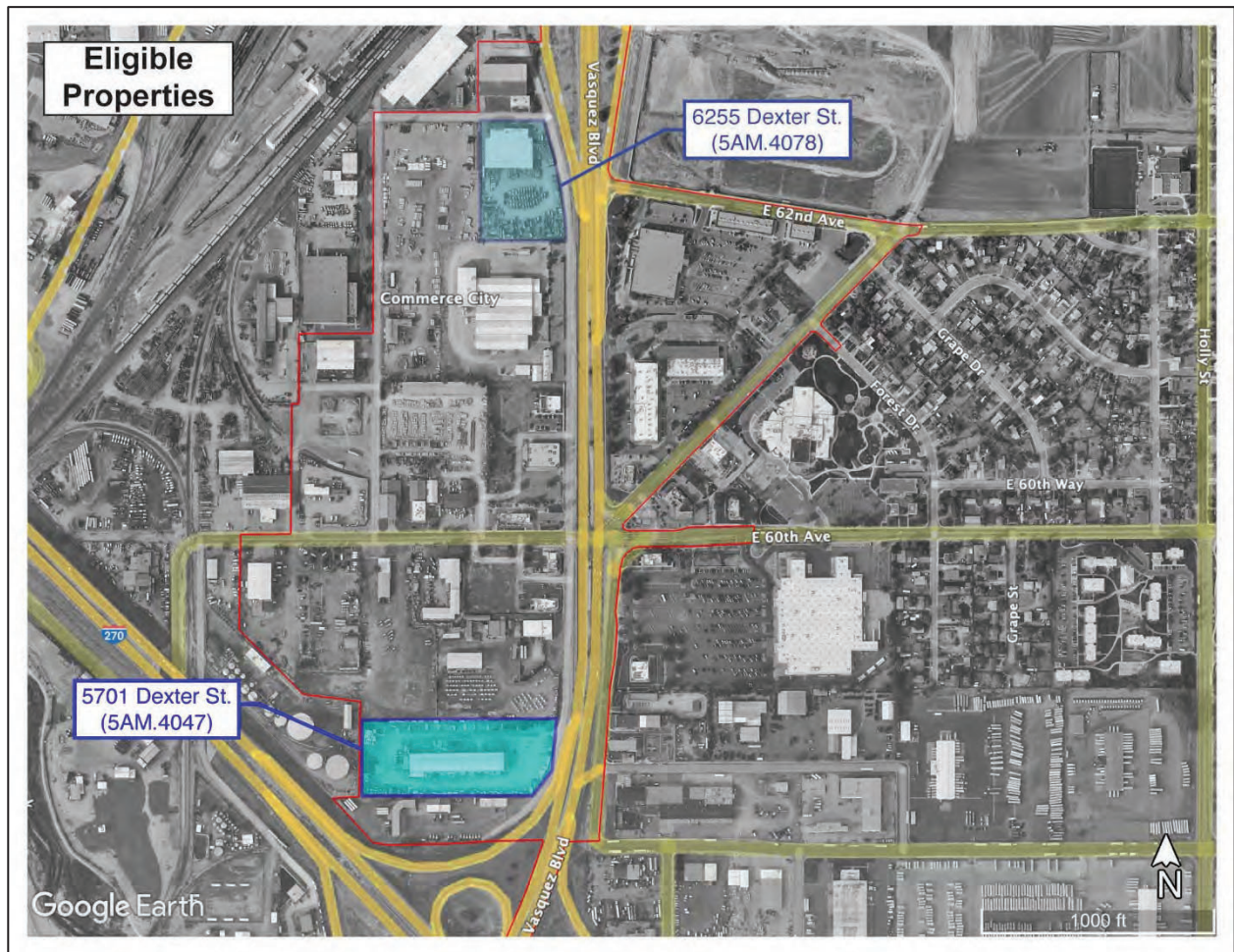


Figure 12: Eligible Properties within Area of Potential Effects

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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

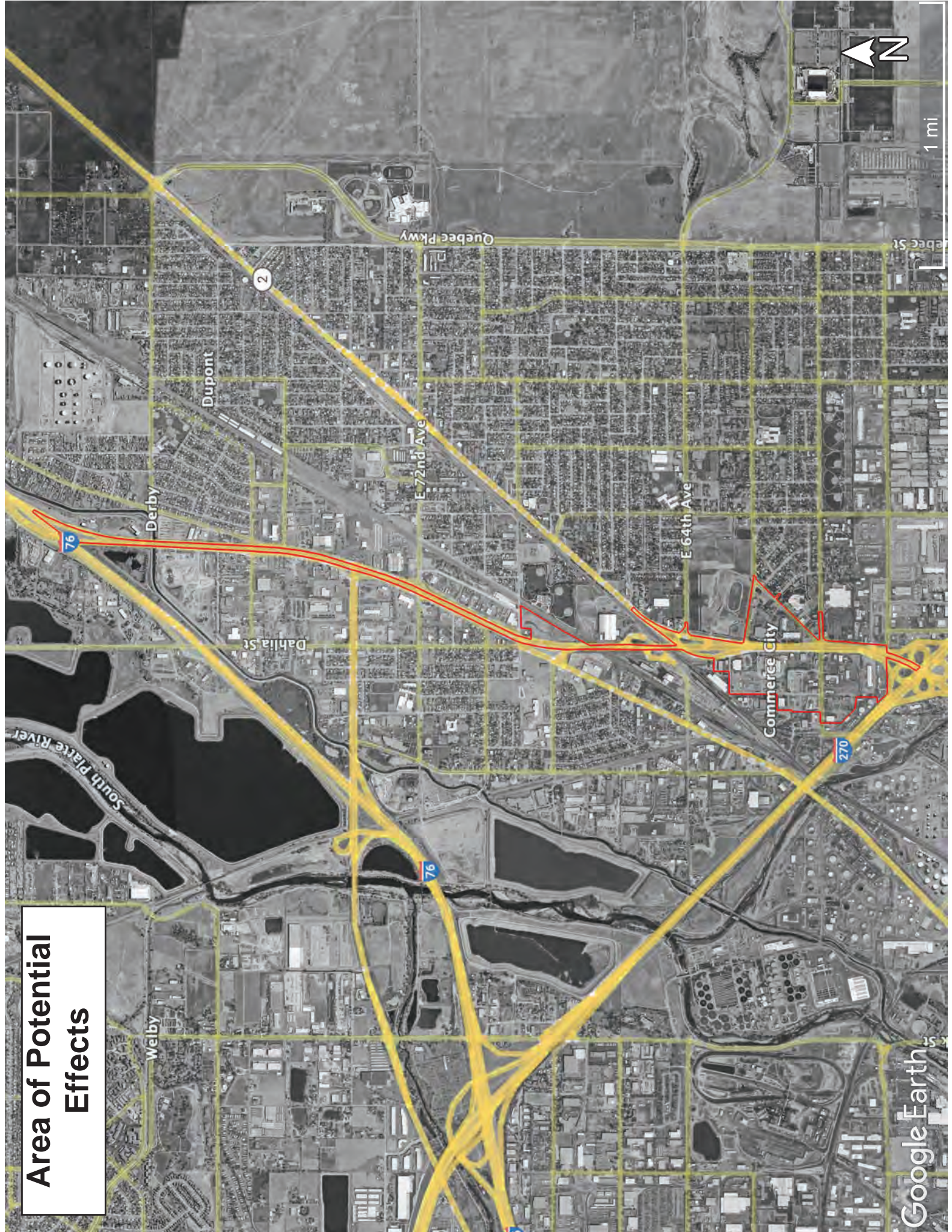
Table 4: Survey Log

APPENDIX A
MAPS

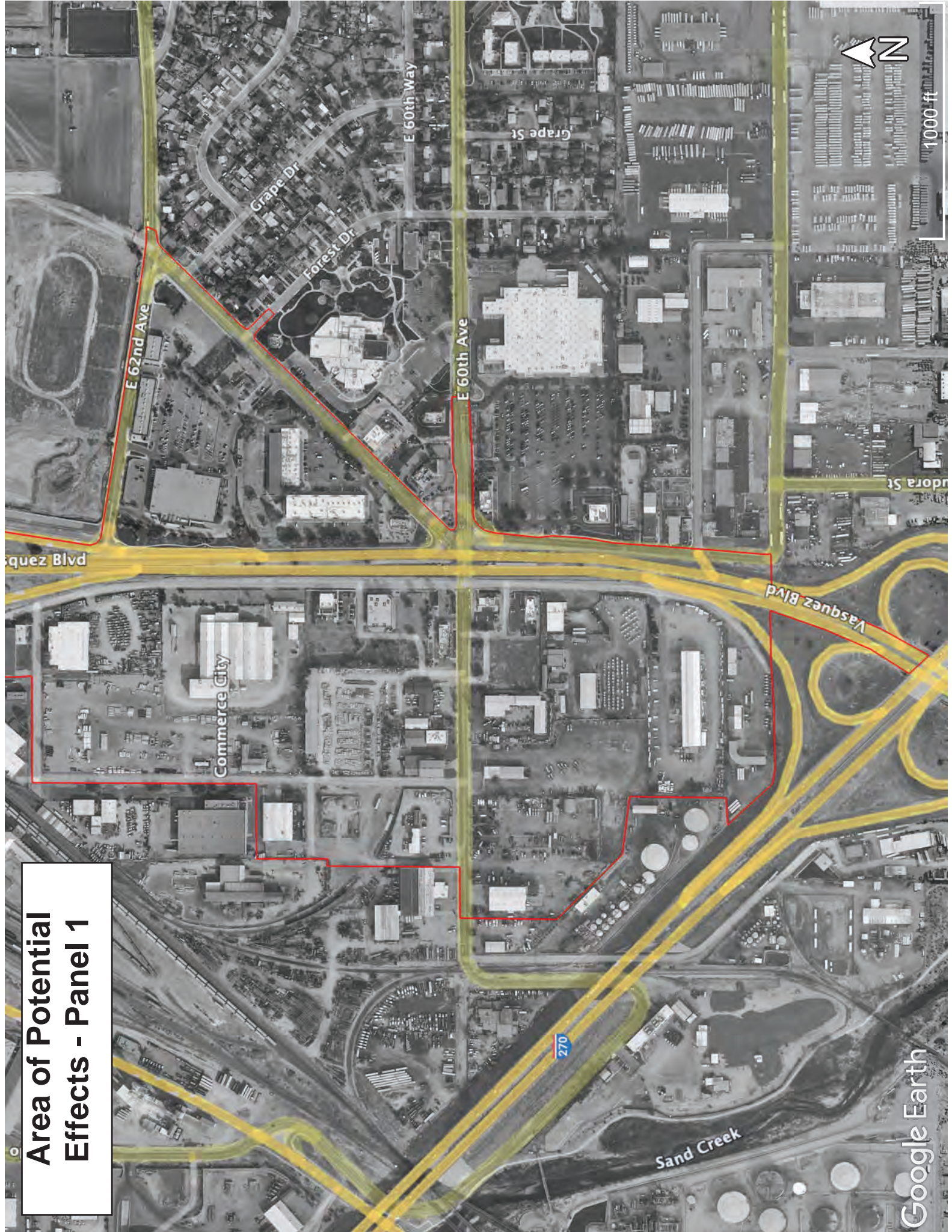


**General
Project Area**

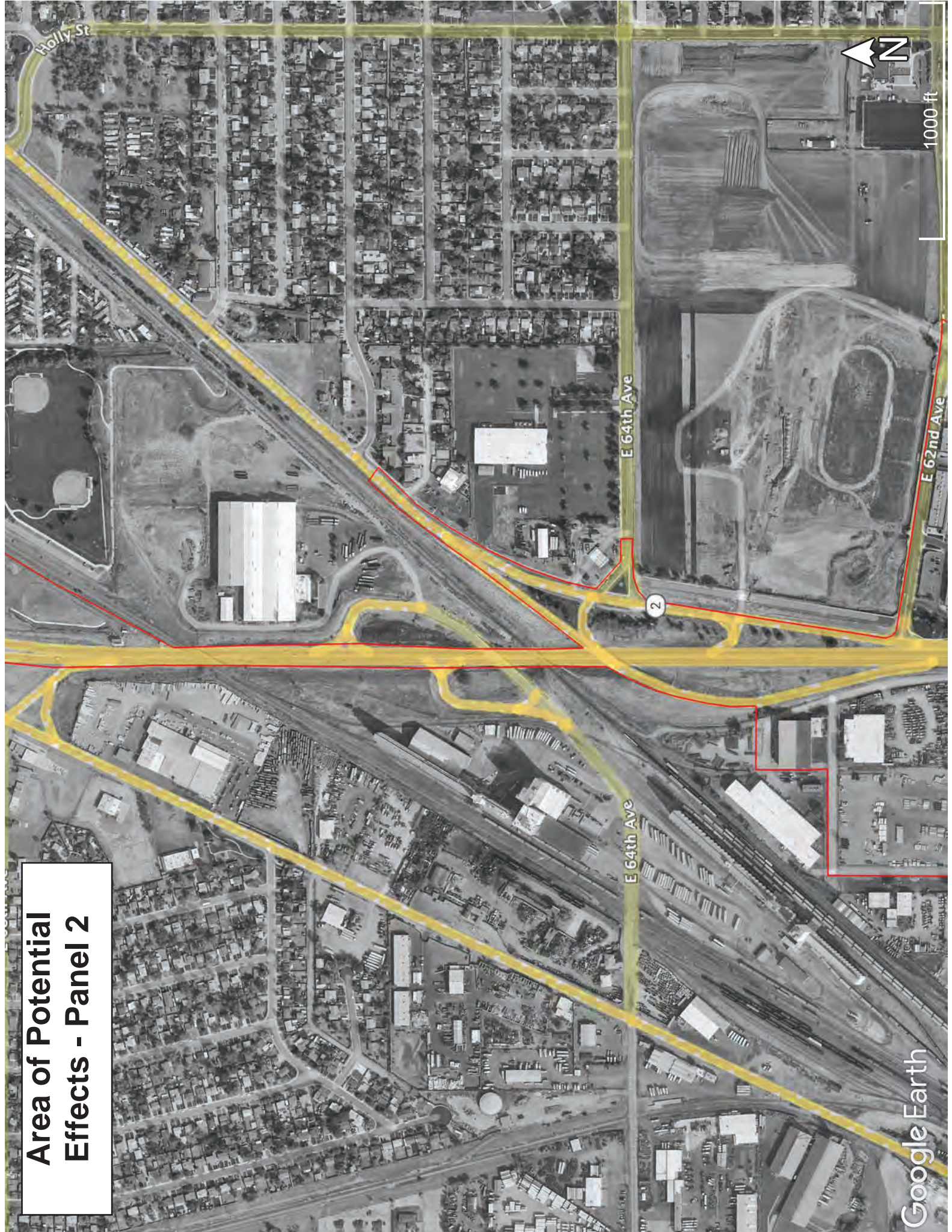
Area of Potential Effects



**Area of Potential
Effects - Panel 1**



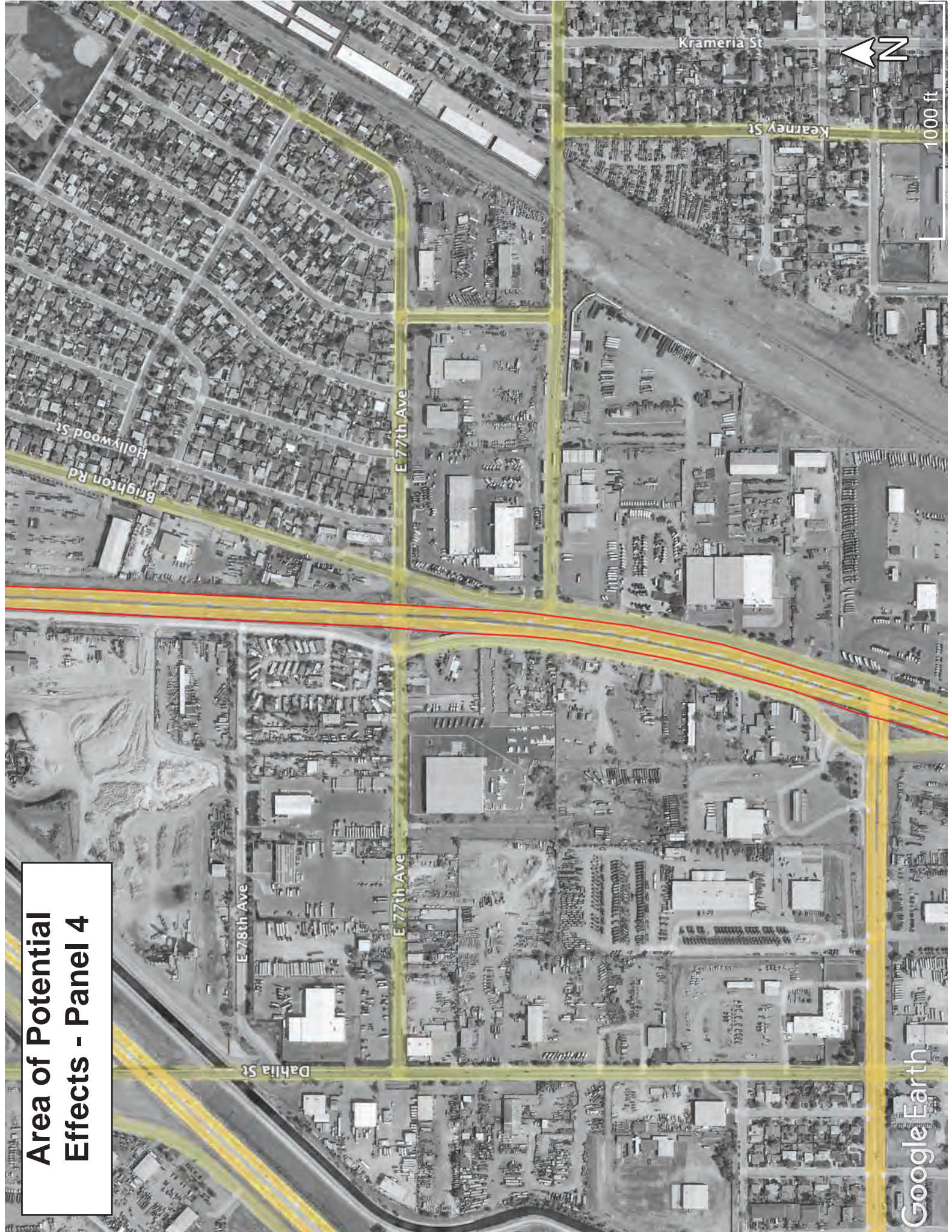
Area of Potential Effects - Panel 2



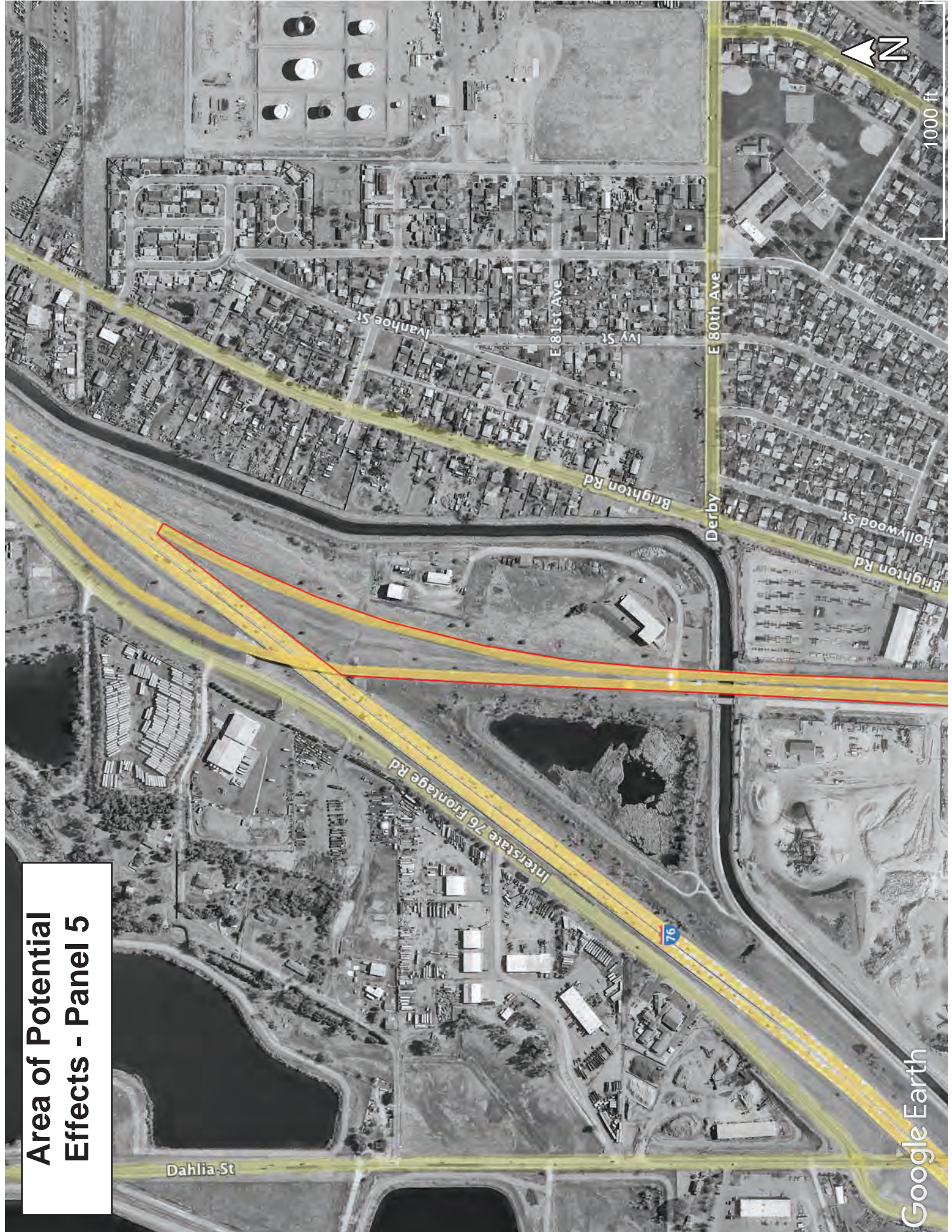
Area of Potential Effects - Panel 3



**Area of Potential
Effects - Panel 4**



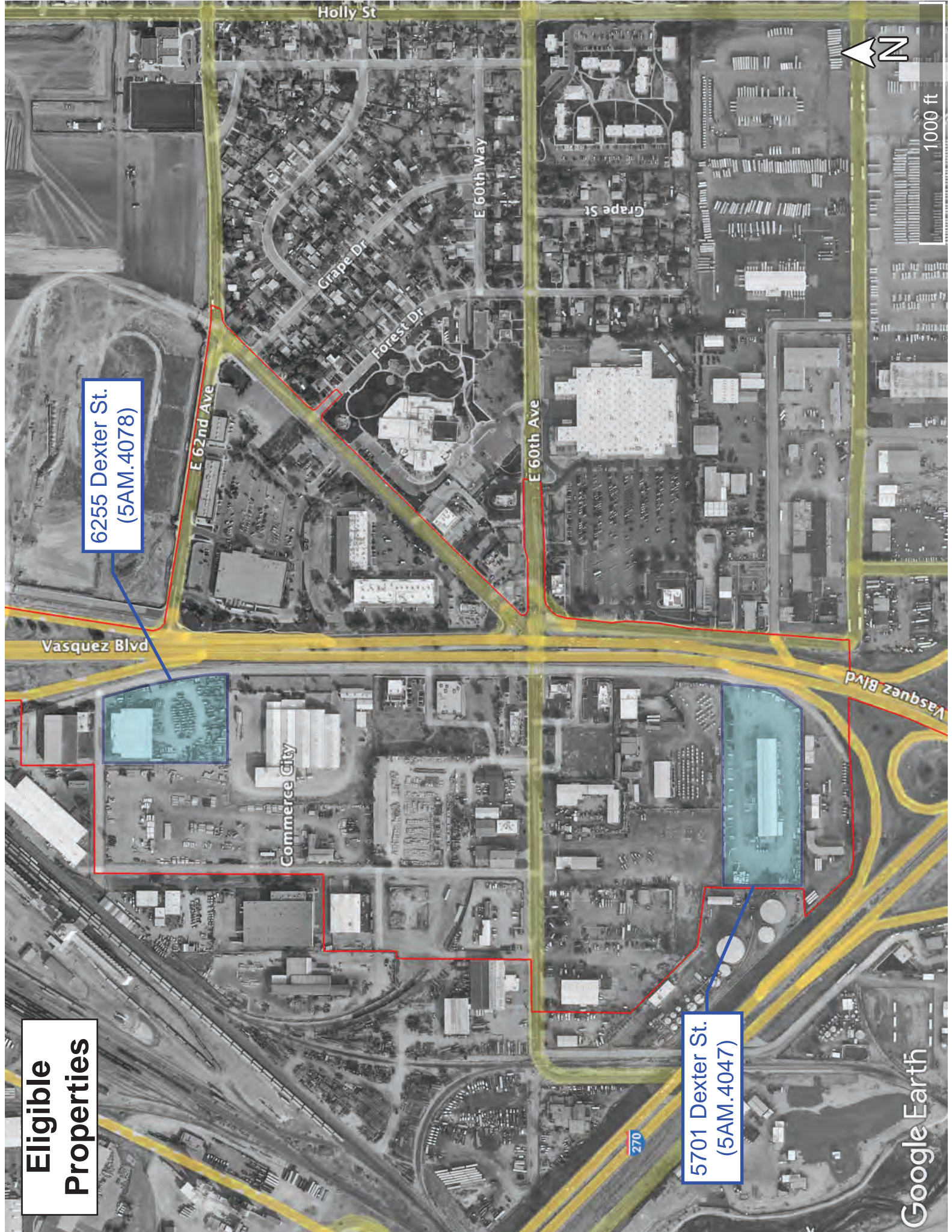
Area of Potential Effects - Panel 5



Eligible Properties

6255 Dexter St.
(5AM.4078)

5701 Dexter St.
(5AM.4047)



APPENDIX B
SITE PHOTOGRAPHS

Vasquez Boulevard (22922)
Site Photographs



LOOKING SOUTHWEST ALONG VASQUEZ BLVD. TOWARD I-270



LOOKING NORTH ALONG VASQUEZ BLVD. TOWARD
PARKWAY DR./E. 60TH AVE.



LOOKING WEST AT INTERSECTION OF
VASQUEZ BLVD./PARKWAY DR./E. 60TH AVE.



LOOKING SOUTH ALONG VASQUEZ BLVD.
TOWARD PARKWAY DR./E. 60TH AVE.



LOOKING NORTH ALONG CLERMONT ST.



LOOKING NORTHEAST ACROSS VASQUEZ BLVD. FROM DEXTER ST.

APPENDIX C
INVENTORY FORMS

Management Data Form

Resource Number: 5AM.3924.3

A *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Isolated finds and revisits are the exception and they do not require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary. Fields can be expanded or compressed as necessary.

1. **Resource Number:** 5AM.3924.3

2. **Temporary Resource Number:**

3. **Attachments (check as many as apply)**

- Prehistoric Archaeological Component
- Historic Archaeological Component
- Linear Component
- Sketch/Instrument Map (required)
- U.S.G.S. Map Photocopy (required)
- Photograph(s) (required)
- Other, specify:

4. **Official determination (OAHF use only)**

- Determined Eligible NR\SR _____
- Determined Not Eligible NR\SR _____
- Nominated _____
- Need Data NR\SR _____
- Contributing to NR Dist.\SR Dist. _____
- Not Contributing to NR Dist.\SR Dist. _____
- Supports overall linear eligibility NR\SR _____

I. IDENTIFICATION

5. **Resource Name:** U.S. Highway 6 (Vasquez Boulevard, CDOT Route 006H)

6. **Project Name/Number:** Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.

7. **Government Involvement:** Local State Federal

Agency: Colorado Department of Transportation (CDOT), Region 1; Federal Highway Administration

8. **Site Categories (check as many as apply):**

Prehistoric: archaeological site paleontological site In existing National Register district

National Register District name:

Historic: archaeology site building structure(s) object(s) In existing National Register district

National Register District name:

9. **Owner(s) Name and Address:** CDOT, 2829 W. Howard Place, Denver, CO 80204

10. **Boundary Description and Justification:** The recorded segment of the highway extends approximately 5,620 meters from the northern side of its intersection with Interstate 270 north to the southern side of its intersection with Interstate 76. It is a portion that is historically associated with the highway system. The resource boundary is approximately 31 meters wide throughout its length to encompass the full width of both directions of the road and the shoulders.

11. **Site/Property Dimensions** Length: 5620 m Width: 31 m Area: 17,4220m² Acres (m²/4047): 43.04

Area was calculated as: Length x Width (rectangle/square) Length x Width x 0.785 (Ellipse) GIS

II. LOCATION

12. Legal Location

PM 6th Township 2S Range 67W Section 30 ¼ ¼

PM 6th Township 3S Range 67W Section 6 ¼ ¼

PM 6th Township 3S Range 67W Section 7 ¼ ¼

PM Township Range Section ¼ ¼

If section is irregular, explain alignment method:

13. **USGS Quad:** Commerce City

14. **County:** Adams

Management Data Form

Resource Number: 5AM.3924.3

15. **UTM Coordinates:** Datum used NAD 27 NAD 83 WGS 84 Other:

- A. Zone 13; 505719 mE 4405582 mN
- B. Zone 13; 505854 mE 4405954 mN
- C. Zone 13; 505856 mE 4407705 mN
- D. Zone 13; 505920 mE 4408017 mN
- E. Zone 13; 506267 mE 4408781 mN
- F. Zone 13; 506449 mE 4409594 mN
- G. Zone 13; 506497 mE 4410696 mN

16. **UTM Source:** Corrected GPS/rectified survey (<5m error) Uncorrected GPS Map template

Other (explain):

17. **Site elevation** (feet): 5,150

18. **Address:** N/A Lot: Block: Addition:

19. **Location/Access:** US 6 (Vasquez Blvd.) travels north-south and northeast-southwest through Commerce City and is accessible from I-270 and I-76, as well as local arterials that it crosses between those two interstates.

III. NATURAL ENVIRONMENT/SITE CONDITION

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation, soils, depositional environment, water, ground visibility): US 6 travels through an urban area in the southern part of Commerce City that is characterized by numerous commercial and industrial properties. Scrubby grasses and vegetation generally line the shoulder. The route is mostly level.

21. **Soil depth (cm) and description:** N/A

22. Condition

a. Architectural/Structural

- Excellent
- Good
- Fair
- Deteriorated
- Ruin

b. Archaeological/Paleontological

- Undisturbed
- Light disturbance
- Moderate disturbance
- Heavy disturbance
- Total disturbance

23. **Describe condition:** The highway is in good condition with no noticeable significant deterioration on the surface.

24. **Vandalism:** Yes No

Describe:

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

25. **Context or Theme:** Roadway Transportation

26. **Applicable National Register Criteria:**

- A. Associated with events that have made a significant contribution to the broad pattern of our history
- B. Associated with the lives of persons significant in our past
- C. Embodies 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
- D. Has yielded, or may be likely to yield, information important in history or prehistory
- Does not meet any of the National Register criteria
- Qualifies under exceptions A through G. List exception(s):

27. **Applicable State Register Criteria:**

- A. Property is associated with events that have made a significant contribution to history
- B. Property is connected with persons significant in history
- C. Property has distinctive characteristics of a type, period, method of construction or artisan

Management Data Form

Resource Number: 5AM.3924.3

- D. Property is of geographic importance
 E. Property contains the possibility of important discoveries related to prehistory or history
 Does not meet any of the State Register criteria

28. **Area(s) of significance:** TRANSPORTATION: HIGHWAY

29. **Period(s) of significance:** 1890-1930 (Automobile Age), 1930-1945 (Depression, World War II)

30. **Level of Significance:** National State Local

31. **Statement of Significance:** The following statement of significance was taken from the Colorado Historic Highway Inventory of US 6, which was prepared by Mead & Hunt, Inc./Dill Historians, LLC:

US 6 in Colorado begins at the Nebraska border and enters the state at the town of Holyoke, travelling west through the eastern plains towns of Haxtun, Sterling, Merino, and Wiggins. It continues through Commerce City, Denver, and Golden, then west through Clear Creek Canyon and over Loveland Pass to the mountain towns of Dillon, Silverthorne, Avon, and Edwards. The route continues through Eagle, Gypsum, New Castle, Rifle, Parachute, and Grand Junction, until it reaches Mack, just east of the Utah border. The segment of the highway in northeastern Colorado (Phillips, Logan, Washington, and Morgan Counties) served as an early 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.

The federal designation of a United States Highway System began in 1926 with standardizing numbers of State Highways across the country. US 6, starting in Provincetown, Massachusetts, was one of the first to be designated. In Colorado, US 6 incorporated the segment of US 38 that extended from Holyoke, near the Nebraska border, and ended in Greeley. By 1932, US 6 was used on the state maps and in 1937 the entire route across the country was designated as a transcontinental highway with different names including the Omaha-Lincoln-Denver (OLD) Highway in eastern Colorado, the Roosevelt Highway during the 1930s and 1940s, and in 1952 it was officially dedicated as the Grand Army of the Republic. The OLD Highway was first started by civic clubs in 1910 and later became the Detroit-Lincoln-Denver (DLD) Highway by 1920. The OLD/DLD Highway was formed as a result of the Good Roads Movement to improve local roads. The OLD/DLD Highway became a State Highway (SH) 9 and was improved by the Colorado Highway Department (CHD). Improvements in 1926 included grading, resurfacing, and straightening (Associated Cultural Resource Experts, 2002: 11-37).

In Colorado, by 1938 work under the Works Progress Administration (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, over Loveland Pass toward Leadville, running concurrent with US 24 to Grand Junction and US 50 west to Spanish Fork, Utah. In 1940 US 6 was rerouted using SH 78 over Vail Pass, instead of US 24 through Climax, Leadville, and Minturn. WPA funds were also used to build the segment of the highway from Minturn west to Rifle and Grand Junction, combining portions of US 24 and a toll road from Rifle to Grand Junction for the building of the road and tunnels through the mountainous terrain using abandoned railroad grades. World War II briefly halted work and the final paving of the segment of the highway over Loveland Pass was not completed until 1946. Progress to complete US 6 through the Grand Valley in Palisade and Grand Junction was also slowed as portions of a railroad grade were incorporated into the roadbed. A new segment of US 6 through Clear Creek Canyon began in 1937, but decades of political fighting and the duration of World War II delayed the finishing of construction until 1952.

US 6 has been rerouted in metropolitan Denver. Originally the route of the highway in the metropolitan area used Colfax-Colorado-Vasquez (currently US40-SH2-US 85) to head east and northeast out of the city. In 1947 US 6 was rerouted using Colfax-Larimer-Broadway-Brighton-46th-Vasquez, and again in 1954 in Golden and Denver using Sixth Avenue east to Federal Boulevard, then northeast using Eighth Avenue, Broadway, and Brighton Boulevards to Vasquez Boulevard (Salek). The construction of I-70 has obliterated areas of US 6 in areas west of Vail, but the earlier alignment can be seen in towns such as Rifle, Parachute, and New Castle.

32. **Statement of historic integrity related to significance:** 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

Management Data Form

Resource Number: 5AM.3924.3

WPA from 1937 to 1941. US 6 does not possess significance under Criterion B. Previous research did not indicate the use of innovative or important engineering design or construction techniques that would distinguish this highway from other roads, and it does not possess significance under Criterion C. Finally, the technology of highway construction is well-understood and documented; this highway is unlikely to yield important information that cannot be discerned from archived plans and other records and does not possess significance under Criterion D.

33. **National Register Eligibility Field Assessment:** Eligible Not Eligible Need data
Linear Segment Evaluation (if applicable) Supporting Non-supporting
34. **Status in an Existing National Register District:** Contributing Non-contributing
35. **State Register Eligibility Field Assessment:** Eligible Not eligible Need data
36. **Status in an Existing State Register District:** Contributing Non-contributing
37. **National/State Register District Potential:** Yes No Describe: This area does not possess a significant concentration, linkage or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.
38. **Cultural Landscape Potential:** Yes No Describe:
39. **If Yes to either 37 or 38, is this site:** Contributing Non-contributing Explain:

V. MANAGEMENT AND ADMINISTRATIVE DATA

40. **Threats to Resource:** Water erosion Wind erosion Grazing Neglect Vandalism
 Recreation Construction Other (explain)
41. **Existing Protection:** None Marked Fenced Patrolled Access controlled
Other (specify):
Comments:
42. **Local landmark designation:** No
43. **Easement:** No
44. **Recorder's Management Recommendations:** None

VI. DOCUMENTATION

45. **Previous actions accomplished at the site:** Tested Partial excavation Complete excavation
Date(s):
a. Excavations:
b. Stabilization: Date(s)
c. HABS/HAER documentation [date(s) and numbers]:
d. Other:
46. **Known collections/reports/interview and other references (list):**
47. **Primary location of additional data:**
48. **State or Federal permit number:**
49. **Collection:** Artifact collection authorized: Yes No Were artifacts collected: Yes No
Artifact repository:
Collection method: Diagnostics Grab sample Random Sample
Other (specify):
50. **Photograph Numbers:** 5AM3924.3_1.jpg, 5AM3924.3_2.jpg, 5AM3924.3_3.jpg, 5AM3924.3_4.jpg, 5AM3924.3_5.jpg
Files or negatives stored at: Miniello Consulting
51. **Report Title:** Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.
52. **Recorder(s):** Kristi H. Miniello **Date:** 4/7/2020
53. **Recorder affiliation:** Miniello Consulting

Management Data Form

Resource Number: 5AM.3924.3

Phone number/Email: (303) 531-1414 / kristi@minielloconsulting.com

Linear Component Form

Resource Number: 5AM.3924.3

This form should be completed for each linear resource or linear segment. Use this form in conjunction with the *Management Data Form*. Call OAHP staff (303-866-5216) prior to assigning a resource number.

I. Resource Identification

- 1. **Resource Number:** 5AM.3924.3
- 2. **Temporary Resource Number:**
- 3. **Site Name:** U.S. Highway 6 (Vasquez Boulevard, CDOT Route 006H)
- 4. **Record of:** Entire resource Segment

II. Resource Description

- 5. **Resource Type:** Road Railroad Trail Ditch/Canal

Other (specify):

6. **Component Description:** This segment of US 6 is approximately 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. Throughout the project area, the asphalt-paved road consists of a divided highway. Between I-270 and E. 62nd Ave., it has three through lanes in each direction; each lane measures 3.65 meters wide. Between E. 62nd Ave. and I-76, it has two through lanes in each direction; each lane measures 3.65 meters wide. Metal guardrail separates the highway from bordering properties, and access to local arterials is readily available at numerous intersections throughout its length. From the I-270 interchange to a point approximately 0.52 mile north, US 6 and SH 2 are the same route.

- 7. **Original use:** Transportation
- 8. **Current use:** Transportation
- 9. **Modifications (describe and include dates):** Cloverleaf interchange at I-270 (1965-1970)
- 10. **Extent of Entire Resource:** 261.46 miles
- 11. **Associated Artifacts:**
- 12. **Associated Features or Resources:** None

III. Research Information

13. **Architect/Engineer:** Colorado Highway Department

Source(s) of Information: Colorado Historic Highway Inventory of US 6 (Mead & Hunt, Inc./Dill Historians, LLC)

14. **Builder:** Possibly Works Progress Administration

Source(s) of Information: Colorado Historic Highway Inventory of US 6

15. **Date of Construction / Date Range:** 1932-1938

Source(s) of Information: Colorado Historic Highway Inventory of US 6, USGS 1938 Derby Quadrangle Map

16. **Historical / Archival Data:** This feature is comprised of a section of asphalt-paved road and is associated with the US highway route that originally crossed the state of Colorado from Nebraska to Utah. The entire resource is approximately 261.46 miles long. US 6 in Colorado begins at the Nebraska border and enters the state at the town of Holyoke, travelling west through the eastern plains towns of Haxtun, Sterling, Merino, and Wiggins. It continues through Commerce City, Denver, and Golden, then west through Clear Creek Canyon and over Loveland Pass to the mountain towns of Dillon, Silverthorne, Avon, and Edwards. The route continues through Eagle, Gypsum, New Castle, Rifle, Parachute, and Grand Junction, until it reaches Mack, just east of the Utah border. The segment of the highway in northeastern Colorado (Phillips, Logan, Washington, and Morgan Counties) served as an early 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.

Linear Component Form

Resource Number: 5AM.3924.3

The federal designation of a United States Highway System began in 1926 with standardizing numbers of State Highways across the country. US 6, starting in Provincetown, Massachusetts, was one of the first to be designated. In Colorado, US 6 incorporated the segment of US 38 that extended from Holyoke, near the Nebraska border, and ended in Greeley. By 1932, US 6 was used on the state maps and in 1937 the entire route across the country was designated as a transcontinental highway with different names including the Omaha-Lincoln-Denver (OLD) Highway in eastern Colorado, the Roosevelt Highway during the 1930s and 1940s, and in 1952 it was officially dedicated as the Grand Army of the Republic. The OLD Highway was first started by civic clubs in 1910 and later became the Detroit-Lincoln-Denver (DLD) Highway by 1920. The OLD/DLD Highway was formed as a result of the Good Roads Movement to improve local roads. The OLD/DLD Highway became a State Highway (SH) 9 and was improved by the Colorado Highway Department (CHD). Improvements in 1926 included grading, resurfacing, and straightening (Associated Cultural Resource Experts, 2002: 11-37).

In Colorado, by 1938 work under the Works Progress Administration (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, over Loveland Pass toward Leadville, running concurrent with US 24 to Grand Junction and US 50 west to Spanish Fork, Utah. In 1940 US 6 was rerouted using SH 78 over Vail Pass, instead of US 24 through Climax, Leadville, and Minturn. WPA funds were also used to build the segment of the highway from Minturn west to Rifle and Grand Junction, combining portions of US 24 and a toll road from Rifle to Grand Junction for the building of the road and tunnels through the mountainous terrain using abandoned railroad grades. World War II briefly halted work and the final paving of the segment of the highway over Loveland Pass was not completed until 1946. Progress to complete US 6 through the Grand Valley in Palisade and Grand Junction was also slowed as portions of a railroad grade were incorporated into the roadbed. A new segment of US 6 through Clear Creek Canyon began in 1937, but decades of political fighting and the duration of World War II delayed the finishing of construction until 1952. US 6 has been rerouted in metropolitan Denver. Originally the route of the highway in the metropolitan area used Colfax-Colorado-Vasquez (currently US 40-SH 2-US 85) to head east and northeast out of the city. In 1947 US 6 was rerouted using Colfax-Larimer-Broadway-Brighton-46th-Vasquez, and again in 1954 in Golden and Denver using Sixth Avenue east to Federal Boulevard, then northeast using Eighth Avenue, Broadway, and Brighton Boulevards to Vasquez Boulevard (Salek). The construction of I-70 has obliterated areas of US 6 in areas west of Vail, but the earlier alignment can be seen in towns such as Rifle, Parachute, and New Castle.

17. **Cultural Affiliation and Justification:** None

IV. Management Recommendations

18. **Eligibility of Entire Resource**

Eligible Not Eligible Need Data Is this an official determination? Yes No

Remarks/Justification: 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. The eastern segment is associated with the Good Roads Movement, while 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. US 6 does not possess significance under Criterion B. Previous research did not indicate the use of innovative or important engineering design or construction techniques that would distinguish this highway from other roads, and it does not possess significance under Criterion C. Finally, the technology of highway construction is well-understood and documented; this highway is unlikely to yield important information that cannot be discerned from archived plans and other records and does not possess significance under Criterion D.

19. **Evaluation of integrity of the segment of the entire linear resource being recorded** (Complete only if "Segment" under item 4 is checked and the entire resource is marked as Eligible under item 18)

Supporting Non-supporting Not applicable

Remarks/Justification: 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

Linear Component Form**Resource Number:** 5AM.3924.3

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.

20. **Recorder(s):** Kristi H. Miniello, Miniello Consulting

21. **Date:** 4/7/2020

Linear Component Form

Resource Number: 5AM.3924.3



5AM3924.3_1: Looking southwest at US 6 near project's southern terminus at I-270 (January 24, 2020)



5AM3924.3_2: Looking south along US 6 near the intersection with 69th Ave. (January 24, 2020)

Resource Number: 5AM.3924.3



5AM3924.3_3: Looking south along US 6 north of railroad overpass (January 24, 2020)



5AM3924.3_4: Looking north along US 6 north of the intersection with 77th Ave.

Resource Number: 5AM.3924.3



5AM3924.3_5: Looking north at US 6 near project's northern terminus at I-76 (January 24, 2020)

Resource Number: 5AM.3924.3

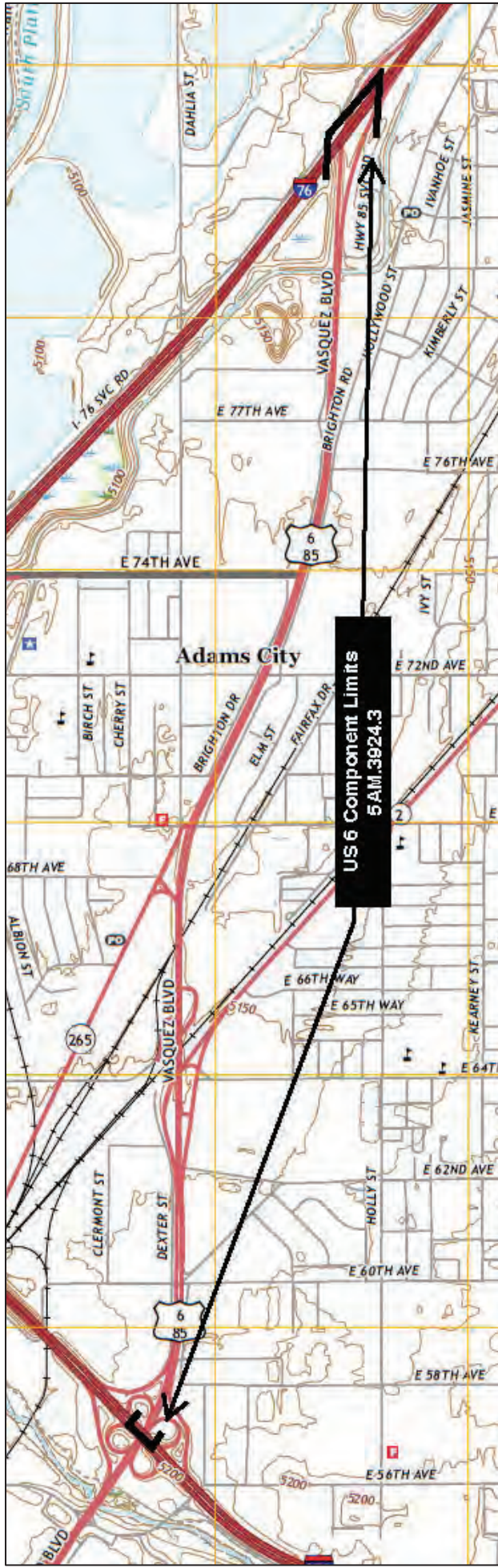
Site Map



Linear Component Form

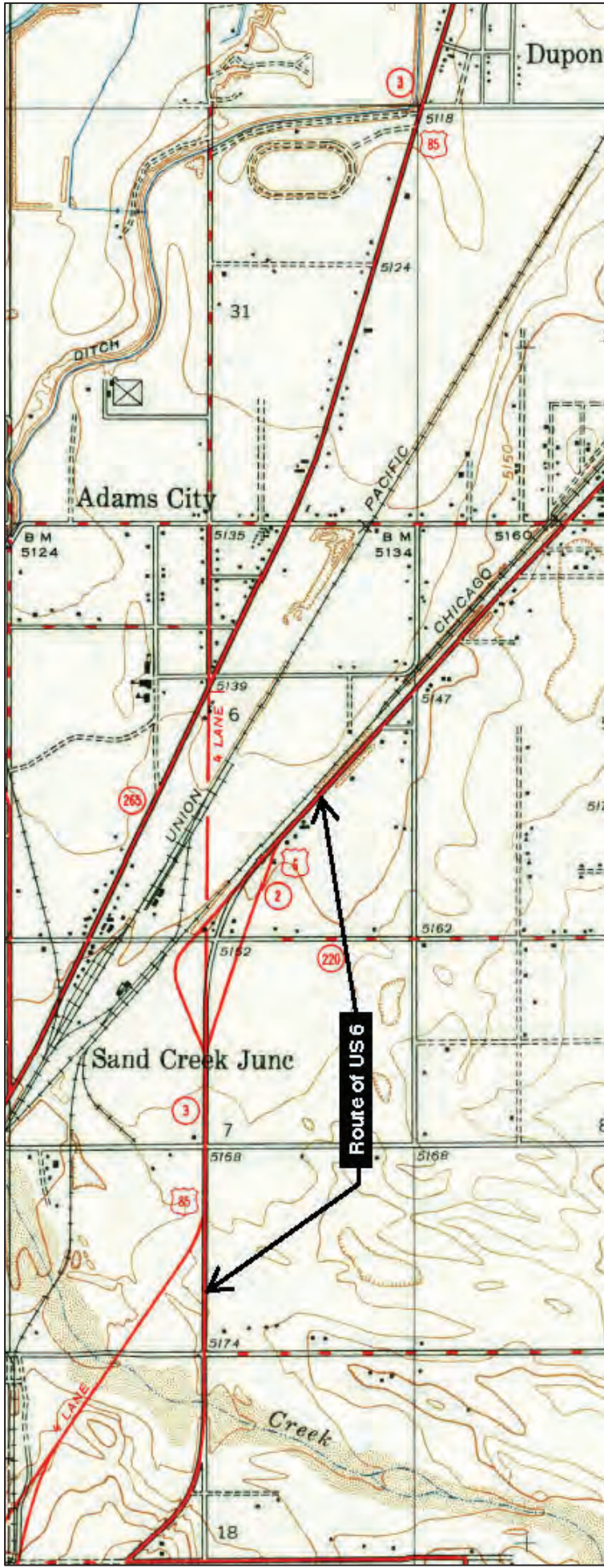
Resource Number: 5AM.3924.3

USGS Quadrangle Map (Commerce City 2019)



Resource Number: 5AM.3924.3

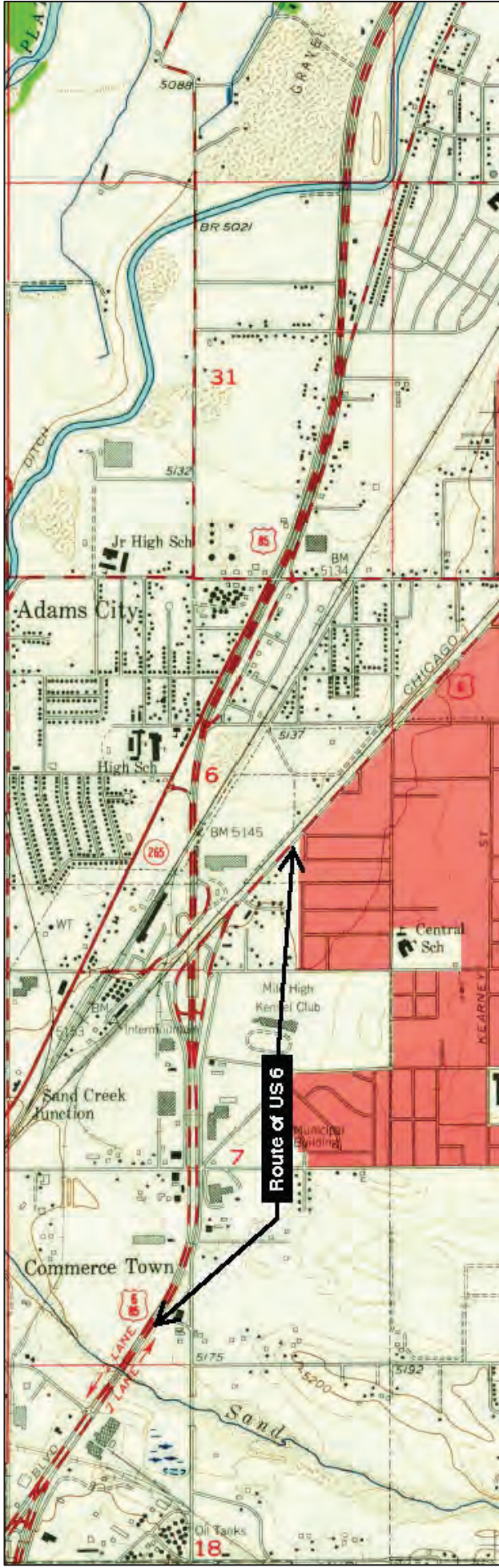
Historic USGS Quadrangle Map - 1938



Linear Component Form

Resource Number: 5AM.3924.3

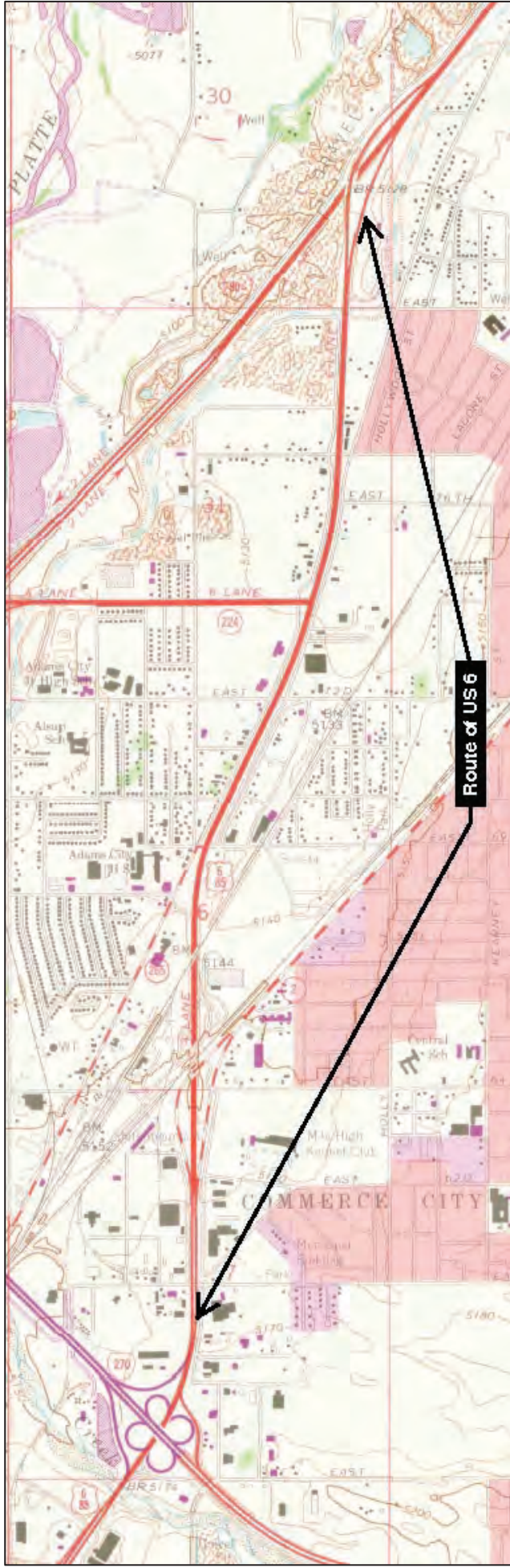
Historic USGS Quadrangle Map - 1957



Linear Component Form

Resource Number: 5AM.3924.3

Historic USGS Quadrangle Map - 1965



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4071**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Pepper Tank Co.**
6. Current building name: **Mullen Tire & Service**
7. Building address: **5901 Dexter St., Commerce City, CO**
8. Owner name and address: **Dexter Site LLC, 5901 Dexter St., Unit 102, Commerce City, CO 80022-3754**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ ¼ of SE ¼ of NE ¼ of SW ¼ of section 7
10. UTM reference
 Zone **13 S**; **505796** mE **4406066** mN
11. USGS quad name: Commerce City
 Year: **2019** Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
 Addition: N/A Year of Addition: _____
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SECT,TWN,RNG:7-3-67 DESC: BEG 330 FT S AND 520/65 FT M/L W OF NE COR SW4 TH S 50 FT TH W 150 FT TH S 397/4 FT TH E 520 FT M/L TO WLY LN OF HIWAY 6 AND 85 TH NLY ON WLY LN SD HIWAYS TO A PT 330 FT S OF N LN SD SW4 TH W 394 FT M/L TO POB 4/51A."** The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 4.51-acre property.

III. Architectural Description

14. Building plan (footprint, shape): **Rectangular**
15. Dimensions in feet: Length 120 x Width 64
16. Number of stories: **2**

Resource Number: **5AM.4071**

17. Primary external wall material(s): **Concrete**
18. Roof configuration: **Flat**
19. Primary external roof material: **Unknown**
20. Special features: **None**
21. General architectural description: **The primary building on this property is a two-story concrete block building with a rectangular plan and flat roof. The building's corners and window openings are rounded. The east facade is divided into two bays, and the main entrance, which consists of a metal security door, is centered between the bays. The remaining openings that will be described are occupied by windows. The north bay has a square opening near the north end, with a smaller, square opening to the south of it. A square opening on the second story is located near the north end, and a rectangular opening is located to the south of it. The south bay mirrors the north, with the exception of some opening sizes. The south side has a one-story concrete block addition with a flat roof. A steel entry door is centered on the addition, and an opening on either side has a one-over-one window. The second story features four openings of varying sizes, each with a window. The two westernmost windows have metal awnings.**

A garage with a flat roof and five-bays on its south side is attached to the rear of the building. The rounded corners of the openings appear to have been glazed brick that has since been painted. Five openings on its north side have been filled in with brick.

22. Architectural style/building type: **Modern Movement**
23. Landscaping or special setting features: **Asphalt and gravel parking lot occupies a majority of the parcel on the south two-thirds, property is enclosed by a metal fence**
24. Associated buildings, features, or objects: **Six outbuildings/storage sheds on the remainder of the property: Building A: rectangular plan with gabled roof (32' x 25'), Building B: square plan with flat roof (72' x 67'), Building C: rectangular plan with gabled roof (100' x 20'), Building D: rectangular plan with shed roof (68' x 20'), Building E: rectangular plan with gabled roof (150' x 65'), and Building F: rectangular plan with a shed roof (64' x 20')**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: **1947** Actual: _____
Source of information: **Adams County Clerk & Recorder**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Pepper Tank Co. (likely)**
Source of information: **Adams County Clerk and Recorder**

Resource Number: **5AM.4071**

29. Construction history (include description and dates of major additions, alterations, or demolitions): **The main office building was constructed around 1947. A one-story office on the east side was demolished at some point in the 1980s to early 1990s. All windows in the main building were replaced (dates unknown). A large one-story addition on the rear/west side and a one-story addition on main building's south side appear on historic aerials in 1963. The configuration of buildings on the property overall remained largely unchanged until the new warehouse building on the southwest portion was constructed between 2013-2015.**
30. Original location **X** Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Commerce/Trade: Specialty Store**
32. Intermediate use(s):
33. Current use(s): **Commerce/Trade: Specialty Store**
34. Site type(s): **Commercial**
35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of

development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. The Pepper Tank Company purchased this property from William D. and Doris E. Gerretson, along with numerous other parcels of land in the general vicinity. The Gerretsons were originally from Minnesota and Wisconsin. William was college-educated, and a few years prior to selling his land to the Pepper Tank Co., was a fieldman in the portable division of a typewriter company. Doris was a stay-at-home mother, raising their two young children. The family, along with their servant, lived at 757 Dahlia St. in 1940. Altogether, the properties purchased by the Pepper Tank Co. appear to have included what are today identified as 4404, 4500, 4540, and 4850 E. 60th Ave.; 5701 and 5995 Dexter St., and this property. The 1951 Gazetteer Company's Denver City Directory listed the Pepper Tank Co.'s address as 5701 Colorado Blvd., later re-addressed as 5701 Dexter St. The 1962 directory of Denver's suburbs listed the Pepper Tank Co.'s address as 4404 E. 60th Ave. (a different location).

The Pepper Tank Co. 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 Co. still owns 4500 E. 60th Ave., but the rest of the properties were sold off piece by piece over several years.

According to the Adams County Assessor, this building and another were constructed in 1935 and 1938; however, the earliest documented records associated with the property ownership do not appear in the county's Clerk & Recorder's information until the property was purchased by the Pepper Tank Co. in 1947. A 1963 aerial shows the primary office building with a smaller footprint at this property. By that time, it also had a shop attached to the west side with additional buildings to the west. The configuration remained largely unchanged until a new warehouse building was constructed between 2013-2015. From the early 1970s through the mid-2000s, Bill Ward/Ward Transport, Inc./Ward Enterprises, Inc. owned and operated the property. In 2011, Mullen Tire & Service was formed and likely leased the property. The property was sold in 2014 to Dexter Site, LLC.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Resource Number: 5AM.4071

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

Bresser's Cross-Index Directory of Greater Denver. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

Colorado Secretary of State. "Business Organizations." Accessed March 2020 - February 2021; available from <https://www.sos.state.co.us/pubs/business/businessHome.html>.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984.

"Tank Companies Operating in Casper Serve Oil Trade." *Casper Star-Tribune*, February 14, 1954.

U.S. Census Bureau. 1910, 1920, 1930, and 1940 Federal Census. Accessed March 2020 - March 2021; available from www.Ancestry.com.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

U.S. World War II Draft Card, Joseph E. Pepper. Accessed September 11, 2020; available from www.Ancestry.com.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No X Date of designation: ___

Designating authority:

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

X Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National ___ State ___ Local ___

42. Statement of significance: **This property, which is comprised of a concrete block office building and five associated buildings on a 4.51-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The earliest buildings on the property were likely built during the post-World**

Resource Number: **5AM.4071**

War II development in the area and, although associated early on with a large-scale company at that time, they did not play a crucial role in the development of the company or the surrounding area. The property is not known to associated with any other important historical trends in the area or any significant persons and is not eligible under Criterion A. The property is not associated with persons important to our past and is not eligible under Criterion B. Although it was constructed as a representation of the Modern Movement, it no longer retains a significant portion of the elements that define the style. The property has been significantly altered with various periods of demolition, additions, and materials replacement over several decades. It does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and is, therefore, not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.

43. Assessment of historic physical integrity related to significance: **The property does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ___ Not Eligible **X** Need Data _

45. Is there National Register district potential? Yes ___ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4071_1.jpg, 5AM4071_2.jpg, 5AM4071_3.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **February 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4071_1.jpg: Looking west at 5AM.4071 from Vasquez Blvd. (January 24, 2020)



5AM4071_2.jpg: Looking northwest at 5AM.4071 from Vasquez Blvd. (January 24, 2020)

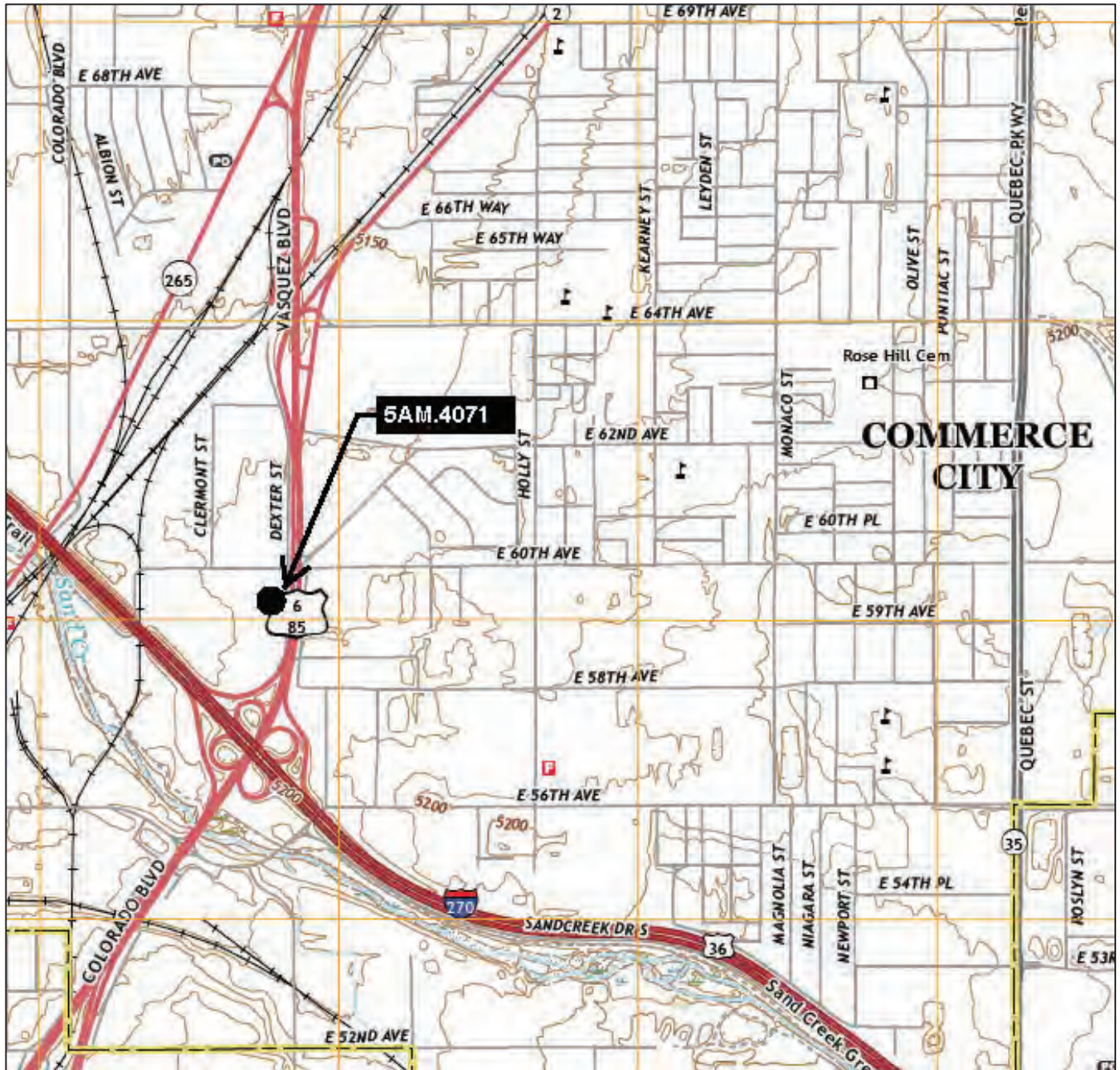


5AM4071_3.jpg: Looking south at 5AM.4071 from driveway on north adjacent site (January 24, 2020)

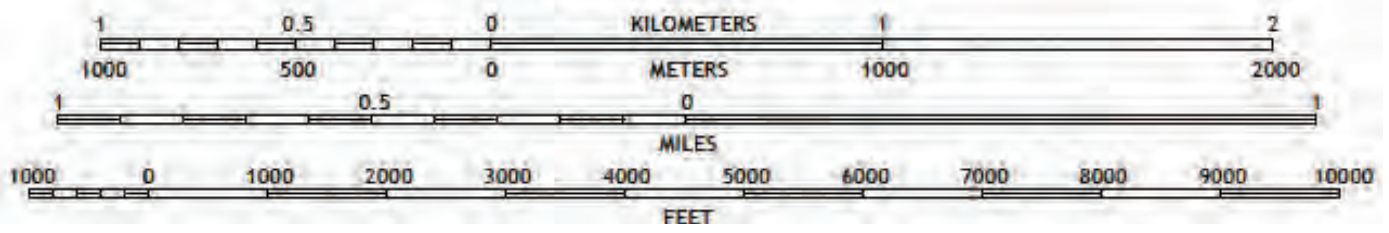


Image of property from Adams County Assessor (date unknown), looking west at main building





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4072**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Schmidt Incinerator Co.**
6. Current building name: **Colorado Scaffolding**
7. Building address: **4540 E. 60th Ave., Commerce City, CO**
8. Owner name and address: **4540 E. 60th Ave. LLC, 4540 E. 60th Ave., Commerce City, 80022-3136**

II. GEOGRAPHIC INFORMATION

9. P.M. **6th** Township **3S** Range **67W**
 ¼ of **NW** ¼ of **NE** ¼ of **SW** ¼ of section **7**
10. UTM reference
Zone **13 S; 505672** mE **4406130** mN
11. USGS quad name: **Commerce City**
Year: **2019** Map scale: 7.5' **X** 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): **N/A** Block: **N/A**
Addition: **N/A** Year of Addition: _____
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SECT,TWN,RNG:7-3-67 DESC: PT OF N2 NE4 SW4 BEG 520/65 FT W AND 30 FT S OF CEN OF SEC 7 TH S 350 FT TH W 228/86 FT TH N 350 FT TH E 228/86 FT TO THE POB 1/838A." The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 1.84-acre property.**

III. Architectural Description

14. Building plan (footprint, shape): **Irregular**
15. Dimensions in feet: Length **100** x Width **85**
16. Number of stories: **2**
17. Primary external wall material(s): **Metal, stone**

Resource Number: **5AM.4072**

18. Roof configuration: **Gabled**
19. Primary external roof material: **Metal**
20. Special features: **Stone pilasters**
21. General architectural description: **This property has a two-story gabled roof building with a stone and metal exterior and a metal roof. The main entrance is located at the building's northwest corner under a metal awning supported by slender metal columns. The north side is divided into four bays by five stone-clad pilasters. The easternmost bay has a door on the ground floor, and a small light fixture on the second floor. The east-central bay has an off-set rectangular opening on the first story with a two-light window; a smaller, square opening with a sliding two-light window is located above it on the second story. The west-central bay has a centered set rectangular opening on the first story with a two-light window; a smaller, square opening with a sliding two-light window is located above it on the second story. The westernmost bay has a pair of rectangular openings on the second story with glass block infill above the front door.**

The west side consists of three bays divided by stone-clad pilasters, and the north end is a continuation of the entrance with stone surround and metal awning. A large opening with glass block is located next to the entrance. Two rectangular openings with glass block are located on the second story above the entrance. Large openings with multi-light metal windows occupy the center of the middle and south bays on the first floor. Three rectangular openings with glass block are located on the second story of the middle bay. Three openings, one in the center with glass block and the outer openings each with a sliding two-light window, are located on the second story of the south bay. The east side has no openings and is clad in metal. The rear addition, which is visible from the east, is built of concrete block with a gabled metal roof and has no openings. A painted sign on its east side reads "Colorado Scaffolding".

22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Building surrounded by asphalt parking lot and chain link fence, gated entry off E. 60th Ave., a prominent brick sign forms part of the fence and shows three mountains and the words "Colorado Scaffolding"**
24. Associated buildings, features, or objects: **None**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: **1973/1975** Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:

Resource Number: **5AM.4072**

28. Original owner: **Likely Schmidt Incinerator Co.**

Source of information: **Commerce City Building Permits**

29. Construction history (include description and dates of major additions, alterations, or demolitions): **The primary building was built around 1973. A series of additions with gabled roofs were constructed on the rear of the building (1975-1980). More recently, likely in the early- to mid-2000s, the north openings on the main building have been covered, the exterior was clad in vertical stone veneer with stone pilasters, and window openings were added on north side.**

30. Original location **X** Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction**

32. Intermediate use(s):

33. Current use(s): **Industry/Processing/Extraction**

34. Site type(s): **Industrial**

35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of

development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. The Pepper Tank Company purchased this property from William D. and Doris E. Gerretson, along with numerous other parcels of land in the general vicinity. The Gerretsons were originally from Minnesota and Wisconsin. William was college-educated, and a few years prior to selling his land to the Pepper Tank Co., was a fieldman in the portable division of a typewriter company. Doris was a stay-at-home mother, raising their two young children. The family, along with their servant, lived at 757 Dahlia St. in 1940. Altogether, the properties purchased by the Pepper Tank Co. appear to have included what are today identified as 4404, 4500, and 4850 E. 60th Ave.; 5701, 5901, and 5995 Dexter St., and this property. The 1951 Gazetteer Company's Denver City Directory listed the Pepper Tank Co.'s address as 5701 Colorado Blvd., later re-addressed as 5701 Dexter St. The 1962 directory of Denver's suburbs listed the Pepper Tank Co.'s address as 4404 E. 60th Ave. (a different location).

The Pepper Tank Co. 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 Co. still owns 4500 E. 60th Ave., but the rest of the properties were sold off piece by piece over several years.

Prior to construction of the existing buildings, the parcel appears on historic aerials from 1963-1971 with what looks like a large pile of debris in the center of it. Following ownership by the Pepper Tank Co., the next recorded owner was Schmidt Incinerator Co. In the 1980s, Anderson Industries owned the property, followed by Ron Ammerman in the 1990s through at least 2008. The most recent owner and occupant, Colorado Scaffolding, was a company formed in 2016.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

***Bresser's Cross-Index Directory of Greater Denver.* Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.**

Resource Number: **5AM.4072**

Cassai, Nello. "Denver's No Nonsense Industrial Suburb." *Cervi's Rocky Mountain Journal*. January 25, 1961.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984

"Tank Companies Operating in Casper Serve Oil Trade." *Casper Star-Tribune*, February 14, 1954.

U.S. Census Bureau. 1940 Federal Census. Accessed March 2020 - March 2021; available from www.Ancestry.com.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

U.S. World War II Draft Card, Joseph E. Pepper. Accessed September 11, 2020; available from www.Ancestry.com.

Wagner, Albin. *Adams County, Colorado: A Centennial History 1902-2002*. Brighton, CO: Adams County Board of County Commissioners, 2002.

Wagner, Albin, and Carl Dorr. "Crossroads of the West: A History of Brighton and the Platte Valley." In *The History of Brighton, Colorado and Surrounding Area*. Brighton, CO: Brighton Genealogy Society, Brighton Historic Preservation Commission, 2006.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No **X** Date of designation: ___

Designating authority:

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

X Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National ___ State ___ Local ___

42. Statement of significance: **This property, which is comprised of an industrial building with several additions on a 1.84-acre lot, is located in an area of Commerce City that was historically commercial**

Resource Number: **5AM.4072**

and industrial. The property, although owned by a large-scale company during the post-World War II development in the area, did not appear to have any buildings on it until about 1973. The property is not associated with early development, transportation, industry or the post-World War II development of Commerce City. It is not known to be associated with any other important historical trends in the area and is not eligible under Criterion A. It is not known to be associated with any persons important to our history, so it would not be eligible under Criterion B. It does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and, therefore, is not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible Not Eligible Need Data

45. Is there National Register district potential? Yes No Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing Noncontributing

46. If the building is in existing National Register district, is it: Contributing Noncontributing

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4072_1.jpg, 5AM4072_2.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **March 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4072_1.jpg: Looking southeast at 5AM.4072 from E. 60th Ave. (January 24, 2020)



5AM4072_1.jpg: Looking west at 5AM.4072 from east adjacent property (January 24, 2020)

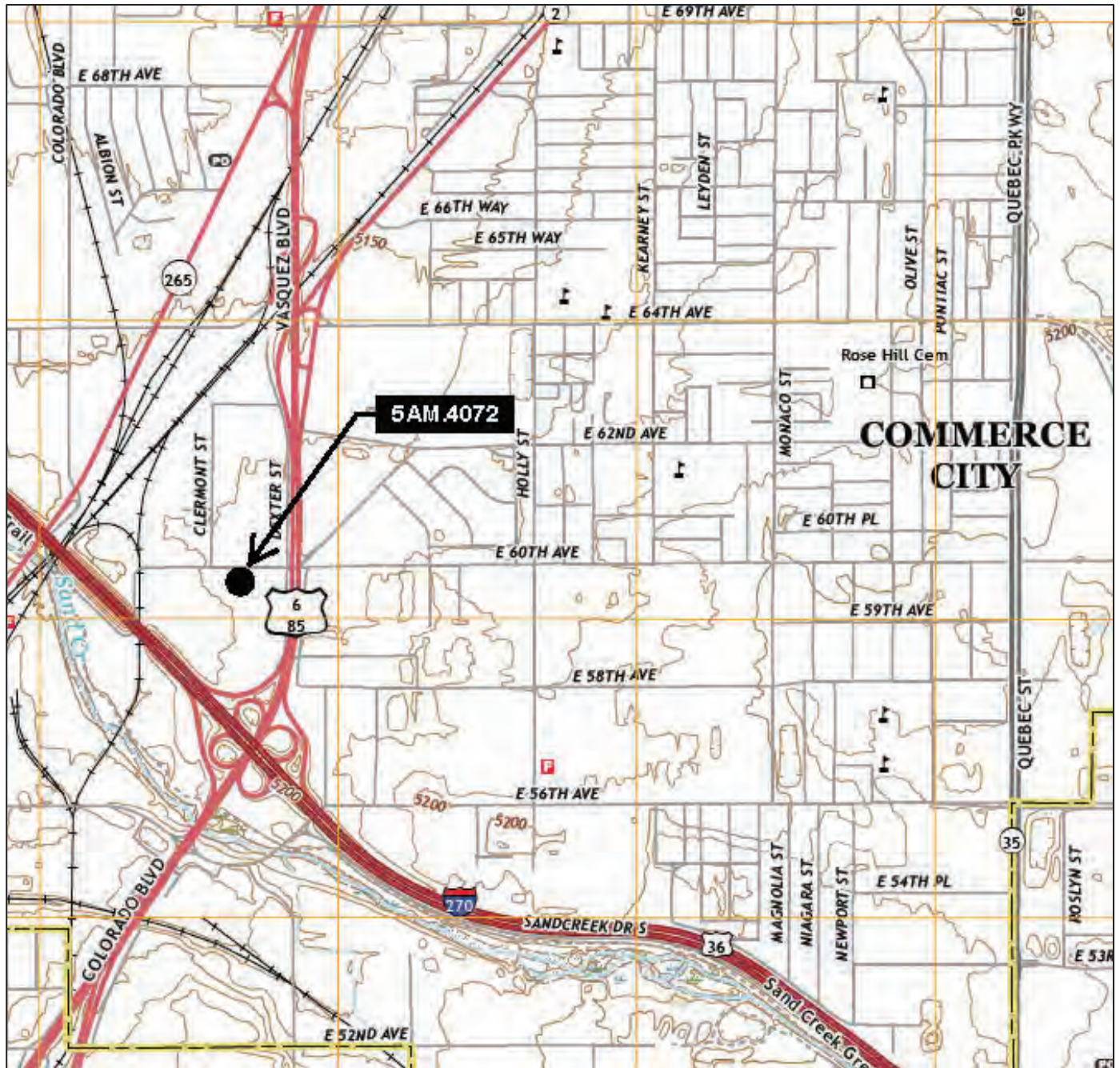


Image of the property from Adams County Assessor (date unknown), looking southwest

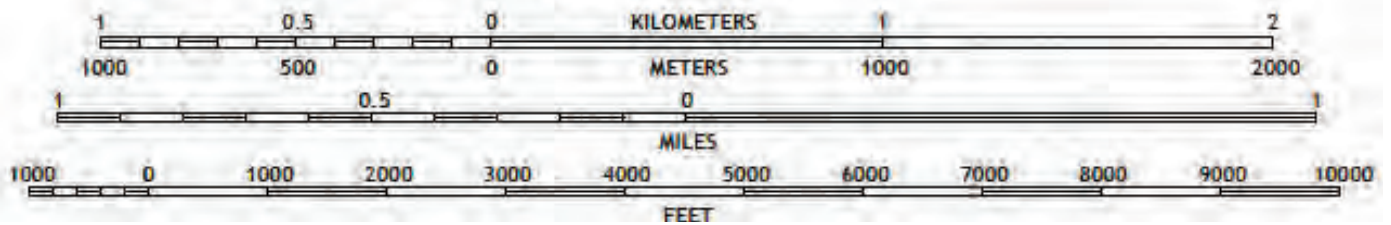
Resource Number: **5AM.4072**

Sketch Map





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAH P use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4073**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Pepper Tank Co./Banderet Equipment Co.**
6. Current building name: **Power Contracting**
7. Building address: **4500 E. 60th Ave., Commerce City, CO**
8. Owner name and address: **Pepper Tank Company, 12213 Juniper St., Overland Park, KS 66209-1594**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ ¼ of NE _____ ¼ of NW _____ ¼ of SW _____ ¼ of section 7
10. UTM reference
 Zone **13 S**; **505586** mE **4406114** mN
11. USGS quad name: Commerce City
 Year: **2019** Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): 1, 2 Block: 1
 Addition: Ro Jo Subdivision Year of Addition: 1974
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SUB:RO JO SUBD BLK:1 DESC: THAT PT OF LOT 2 BLK 1 RO JO SUBD DESC AS FOL BEG AT NE COR SD LOT 2 TH S 350 FT TO TRUE POB TH E 98/81 FT TH S 397/40 FT TH W 306/40 FT TH N 85/44 FT TH N 83D 41M W 262/66 FT TH N 45D 39M W TO S LN OF LOT 1 BLK 1 RO JO SUBD TH E 341/15 FT TH N 88/42 FT TH E 222/86 FT TH N 100 FT TO THE TRUE POB TOG WITH PT OF LOT 2 BLK 1 RO JO SUBD DESC AS FOLS BEG AT NE COR OF NW4 SW4 7/3/67 TH S 30 FT TO A PT ON S LN OF 60TH AVE TH E // WITH AN 30 FT S OF C/L OF SD 60TH AVE 350 FT TO THE TRUE POB TH CONT E ALG SD S LN OF 60TH AVE 222/86 FT TH S 450 FT TH W 222/86 FT TH N 450 FT TO TRUE POB."** The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 2.66-acre property.

Resource Number: **5AM.4073**

III. Architectural Description

14. Building plan (footprint, shape): **Rectangular**
15. Dimensions in feet: Length 162 x Width 50
16. Number of stories: **1**
17. Primary external wall material(s): **Metal**
18. Roof configuration: **Flat**
19. Primary external roof material: **Unknown**
20. Special features: **None**
21. General architectural description: **This property has a one-story metal-clad building with concrete foundation, rectangular plan, and a flat roof with an unknown material. The main entrance, which consists of a metal-framed glass door, is located at the east end of the north facade. A large rectangular opening with a single light window is located just to the west of it. A smaller rectangular opening with a single light window is located at the west end of the facade. The bottom quarter of the facade is clad in brick, while the rest is metal. A flat metal awning is located approximately halfway up and stretches across the length of the facade. A sign is centered near the roofline that reads, "Power Contracting."**

The east side consists of the original building and the later addition. The original building has a small opening with a fixed-light window near its north end, a solid metal entry door, and two large openings that were likely garage doors that have been infilled with wood (?) and a small opening with a fixed-light window. The rear addition has two large openings with modern rollup overhead garage doors.

The west side consists of the original building and the later addition. The original building as four small openings with windows spaced across the side, while the rear addition has one large opening with a modern rollup overhead garage door.
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Gravel parking lot enclosed by chain link fence surrounds entire building**
24. Associated buildings, features, or objects: **None**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1964 Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Pepper Tank Co.**

Resource Number: **5AM.4073**

Source of information: **Bresser's Cross-Index Directories of Greater Denver, Commerce City Building Permits**

29. Construction history (include description and dates of major additions, alterations, or demolitions): **A large addition was constructed on the south side between 1971 and 1991.**
30. Original location **X** Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Commerce/Trade**
32. Intermediate use(s):
33. Current use(s): **Commerce/Trade: Specialty Store**
34. Site type(s): **Commercial**
35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. This property was built in 1964, and it appears on historic aerials with a much smaller footprint than is currently present. A

Resource Number: **5AM.4073**

large rear addition appears to have been built sometime between 1971 and 1991. Directories show that Banderet Equipment, Inc. operated at the address not long after its completion, likely leasing the property from Pepper Tank Co. Banderet Equipment operated from the location through at least 1985. The Pepper Tank Company purchased this property when it was undeveloped from William D. and Doris E. Gerretson, along with numerous other parcels of land in the general vicinity. Altogether, the properties purchased by the Pepper Tank Co. appear to have included what are today identified as 4404, 4540, and 4850 E. 60th Ave.; 5701, 5901, and 5995 Dexter St., and this property.

The Pepper Tank Co. 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. In 1940, Joseph Pepper set up a separate Wyoming firm called Pepper Tank & Contracting Company. Mr. Pepper died in 1966. The Pepper Tank Co. still owns 4500 E. 60th Ave. and leases it to Power Contracting, but the rest of the properties were sold off piece by piece over several years.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

Bresser's Cross-Index Directory of Greater Denver. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

Cassai, Nello. "Denver's No Nonsense Industrial Suburb." *Cervi's Rocky Mountain Journal*. January 25, 1961.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984

"Tank Companies Operating in Casper Serve Oil Trade." *Casper Star-Tribune*, February 14, 1954.

U.S. Census Bureau. 1940 Federal Census. Accessed March 2020 - March 2021; available from www.Ancestry.com.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

U.S. World War II Draft Card, Joseph E. Pepper. Accessed September 11, 2020; available from www.Ancestry.com.

Wagner, Albin. *Adams County, Colorado: A Centennial History 1902-2002*. Brighton, CO: Adams County Board of County Commissioners, 2002.

Wagner, Albin, and Carl Dorr. "Crossroads of the West: A History of Brighton and the Platte Valley." In *The History of Brighton, Colorado and Surrounding Area*. Brighton, CO: Brighton Genealogy Society, Brighton Historic Preservation Commission, 2006.

VI. SIGNIFICANCE

37. Local landmark designation: Yes No Date of designation:

Designating authority:

38. Applicable National Register Criteria:

A. Associated with events that have made a significant contribution to the broad pattern of our history;

B. Associated with the lives of persons significant in our past;

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Has yielded, or may be likely to yield, information important in history or prehistory.

Qualifies under Criteria Considerations A through G (see Manual)

Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National State Local

42. Statement of significance: **This property, which is comprised of a one-story commercial building on a 2.66-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property was built near the end of the post-World War II commercial development in the area. Although owned by the Pepper Tank Co., it has always been leased to other entities and has no association with the Pepper Tank Co.'s operations. The property is not associated with the early development, transportation, or industry of Commerce City. It is not known to be associated with any other important historical trends in the area and is not eligible under Criterion A. The Gerretson and Pepper families were not significant to the history of Commerce City, and it is not known to be associated with any other persons important to our history so would not be eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and is, therefore, not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible Not Eligible Need Data

Resource Number: **5AM.4073**

45. Is there National Register district potential? Yes ___ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4073_1.jpg, 5AM4073_2.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **March 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4073_1.jpg: Looking south at 5AM.4073 from E. 60th Ave. (January 24, 2020)



5AM4073_2.jpg: Looking southeast at 5AM.4073 from E. 60th Ave. (January 24, 2020)

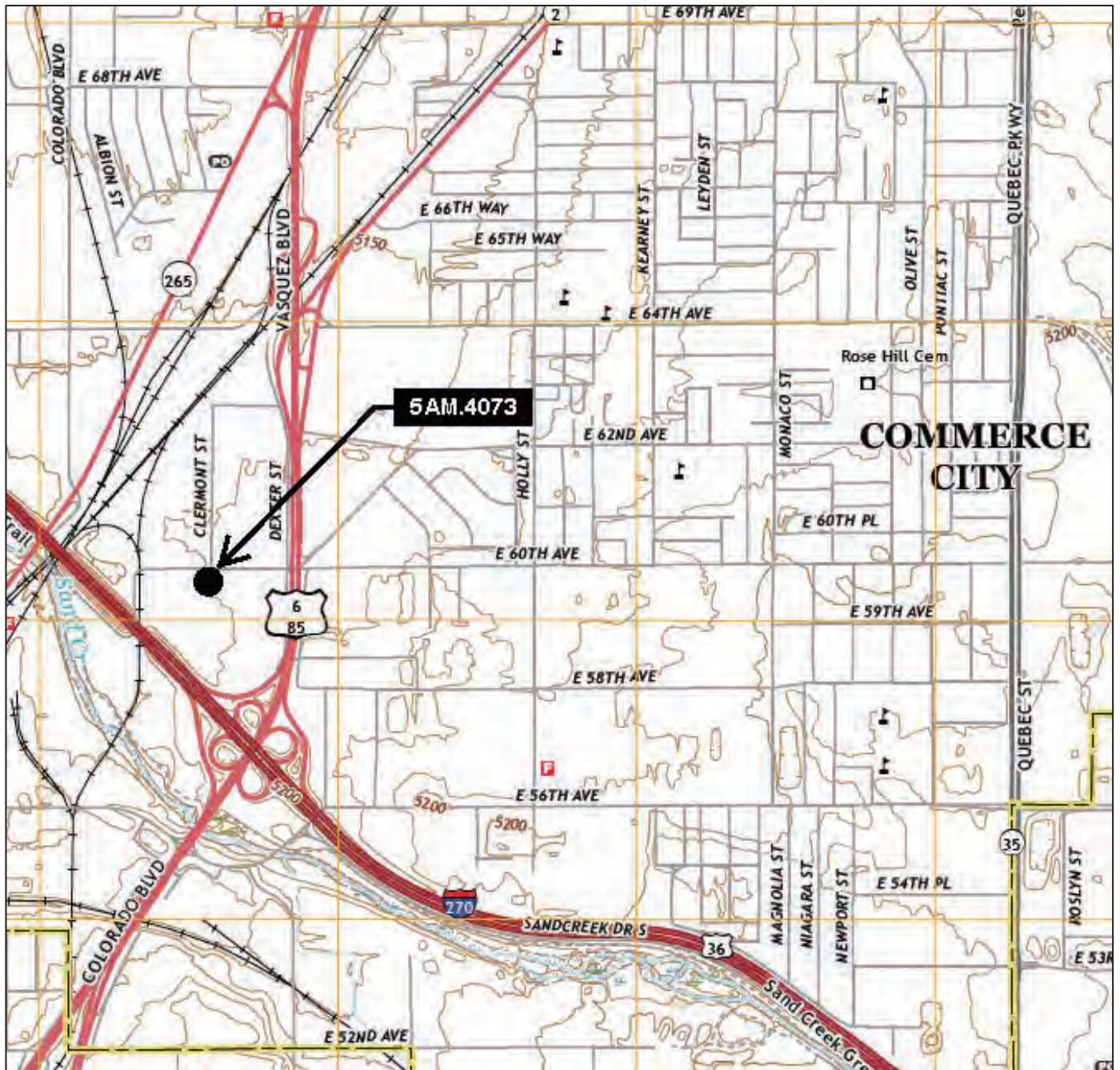


Image of property from the Adams County Assessor during ownership by Bandaret Equipment, Inc.(date unknown), looking south

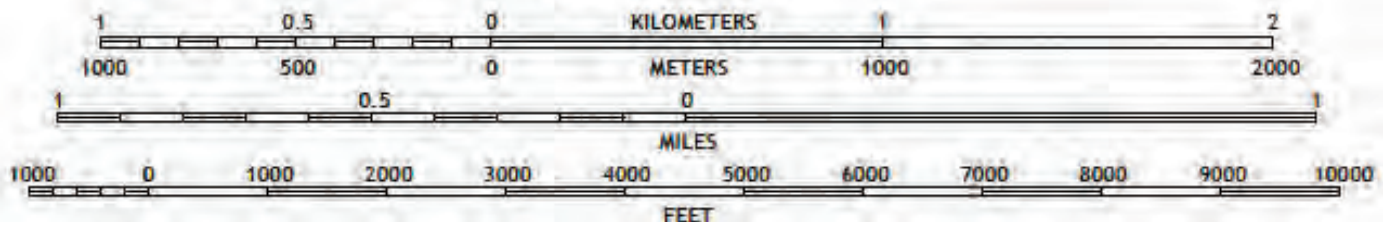


Resource Number: 5AM.4073

USGS Quadrangle Map



SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4074**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Hast Lumber Company**
6. Current building name: **Pacheco Construction Products, Inc.**
7. Building address: **4701 E. 60th Ave., Commerce City, CO**
8. Owner name and address: **Bubb LLC, 4801 E. 60th Ave., Commerce City, CO 80022-3132**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ ¼ of SW ¼ of SE ¼ of NW ¼ of section 7
10. UTM reference
 Zone **13 S**; 505687 mE 4406317 mN
11. USGS quad name: Commerce City
 Year: **2019** Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
 Addition: N/A Year of Addition: _____
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SECT,TWN,RNG:7-3-67 DESC: BEG AT A PT 690 FT W OF SE COR NW4 SEC 7 TH N 338 FT TH W 190 FT TO E LN OF CLERMONT ST TH N 321/7 FT TH E 450 FT TH S 659/7 FT TO S LN OF SE4 NW4 SD SEC TH W ALG SD S LN TO POB EXC RD 5/35A."** The parcel boundary encompasses the buildings and features associated with the current commercial use of the property. It is a 5.2-acre property.

III. Architectural Description

14. Building plan (footprint, shape): **Irregular**
15. Dimensions in feet: Length 47 x Width 50
16. Number of stories: **1**

Resource Number: **5AM.4074**

17. Primary external wall material(s): **Unknown**
18. Roof configuration: **Cross-gabled**
19. Primary external roof material: **Asphalt**
20. Special features: **None**
21. General architectural description: **This property has a one-story house with an irregular plan on a concrete foundation. It is clad in what appears to be asbestos shingles and has a cross-gabled roof with asphalt shingles. The south facade is divided into three sections, with the gabled easternmost section projecting out to E. 60th Ave. A large, square opening with a fixed multi-light window is centered on the section. The main entrance, and a small square opening with a fixed single-light window just to the west of it, are located under the gabled roof of a porch supported by wood columns on the center section. The westernmost section has a small, square opening with a fixed light window.**

The east side has a bay window set off-center from the gable, and it is supported by decorative wood brackets and has an asphalt shingle roof. A small rectangular opening is located to the north of that with a one-over-one window. A small vent is centered on the upper portion of the gable. The west side has a brick addition with an irregular roof and a brick chimney that faces the south.

22. Architectural style/building type: **Late 19th and Early 20th Century American Movements**
23. Landscaping or special setting features: **Front yard has mowed grass, mature vegetation, sidewalk along south boundary, asphalt/gravel parking lots to east and north of house**
24. Associated buildings, features, or objects: **Three buildings associated with the commercial operation are located north and northeast of the house. Building A is an L-shaped, concrete block and wood sided, two-story, gabled roof warehouse building (122' x 114'). The southeast corner has metal and glass framing on the first story, and two small openings on the second story of the south side each hold a one-over-one window. Six similar openings with windows are unevenly spaced across the second story of the east side. A smaller shed-like structure with a gabled roof is set farther back on the north end of the second story, and it has a set of wood stairs leading up to a solid entry door from the ground level.**

Building B: Rectangular, metal, two-story, gabled roof warehouse building (96' x 45'); Building C: Rectangular, metal, gabled roof storage building (360' x 55') open on south side

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1939/1960 Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:

Resource Number: **5AM.4074**

28. Original owner: **Likely Counter Lumber Company**

Source of information: **Commerce City Historical Society**

29. Construction history (include description and dates of major additions, alterations, or demolitions): **The original house was constructed around 1939, and it cannot be confirmed that the house was built by Hast Sr. Several buildings associated with the original Hast Lumber Co. were built between 1939 and 1963, including the former larger main building just east of the house. A one-story brick addition to the house was also constructed during that time. The main building was demolished between 1971 and 1991, and a different large building was constructed along the east central side of the property (identified as Building A) during that same period of time.**

30. Original location **X** Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Domestic: Single Dwelling**

32. Intermediate use(s):

33. Current use(s): **Industry/Processing/Extraction**

34. Site type(s): **Commercial/Industrial**

35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. This property is associated with the Hast family. The original house on the property was constructed around 1939. 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. Herbert and his family, including wife Matilda, son Herbert Jr., and daughter Miriam, all lived in a baggage coach on the property that served as both residence and office. In 1939, the company moved to land owned by the railroad at 4801 E. 60th Ave. Herbert found employment two years later as the Chief Construction Engineer for building the Rocky Mountain Arsenal, then proceeded to work for Lumber Dealers, Inc., followed by a position for the Federal Government in the Office of Price Administration. In 1944, Hast Sr. purchased the Counter Lumber Company (located on Brighton Blvd. in Adams City, as previously noted) and incorporated the Hast Lumber Company along with his father, August, and Alfred H. Krogh. The family chose to locate its company at what is now 4701 E. 60th Ave. in Commerce City. Following the incorporation of Commerce Town and election of a Mayor and Board of Trustees in 1952, official board meetings were held at Hast Lumber Company until the town purchased land on Forest Drive in February 1955 for the first municipal building.

His son, Herbert Jr., was born in 1938 and enlisted in the U.S. Navy at the age of 17. After serving in the Navy, Herbert Jr. returned to Adams County in 1959 with his wife to help 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. The 1963 aerial imagery depicts several buildings on the property, including a large building immediately east of the house that may have been the hardware store (now a parking lot) and several other outbuildings. A one-story brick addition to the house was constructed at sometime between 1939 and 1963. At one point, the company 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. In 2010, the property was purchased by Bubb, LLC and leased to Pacheco Construction, the current occupant.

In addition to his creation and development of one of the largest lumber businesses in Commerce City, which played an important role in the development of Commerce City from a social and commercial standpoint, Herbert Hast Sr. also wore numerous hats in the community. He was one of the founding members of the South Adams County Volunteer Fire Department in 1942, and he and Matilda were some of the founding members of Mt. Calvary Lutheran Church. He owned and operated Gem Construction Company and Framing Fabricators, Inc., served as Chairman of the Adams County Planning and Zoning Board (1948-1954), and served on the Board of Directors of the Mountain States

Resource Number: **5AM.4074**

Retail Lumber Dealers Association (president from 1955 to 1956). Hast Sr. and three other businessmen in the area founded Metropolitan State Bank of Derby in 1950, and he served as president and chairman until it was sold in 1954. He was one of the owners and developer of Rainbow Trailer Park (later renamed Wikiup Trailer Park) on E. 88th Ave. near I-76 and was also appointed to Deputy Manager of Public Works for the City and County of Denver in 1962. Hast Sr. died in 1992, six years before the sale of the company he started and was buried in Crown Hill Cemetery in Wheat Ridge. The property has not been associated with the Herbert Hast or his company since 1998; however, it is still in operation as a construction/building products company and remains the site where Hast started and grew his business that allowed him to become an influential figure in Commerce City and Adams County.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

***Bresser's Cross-Index Directory of Greater Denver.* Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.**

Commerce City. "History." Accessed February 2020; available from <https://www.c3gov.com/explore/history>.

Commerce City Historical Society. "From Time to Time, Summer 2016." Accessed January 2021; available from <https://www.cchistoric.com/newsletters>.

***Find a Grave.* Find a Grave. Accessed March 2021; available from <http://www.findagrave.com/cgi-bin/fg.cgi>.**

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

Jaramillo, Charlene J. "A Brief History of the Government of Commerce City, Colo." Commerce City Historical Society (Unpublished, 16 November 1975).

Preparer interview with Debra Bullock, Commerce City Historical Society. 26 March 2021.

U.S. Census Bureau. 1910, 1920, 1930, and 1940 Federal Census. Accessed March 2020 - March 2021; available from www.Ancestry.com.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

"Vintage 50s Hast Lumber Company Denver Colorado Mechanical Pencil Advertising." Accessed January 2021; available from www.Ebay.com.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No **X** Date of designation: ____

Designating authority:

38. Applicable National Register Criteria:

- A. Associated with events that have made a significant contribution to the broad pattern of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.
- Qualifies under Criteria Considerations A through G (see Manual)
- Does not meet any of the above National Register criteria

39. Area(s) of significance: **Social History**

40. Period of significance: **1944-1962**

41. Level of significance: National State Local

42. Statement of significance: **This property, which is comprised of a house and two warehouse buildings on a 5.2-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property is not associated with patterns of residential in Commerce City, as that portion was built well before post-World War II residential development in the area. The property is not associated with patterns of post-war commercial/industrial development, as the commercial/industrial operations and their additions reflecting the business expansion were built after the primary post-World War II development in the area. The property is not associated with early development or transportation themes of Commerce City. The property is not eligible under Criterion A. The property is associated with Herbert Hast, Sr., co-founder of the Hast Lumber Company. Hast Sr. had a significant influence throughout the post-World War II development of Commerce City and Adams County through his leadership and involvement with various civic, community, and lumber businesses endeavors; it may be eligible under Criterion B. The original house has been significantly altered, including a sizeable brick addition on the northwest corner. Several buildings and their additions have been constructed on the property, and it no longer retains its association as a single-family dwelling. It does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and, therefore, is not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The earliest building remaining on the property, the 1939 house, has been significantly altered, including a sizeable brick addition on the northwest corner. Over the decades of operation by Hast Lumber Company, buildings were demolished, altered, and constructed in accordance with the business's growth and needs. The original main building that was once located east of the house was demolished between 1971 and 1991; it was**

Resource Number: **5AM.4074**

most likely that building where Commerce Town's earliest civic meetings and community decisions were made, so the property lacks its strongest association with Hast Sr. and his leadership. The property lacks integrity of feeling, association, design, materials, and workmanship.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ___ Not Eligible **X** Need Data _

45. Is there National Register district potential? Yes ___ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4074_1.jpg, 5AM4074_2.jpg, 5AM4074_3.jpg, 5AM4074_4.jpg, 5AM4074_5.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **March 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4074_1.jpg: Looking northeast at 5AM.4074 from E. 60th Ave. (January 24, 2020)



5AM4074_2.jpg: Looking northwest at 5AM.4074 from E. 60th Ave. (January 24, 2020)



5AM4074_3.jpg: Looking northwest at 5AM.4074 from E. 60th Ave. (January 24, 2020)



5AM4074_4.jpg: Looking west at 5AM.4074 (Building A) from E. 60th Ave. (January 24, 2020)



5AM4074_5.jpg: Looking northeast at 5AM.4074 (Building C) from E. 60th Ave. (January 24, 2020)



Image of property from the Adams County Assessor (date unknown), looking north



Image of property from the Adams County Assessor (date unknown), looking northwest



One of the original Hast Lumber buildings on the property that is no longer extant (Source: Commerce City Historical Society)



Hast Lumber marketing materials (Source: Commerce City Historical Society)

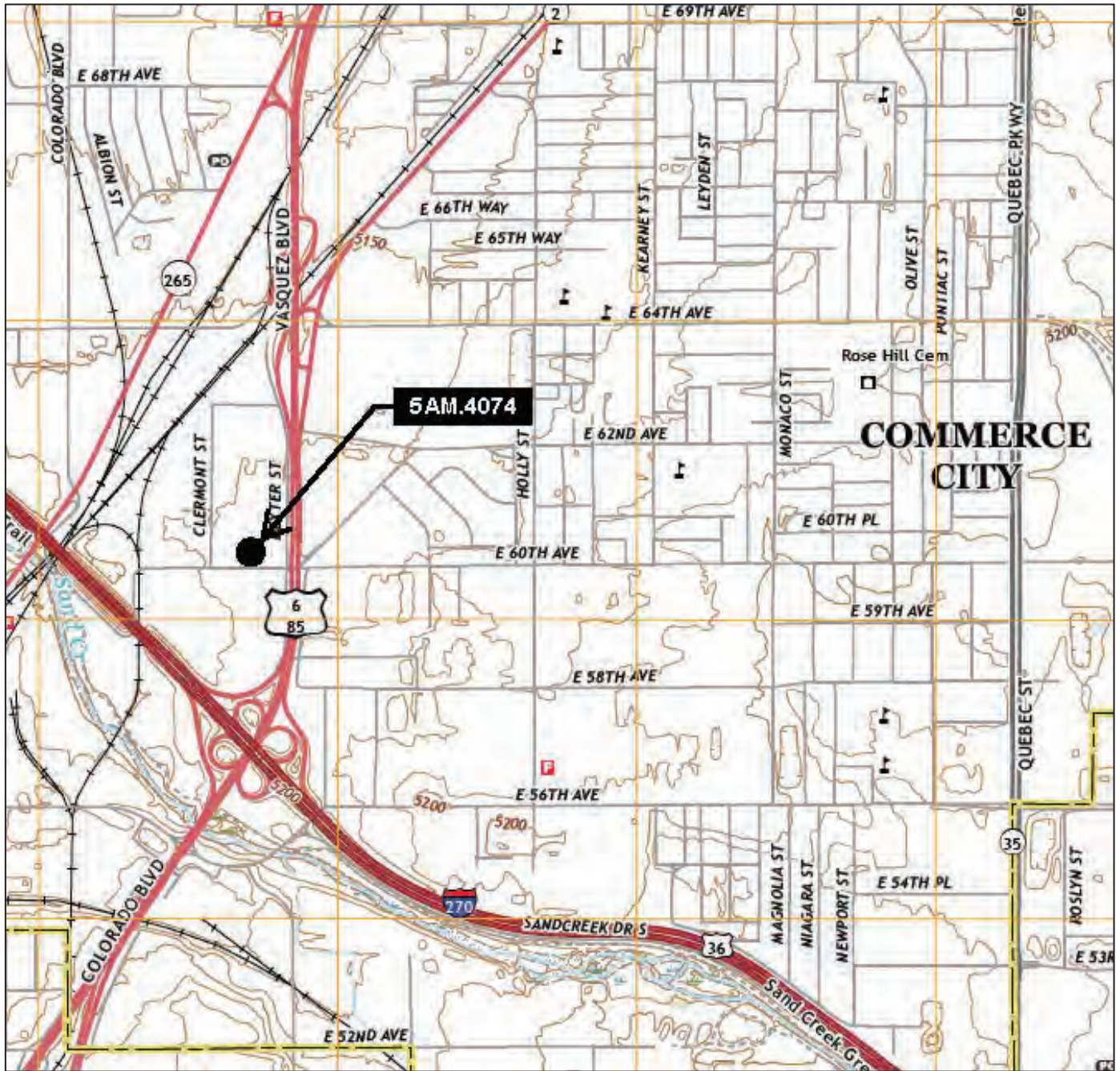


The August and Ida Hast family with Herbert Sr. in the back row, second from the left (Source: Commerce City Historical Society)

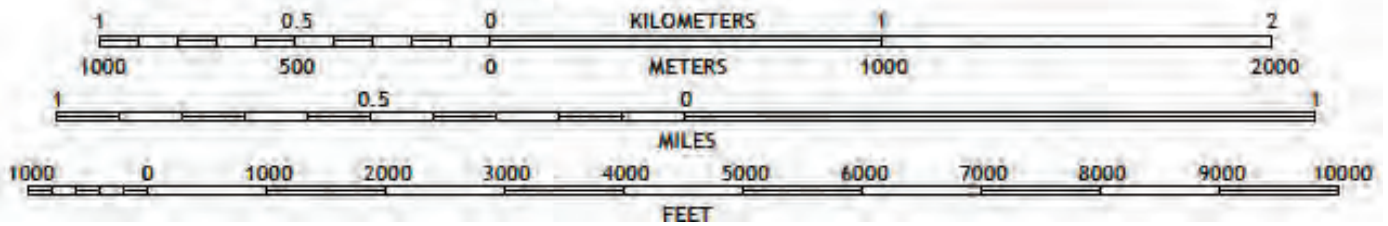


1963 aerial of 5AM.4074 showing house and buildings associated with Hast Lumber





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4075**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Western Filter Co/Western Industrial Sales/Dearborn Aqua-Serv**
6. Current building name: **Tiley Roofing**
7. Building address: **4545 E. 60th Ave., Commerce City, CO**
8. Owner name and address: **Tiley Exchange LLC, 4545 E. 60th Ave., Commerce City, CO, 80022**

II. GEOGRAPHIC INFORMATION

9. P.M. **6th** Township **3S** Range **67W**
 ¼ of **SW** ¼ of **SE** ¼ of **NW** ¼ of section **7**
10. UTM reference
Zone **13 S**; **505592** mE **4406209** mN
11. USGS quad name: **Commerce City**
Year: **2019** Map scale: 7.5' **X** 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): **N/A** Block: **N/A**
Addition: **N/A** Year of Addition: _____
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SECT,TWN,RNG:7-3-67 DESC: PARC LAND IN SE4 NW4 SEC 7 BEG AT PT 690 FT W AND 33 FT N OF SE COR SE4 NW4 SEC 7 TH W 200 FT TH N 305 FT TH E 200 FT TH S TO BEG EXC STRIP 17 FT WIDE BEING 8 1/2 FT ON EITHER SIDE OF THE C/L OF RR TRACK NOW CROSSING SD PREMISES IN AN ELY AND WLY DIRECTION 1/32A."** The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 1.32-acre property.

III. Architectural Description

14. Building plan (footprint, shape): **Rectangular**
15. Dimensions in feet: Length **168** x Width **76**

Resource Number: **5AM.4075**

16. Number of stories: **2**
17. Primary external wall material(s): **Metal**
18. Roof configuration: **Gabled**
19. Primary external roof material: **Metal**
20. Special features: **None**
21. General architectural description: **This property has a two-story metal commercial building with a gabled roof, and it is the only age-eligible building. The south facade has a large opening with an overhead garage door located just east of the center. The east half is clad in vertical metal siding, while the west half is clad in a pattern of metal siding alternating in sections of horizontal and vertical orientation. A one-story addition is located on the east side.**
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Corner location with asphalt parking lot on south and east sides of building**
24. Associated buildings, features, or objects: **There are two associated buildings on the property. A two-story painted brick office building with a rectangular plan (55' x 82') and a flat roof is located to the east of original building. The main entrance is centered on the south side and consists of a modern metal and glass door with sidelights and a large sign above that read "tiley ROOFING". A large opening with a pair of dark fixed-light windows is above the sign on the second story. On either side of the center, there are two openings evenly spaced with similar dark fixed-light windows on the first and second stories.**

A warehouse building with a rectangular plan (70' x 80') and a gabled roof (northeast of original building).

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1967 Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Western Filter Co/Western Industrial Sales/Dearborn Aqua-Serv**
Source of information: **Bresser's Cross Index Directory of Greater Denver**
29. Construction history (include description and dates of major additions, alterations, or demolitions):
Historic aerials from 1963 show that the property had at least four buildings, with the two most prominent located on the center of the parcel and the other two, likely warehouses, on the north end. The oldest remaining building on the property was constructed around 1967 as an addition to the two

Resource Number: **5AM.4075**

central buildings, which were demolished between 1971 and 1991. In 1979 the present-day office was built, an addition was made to the 1967 building between 1993 and 1999, and a new warehouse was constructed in 2000.

30. Original location **X** Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction**

32. Intermediate use(s):

33. Current use(s): **Industry/Processing/Extraction**

34. Site type(s): **Industrial**

35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. The oldest extant warehouse building on the property was built around 1967 and appears on the 1971 historic aerial. Before its construction, buildings on the northeast and north sides of property were there as early as

Resource Number: **5AM.4075**

1963 when it operated as Western Filter Co., Western Industrial Sales, and Dearborn Aqua Serve. Although it cannot be confirmed as the same entity, Western Filter Co. markets itself today as a problem solver for products related to the natural gas industry’s engines, compressors, processing plants, and pipelines. Given the surrounding industry at the time, it is likely the same company. No information was available for Western Industrial Sales. Dearborn Aqua Serve may have been associated with manufacturing water softeners and filters for residential, commercial, and industrial use.

Those buildings were demolished sometime between 1999-2004, while another masonry structure was demolished in 1980. The office building was constructed in 1979 while still under the ownership of Western Filter. United Fire Protection owned and occupied the property in 1999 until the early 2000s, when it changed ownership at least three more times.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

***Bresser’s Cross-Index Directory of Greater Denver.* Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.**

Colorado Secretary of State. “Business Organizations.” Accessed March 2020 - February 2021; available from <https://www.sos.state.co.us/pubs/business/businessHome.html>.

Commerce City. “History.” Accessed February 2020; available from <https://www.c3gov.com/explore/history>.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

Western Filter Co. “About.” Accessed April 2021; available from <http://www.westernfilterco.com/about-us.html>.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No **X** Date of designation: ____

Designating authority:

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

Resource Number: **5AM.4075**

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Has yielded, or may be likely to yield, information important in history or prehistory.

Qualifies under Criteria Considerations A through G (see Manual)

Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National State Local

42. Statement of significance: **This property, which is comprised of two metal warehouse buildings and an office building on a 1.32-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The remaining buildings on the property were built after the most important period of post-World War II commercial/industrial development in the area and have no important association with that pattern of development in Commerce City. The property is not associated with early development, transportation, or industry of Commerce City. It is not known to be associated with any other important historical trends in the area and is not eligible under Criterion A. It is not known to be associated with any persons important to our history, so it would not be eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and is, therefore, not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible Not Eligible Need Data

45. Is there National Register district potential? Yes No Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing Noncontributing

46. If the building is in existing National Register district, is it: Contributing Noncontributing

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4075_1.jpg, 5AM4075_2.jpg, 5AM4075_3.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

Resource Number: **5AM.4075**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **March 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4075_1.jpg: Looking north at 5AM.4075 from E. 60th Ave. (January 24, 2020)



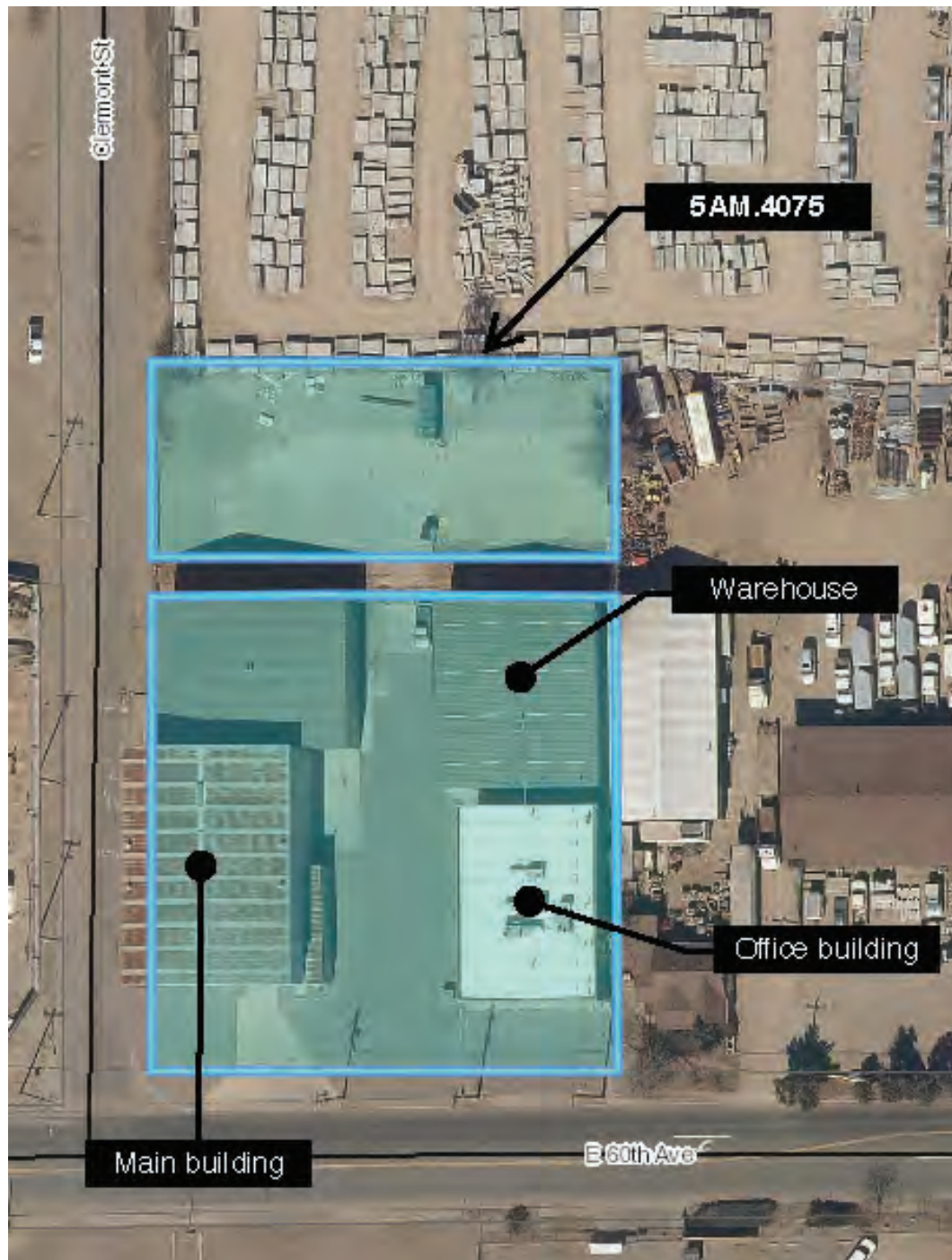
5AM4075_2.jpg: Looking northwest at 5AM.4075 from E. 60th Ave. (January 24, 2020)

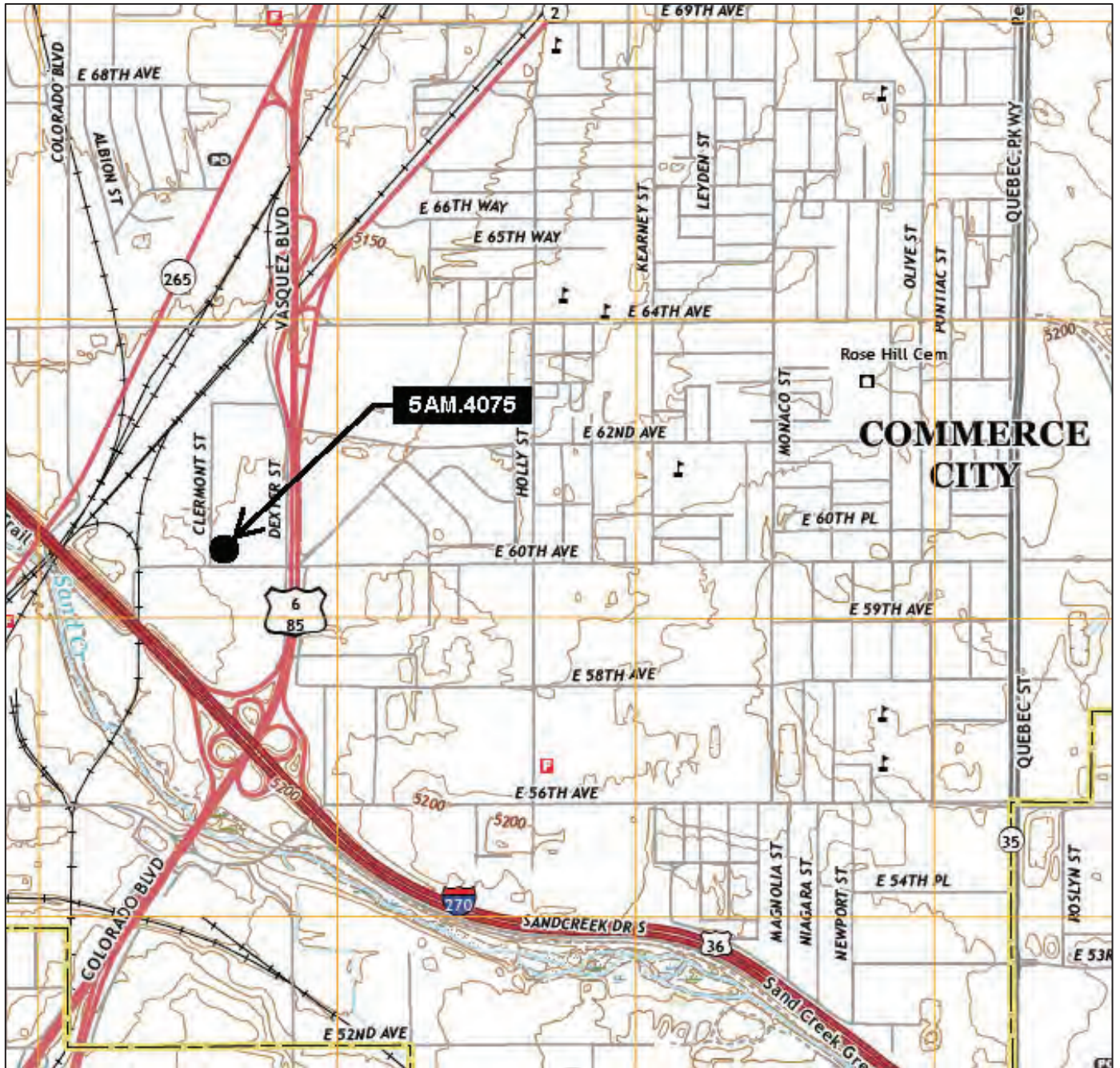


5AM4075_3.jpg: Looking southeast at 5AM.4075 from Clermont St. (January 24, 2020)

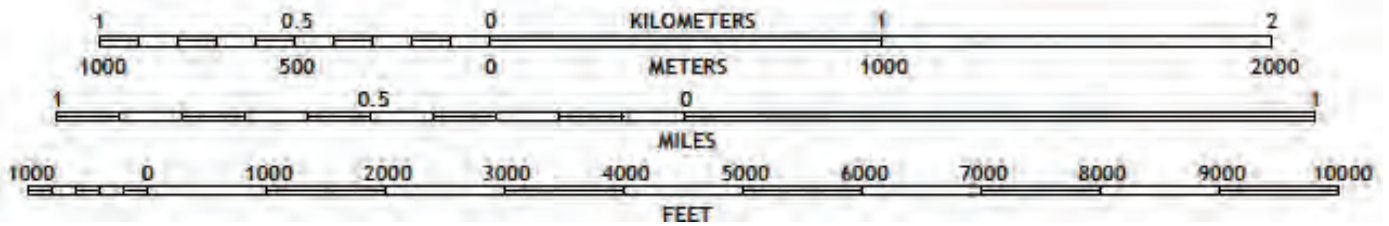


Image of property from the Adams County Assessor (date unknown), looking northwest





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4076**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Colorado Machinery & Supply Co.**
6. Current building name: **Trench Right**
7. Building address: **4407 E. 60th Ave., Commerce City, CO**
8. Owner name and address: **McCallin Real Estate LLC, 6301 Dexter St., Commerce City, CO 80022**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ ¼ of SE ¼ of SW ¼ of NW ¼ of section 7
10. UTM reference
 Zone 13 S; 505527 mE 4406231 mN
11. USGS quad name: Commerce City
 Year: 2019 Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
 Addition: N/A Year of Addition: _____
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SECT,TWN,RNG:7-3-67 DESC: PARC OF LAND IN THE SE4 NW4 OF SEC 7 DESC AS FOLS BEG AT THE SW COR OF SD SE4 NW4 OF SEC 7 TH E 55 FT TO THE TRUE POB OF THE TRACT OF LAND DESC TH NLY ON ANG OF 89D 45M TO LEFT FROM THE LAST DESC COURSE A DIST OF 333 FT TH NELY ON ANG OF 44D 52M TO RT FROM THE LAST DESC COURSE A DIST OF 59/93 FT TO PT ON C/L OF C B AND Q RR CO TRACT NO 2 TH SELY AND ELY ALG C/L SD TRACT NO 2 ALG CURVE OT LEFT FOR RAD OF 625/06 FT THE CHD OF WHICH DEFLECTS 67D 46M TO RT FROM LAST DESC COURSE AN ARC DIST OF 298/38 FT TO PT ON W LN OF CLERMONT ST TH ON ANG OF 67D 35M RT FROM CHD OF LAST DESC CURVE ALG W LN OF CLERMONT ST DIST OF 262/98 FT TO PT ON E AND W C/L OF SD SEC 7 TH WLY ALG SD E AND W C/L OF SD SEC 7 DIST 316/8 FT TO THE TRUE POB**

Resource Number: **5AM.4076**

2/42A." The parcel boundary encompasses the buildings and features associated with the current commercial use of the property. It is a 2.42-acre property.

III. Architectural Description

14. Building plan (footprint, shape): **L-shape**
15. Dimensions in feet: Length 104 x Width 46
16. Number of stories: **1**
17. Primary external wall material(s): **Metal**
18. Roof configuration: **Gable**
19. Primary external roof material: **Metal**
20. Special features: **None**
21. General architectural description: **This property has a one-story metal building with a rectangular plan and gabled metal roof. A series of five openings with overhead garage doors are spaced at infrequent intervals across the south facade. A privacy fence surrounds the entirety of the property, and the other sides are not visible from the right-of-way.**
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Corner lot, buildings are surrounded by a gravel parking lot enclosed by a chain link privacy fence, gate is located at the southwest corner of the property**
24. Associated buildings, features, or objects: **Rectangular modular office building (60' x 24') with a flat roof to the east**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1965 Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Colorado Machine and Supply**
Source of information: **Bresser's Cross-Index Directory of Greater Denver**
29. Construction history (include description and dates of major additions, alterations, or demolitions):
Three buildings and what appear to have been two garages/sheds were located on the property in 1963, and their previous use is unknown. The westernmost building on the property today was built around 1965 and replaced an original building. The remainder of the original buildings were demolished between 2004 and 2005. The modular office was constructed between 2011 and 2013.
30. Original location X Moved _____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Commerce/Trade**
32. Intermediate use(s):
33. Current use(s): **Commerce/Trade**
34. Site type(s): **Commercial**
35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. The earliest extant building on this property was constructed around 1965 under the ownership of Colorado Machinery & Supply Co. The earliest buildings located on the site were mostly concentrated on the property's east and middle portions and built before or during the early 1960s. Many of them had been demolished by 1971, and the final remaining building from the earliest group was demolished between 2004-2005. From the early 1970s through 1999, the property was owned by the City of Commerce City and used by its Public Works department. Commerce City was not responsible for the construction of the current

Resource Number: **5AM.4076**

buildings. McCallin Real Estate LLC purchased the property around 2000 and currently leases it to Trench Right, an excavating contractor established in 2011 in Colorado.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

***Bresser's Cross-Index Directory of Greater Denver.* Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.**

Colorado Secretary of State. "Business Organizations." Accessed March 2020 - February 2021; available from <https://www.sos.state.co.us/pubs/business/businessHome.html>.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No X Date of designation: ___

Designating authority:

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

X Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National ___ State ___ Local ___

42. Statement of significance: **This property, which is comprised of a metal building on a 2.42-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property is not associated with early development or transportation themes of Commerce City. The property is not associated with patterns of commercial/industrial development in Commerce City, as it was built**

Resource Number: **5AM.4076**

toward the end of the post-World War II development in the area. It is not known to be associated with any other important historical trends in the area and is not eligible under Criterion A. It is not known to be associated with any persons important to our history, so it would not be eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction. All but one of the original buildings that occupied the property have been demolished. It is not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ___ Not Eligible **X** Need Data _

45. Is there National Register district potential? Yes ___ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4076_1.jpg, 5AM4076_2.jpg, 5AM4076_3.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **March 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4076_1.jpg: Looking north at 5AM.4076 from E. 60th Ave. (March 3, 2021)



5AM4076_2.jpg: Looking north at 5AM.4076 from E. 60th Ave. (March 3, 2021)

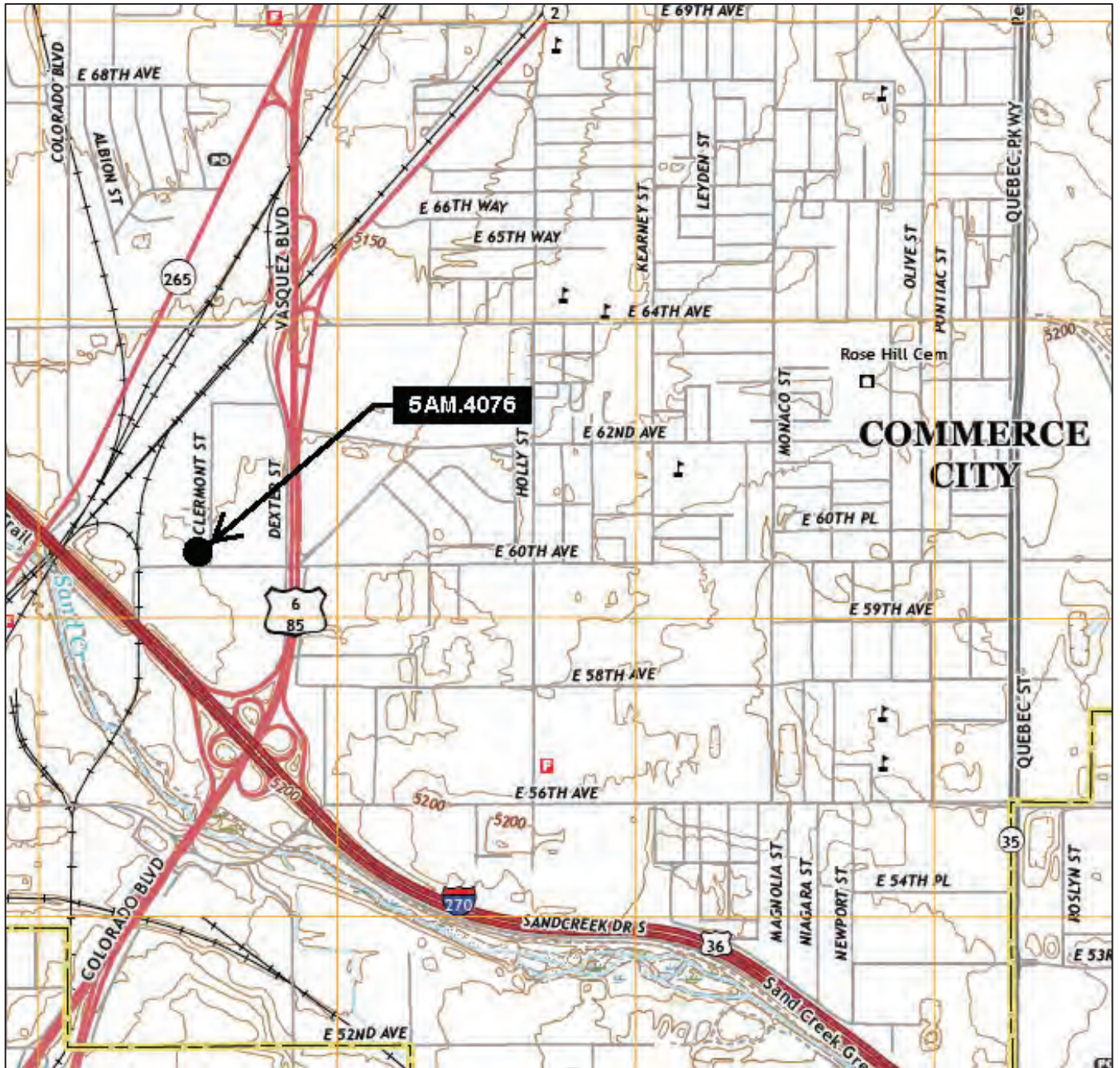


5AM4076_3.jpg: Looking northwest at 5AM.4076 from E. 60th Ave. (March 3, 2021)

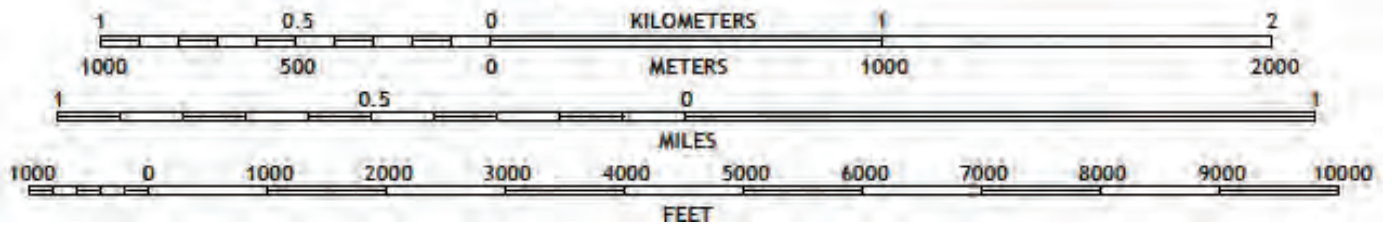
Resource Number: 5AM.4076

Sketch Map





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4077**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **ARMCO Steel**
6. Current building name: **Omega Products International**
7. Building address: **6101 Dexter St., Commerce City, CO**
8. Owner name and address: **Kenneth and Vera Thompson, 282 S. Anita Dr., Orange, CA 92868**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
_____ ¼ of NE ¼ of SE ¼ of NW ¼ of section 7
10. UTM reference
Zone 13 S; 505749 mE 4406457 mN
11. USGS quad name: Commerce City
Year: 2019 Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): 1 Block: N/A
Addition: Dexter Commercial Subdivision Year of Addition: 2008
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "DEXTER COMMERCIAL SUBDIVISION LOT 1 EXC RD." The parcel boundary encompasses the buildings and features associated with the current industrial use of the property. It is a 7.11-acre property.**

III. Architectural Description

14. Building plan (footprint, shape): **Rectangular**
15. Dimensions in feet: Length 300 x Width 240
16. Number of stories: **2**
17. Primary external wall material(s): **Metal**
18. Roof configuration: **Side-gabled**

Resource Number: **5AM.4077**

19. Primary external roof material: **Metal**
20. Special features: **None**
21. General architectural description: **The primary building on this property is a five-bay industrial building with a rectangular footprint. The main building has a metal exterior, and each bay has a metal gabled roof oriented east-west. The building is centrally located on the property. The southernmost bay has a metal security door near the south end of its east side, and a large, square metal vent is centered on the side. It is recessed by several feet from the rest of the building's east side. The second bay from the south has a large overhead metal garage door centered on its east (front) side, and a large, square metal vent is located on either side of that opening. A series of tall, narrow openings with windows are evenly spaced across the second upper level of the two southernmost bays, as well as one-third of the middle bay. Those same narrow openings are also found along the upper level of the south and north sides of the building. A smaller, square vent is centered under the gable on each bay.**

The northernmost bay has a one-story metal addition (32' x 60') with a side-gabled metal roof on its east street-facing side. Three square openings with multi-light windows are found on the addition's east side. A rectangular metal addition (86' x 40') with a side-gabled metal roof, oriented north-south, is located along the east street-facing side of the second and third bays from the north. That addition has several openings along its east side, including a pair of double metal doors near its south end and a series of rectangular openings with multi-light windows. A third tall one-story addition (164' x 84'), located on the northwest side of the building, has a metal exterior and shallow gabled metal roof.
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Office buildings are located at the southeast corner of the property, while manufacturing buildings are centered on the property and surrounded by asphalt and gravel parking lots**
24. Associated buildings, features, or objects: **Building A: Office building (approximately 130' x 40' with 80' x 40' rear bay) oriented north-south with metal exterior and metal side-gabled roof located at the southeast corner of the property; Building B: Rectangular building (65' x 40') with a gabled roof, oriented east-west, located just west of the office building's addition; Building C: Rectangular building (52' x 23') with a gabled roof, oriented east-west, located just north of the main building**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1956-57 Actual: _____
Source of information: **Denver Post, "Arm-co-operator"**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:

Resource Number: **5AM.4077**

28. Original owner: **ARMCO Steel (likely)**

Source of information: **Adams County Clerk and Recorder**

29. Construction history (include description and dates of major additions, alterations, or demolitions): **The original five-bay metal building with a gabled roofline was built from 1956-57, and each of the bays were the same length and width originally. Between the early 1960s and 1971, metal additions (one with a gabled roof measuring 35' x 60' and the other with a side-gabled roof measuring 40' x 85') was made to the east side of each of the two northernmost bays. A new metal building with a gabled roof (measuring 42' x 68') was added to the west side of the office during that time period. Between 1980 and 1991, another metal building was constructed to the west of the office (63' x 43'), a metal addition was built at the north end of the west side of the original five-bay building (165' x 80'), and the length of the southernmost bay was reduced by approximately 20 feet from its east side.**

30. Original location **X** Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction: Industrial Storage**

32. Intermediate use(s):

33. Current use(s): **Industry/Processing/Extraction: Industrial Storage**

34. Site type(s): **Commercial**

35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as

Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

The large warehouse structure and associated office building were constructed around 1956-57, likely by American Rolling Mill Company (ARMCO) as part of a greater expansion of operations outside of the Midwest. Given the post-World War II construction date, the company may have been taking advantage of the development boom occurring in Denver and the surrounding area. Additional buildings were constructed on the property over a span of several years, and an addition was built to the office in 1976.

ARMCO was founded in Middletown, Ohio in 1899 by George Verity and produced its first steel in 1901. ARMCO was one of the earliest Ohio companies to establish a shop committee, which allowed workers to organize and was a predecessor to unions. In 1921, one of its employees developed a process for producing rolled steel that was more efficient and required fewer workers. Prior to the innovation, ARMCO produced 520 tons of steel per month and was able to increase production to a staggering 40,000 tons per month. As a result, ARMCO was one of the most successful companies of its kind in the country. ARMCO acquired several smaller companies in the 1910s and 1920s but did not expand farther west than Kentucky until 1930 when it added the Sheffield Steel Corporation in Kansas City, Missouri. Additional acquisitions of other companies to follow included the Houston Works and a Sand Springs, Oklahoma plant. The company began to diversify in the late 1960s when it purchased Hitco, a California-based manufacturer of plastics and other non-metallic materials.

In 1962, ARMCO Steel merged with ARMCO Drainage & Metal Products, Inc. (a Delaware company). In 1978, ARMCO Steel was renamed ARMCO, Inc. and moved its headquarters from Ohio to New Jersey. Employees of the firm Burns & McDonnell, a Kansas City-based engineering firm secured a loan to buy ARMCO in 1985. With a change in ownership, it appears that they scaled back operations and reduced their presence outside of the Midwest, as that correlates to the time period when Hydrogate appears as the owner of 6101 Dexter St. on building permits. In 2020, ARMCO was acquired by Cleveland-Cliffs along with Kawasaki Steel Corporation and became AK Steel Holding. It currently operates eight steel plants and two tube manufacturing plants throughout the Midwest and produces materials for the automotive, appliance, building, civil, cutlery and cookware, and HVAC industries among others.

This property was built by ARMCO using their premanufactured building system, Steelex, for their ARMCO Drainage operations. The facility originally produced drainage structures and initially employed 120 individuals in the area. Two open houses were held in 1957, with one catered to employees and their families and the second for customers to see the new plant. According to the "Arm-co-operator",

a company publication, the building was constructed with a radiant heating system of 55,000 feet of Armco Steel Tubing buried under the concrete floor.

The Steelox panel was invented by James Swank, a construction superintendent for a large building contractor in Chicago, and the company was founded in 1929. The purpose of Swank's invention was to use lightweight, interlocking panels to reduce the cost of material and labor versus those of concrete form. The panels were created from standard steel sheets that were formed into structural sidewalls and roofs. The first Steelox building was a goat barn displayed at the Century of Progress Exposition in 1934, which coincided with ARMCO's purchase of the Steelox panel patents. During World War II, the company sold two buildings for war-related operations, a hangar for B-29 planes and a machinery storage warehouse. Today, Steelox Systems Inc., designs, manufactures, and distributes a complete line of metal building and roofing systems for the commercial, industrial, and institutional markets.

Fresno Valves & Casting, Inc. was listed as the owner in 1996, followed by LCP Dexter, LLC in 2008. In 2009, the current owner purchased the property. The current tenant, Omega Products International was formed in 2005. ARMCO Steel and subsequent entities also owned 6290 Clermont St., another large industrial property that abuts the west boundary.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

Armco Drainage and Metal Products, Inc. "Steelox Industrial Buildings." Accessed December 2021; available from <https://silو.tips/download/steelox-industrial-buildings>.

Bresser's Cross-Index Directory of Greater Denver. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

Britannica Online Encyclopedia. "Armco Inc." Accessed January 2021; available from <https://www.britannica.com/print/article/35114>.

Butler County Historical Society. "ARMCO Steel." Accessed January 2021; available from <https://butlerhistory.com/murals/armco-steel/>.

Colorado Secretary of State. "Business Organizations." Accessed March 2020 - February 2021; available from <https://www.sos.state.co.us/pubs/business/businessHome.html>.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984

McGraw Hill. "Access Engineering." Accessed December 2021; available from <https://www.accessengineeringlibrary.com>.

Midpointe Digital Archives. "The Arm-co-operator", July 1957. Accessed December 2021; available from <http://www.midpointedigitalarchives.org/digital/collection/p16488coll21/id/7461/rec/1>.

Ohio History Central. "American Rolling Mill Company." Accessed January 2021; available from https://ohiohistorycentral.org/w/American_Rolling_Mill_Company.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No X Date of designation: ___

Designating authority:

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

X C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

___ Does not meet any of the above National Register criteria

39. Area(s) of significance: **Architecture**

40. Period of significance: **1947**

41. Level of significance: National ___ State ___ Local X

42. Statement of significance: **This property, which is comprised of four commercial and/or industrial buildings on a 7.11-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property is not associated with patterns of commercial/industrial development in Commerce City, and was built after the post-World War II development in the area. It was associated with ARMCO Steel, which was likely responsible for its construction given the size and scale of the property from the beginning; however, the facility employed 120 people in the area and would not have had a significant impact on development of Commerce City. It is eligible under Criterion A. The property is not associated with persons important to our past and is not eligible under Criterion B. The original buildings were constructed using ARMCO's Steelox interlocking steel panel system. By the time this facility was constructed, Steelox had a nation-wide presence. The system had been utilized in numerous large-scale industrial capacities since World War II, including airplane hangars and mechanical buildings for war-related properties. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular type, period, or method of construction and is, therefore, not eligible under**

Resource Number: **5AM.4077**

Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.

43. Assessment of historic physical integrity related to significance: **The property lacks integrity of association, design, and workmanship. The original five-bay metal building with a gabled roofline was built around 1956-57. At the time, each of the bays were the same length and width. The property experienced numerous changes between 1964 and present-day. Many of the windows on the upper portion of its exterior were covered. Between 1964 and 1971, metal additions (one with a gabled roof measuring 35' x 60' and the other with a side-gabled roof measuring 40' x 85') was made to the east side of each of the two northernmost bays. A new metal building with a gabled roof (measuring 42' x 68') was added to the west side of the office during that time period. Between 1980 and 1991, another metal building was constructed to the west of the office (63' x 43'), a metal addition was built at the north end of the west side of the original five-bay building (165' x 80'), and the length of the southernmost bay was reduced by approximately 20 feet from its east side.**

The property has experienced numerous alterations, and they have cumulatively impacted the property's ability to convey its likely original use as a manufacturing/distribution site of steel products. Additionally, the setting has been compromised with a significant amount of newer construction of commercial properties that are unrelated to the area's industrial development.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible **X** Need Data _
45. Is there National Register district potential? Yes ____ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**
- If there is National Register district potential, is this building: Contributing ____ Noncontributing ____
46. If the building is in existing National Register district, is it: Contributing ____ Noncontributing ____

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4077_1.jpg, 5AM4077_2.jpg, 5AM4077_3.jpg, 5AM4077_4.jpg, 5AM4077_5.jpg, 5AM4077_6.jpg,**
Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**
48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**
49. Date(s): **December 2021**
50. Recorder(s): **Kristi H. Miniello**
51. Organization: **Miniello Consulting**
52. Address: **1340 Rosemary St., Denver, CO 80220**
53. Phone number(s): **(303) 531-1414**

Resource Number: **5AM.4077**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4077_1.jpg: Looking northwest at 5AM.4077 Building A from Dexter St. (January 24, 2020)



5AM4077_2.jpg: Looking southwest at 5AM.4077 Building A from Dexter St. (January 24, 2020)



5AM4077_3.jpg: Looking northeast at 5AM.4077 Buildings A and B from parking lot on adjacent site (January 24, 2020)



5AM4077_4.jpg: Looking north at 5AM.4077 main building and Building B from parking lot on adjacent site (January 24, 2020)



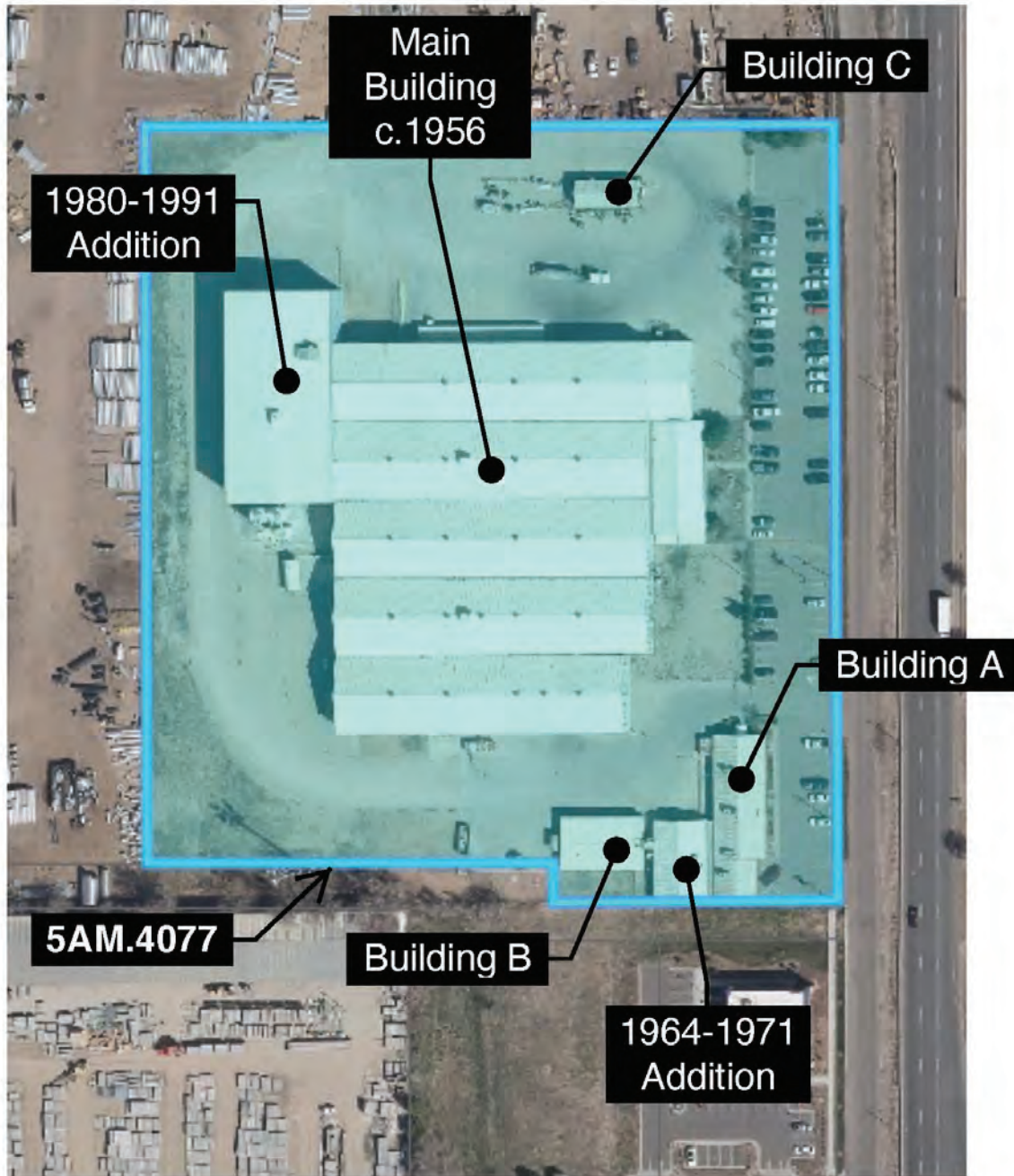
5AM4077_5.jpg: Looking northwest at 5AM.4077 main building from Dexter St. (January 24, 2020)

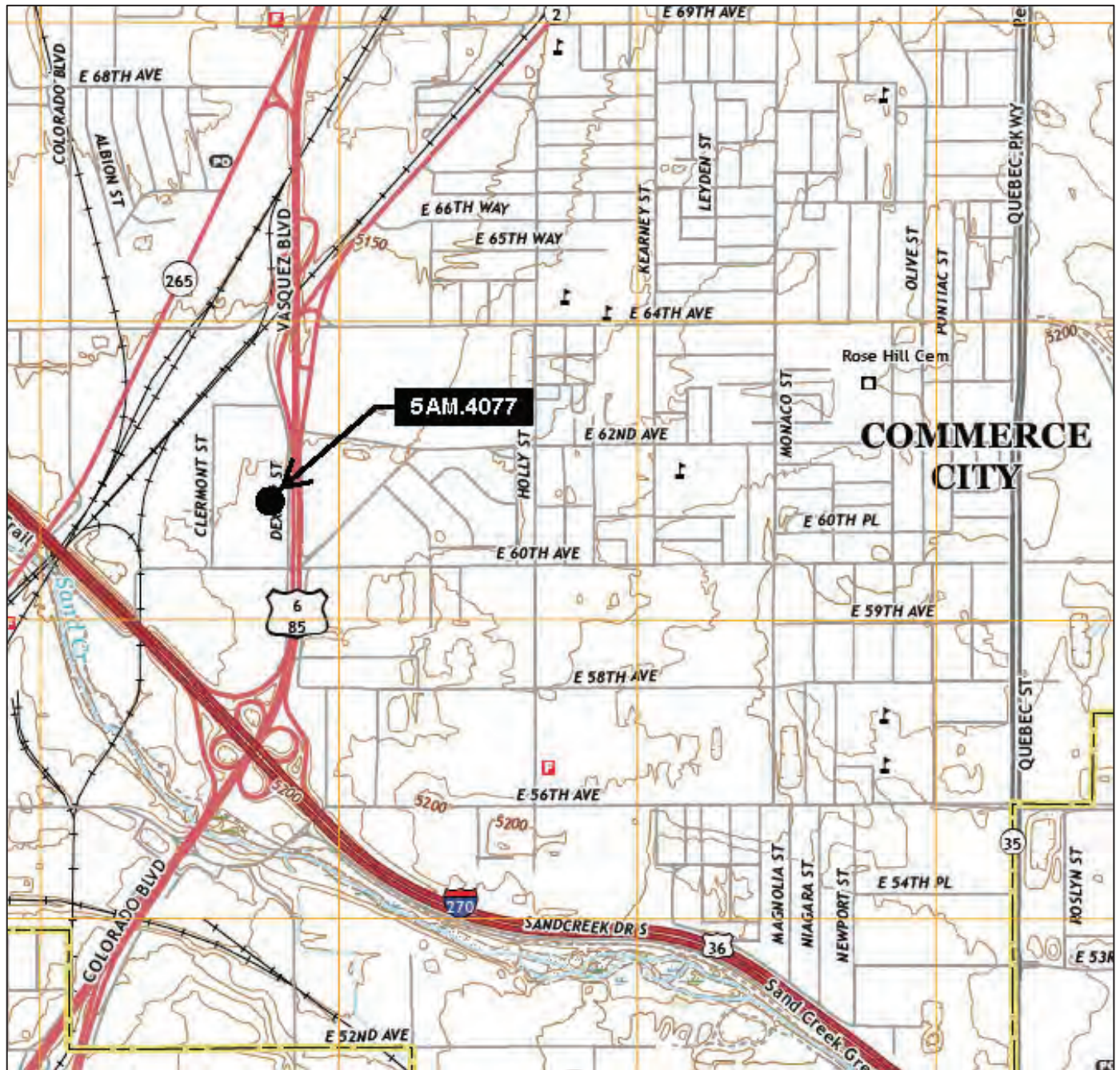


5AM4077_6.jpg: Looking southwest at 5AM.4077 main building from Dexter St. (January 24, 2020)

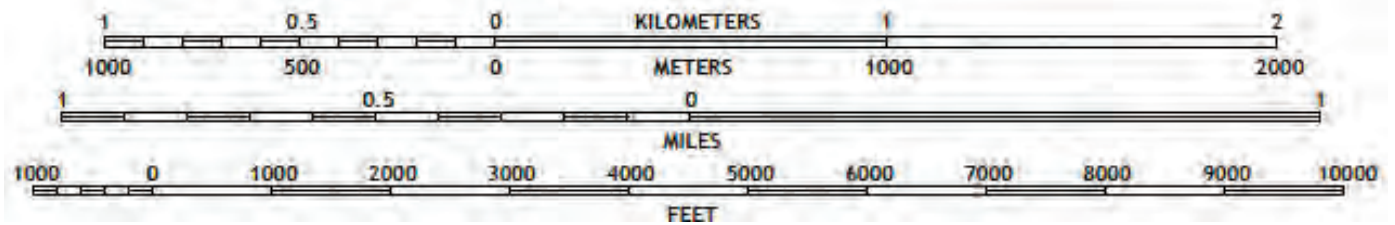


Image of property from the Adams County Assessor (date unknown)





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4078**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Clermont Realty Co./Steel, Inc.**
6. Current building name: **Hooper Corporation**
7. Building address: **6255 Dexter St., Commerce City, CO**
8. Owner name and address: **Richards and Dexter LLC, 1400 E. 69th Ave., Denver, CO 80229-7348**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ ¼ of SE ¼ of NE ¼ of NW ¼ of section 7
10. UTM reference
 Zone 13 S; 505751 mE 4406675 mN
11. USGS quad name: Commerce City
 Year: 2019 Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
 Addition: N/A Year of Addition: _____
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SECT,TWN,RNG:7-3-67 DESC: BEG 100 FT W AND 1259/7 FT N OF THE CEN OF SEC 7 TH N 100 FT NORMALLY DIST WLY OF THE N/S CEN OF SD SEC 62/8 FT TO PT ON THE S LN NE4 NW4 TH N 9D 10M W 284 FT TH N 16D 46M W 163/69 FT TH W NORMAL TO N/S C/L OF SD SEC 265/03 FT TO A PT 457/5 FT WLY OF THE N/S C/L OF SD SEC TH S 500 FT TH E 357/5 FT TO POB 3/71A." The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 3.71-acre property.**

III. Architectural Description

14. Building plan (footprint, shape): **Irregular**
15. Dimensions in feet: Length 164 x Width 200

Resource Number: **5AM.4078**

16. Number of stories: **1**
17. Primary external wall material(s): **Brick, glass**
18. Roof configuration: **Flat**
19. Primary external roof material: **Unknown**
20. Special features: **None**
21. General architectural description: **The property has a one-story brick building with an irregular plan and flat roof. The northernmost section of the building serves as the office. Its north facade is divided into three bays. The main entrance is located in the center bay and consists of a single metal-framed glass door with glass sidelights and a large metal-framed single-light window on either side. The top of the overall opening is filled in with glass block. A large opening with three, metal-framed, fixed-light windows is located on either side of the entrance opening. On the east and west bays, two large rectangular openings are divided by a brick pilaster. Each opening has a metal-framed, fixed, multi-light, window. Below each window is a brick sill and above is a simple brick lintel. A decorative terra cotta tile coping with a low profile is located along the top of the building.**

The rear two-thirds of the building are constructed of concrete block that has been painted. A series of six rectangular openings are evenly spaced along the length of its east side, and each opening has a rough-cut stone or concrete lintel and a multi-light metal window. A series of nine identical openings are located on the east half of the south side, while several garage openings occupy the remainder of the south side.
22. Architectural style/building type: **Modern Movement**
23. Landscaping or special setting features: **Corner lot, railroad spur runs along northwest section of parcel, gravel parking lot occupies south portion of parcel, enclosed with chain link fence**
24. Associated buildings, features, or objects: **None**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1958 Actual: _____
Source of information: **USGS topographic maps**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Clermont Realty Co. (likely)**
Source of information: **Adams County Clerk and Recorder**
29. Construction history (include description and dates of major additions, alterations, or demolitions):
Windows on the primary facade were replaced (likely 2000s)
30. Original location X Moved _____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction**
32. Intermediate use(s):
33. Current use(s): **Commerce/Trade**
34. Site type(s): **Commercial**
35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. A search of Adams County Clerk & Recorder information shows that the property was likely owned in the 1950s by the Chicago, Burlington, & Quincy Railroad Company. The primary portion of the current property was sold to Clermont Realty Co. in December 1958, and an adjacent portion of land also owned by the railroad was purchased by Clermont Realty Co. and added to the overall property in 1960. Because these transactions involved land only and no buildings, it is likely that the existing building was constructed

around 1958 by Clermont Realty Co. A footprint of the building first appears on the USGS topographic map in 1958. In June 1962, they merged with Steel, Inc. and both became known by that name.

John Leo McCallin was born in Denver on November 27, 1918 and lived in a house on South Grant Street with his parents and five siblings. He began his career in 1938 as a clerk with the Silver Engineering Company. He served in the U.S. Navy during World War II. In 1958, he co-founded Steel, Inc., a family-owned steel processor based in Commerce City. McCallin served as Chairman of Timberline Industries, which was associated with several entities 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. According to the company's website, Steel Storage Systems has been in business since 1964 and 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. The company's presence is in Colorado, Wyoming, Idaho, Utah, New Mexico, Kansas, and Nebraska.

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. The division acquired Denver-based Southern Supply in 1999, creating the largest distributor in the region stocking plastic and metal piping, valves, pumps, tanks, and accessories. In 2002, Plastics Inc. moved to 6195 Clermont Street and shared that property with Timberline Fasteners. Five years later, Folsom purchased Plastics Inc. then moved to 6121 Clermont St. in 2015. The property at 5701 Dexter St. was acquired by Plastics Inc. in 2017, doubling the warehouse and yard space with an eye on future growth.

In addition to his business dealings, McCallin served as a member of the Denver Housing Authority for 10 years and was on the board of directors for Steel Service Center Institute for 15 years. McCallin was living in Scottsdale, Arizona when he died on February 26, 2006 at the age of 87. His son, Dan McCallin, had been serving as president and CEO of Timberline Steel. Around the time of his death, the company was in the process of being acquired by O'Neal Steel, a Birmingham, Alabama company. At that time, Timberline had 100 workers and had grown to three additional locations: Grand Junction, Pueblo, and Farmington, New Mexico. O'Neal Steel was a much larger company with more than 60 locations and 3,500 employees; they also already owned Metalwest, a Denver-based subsidiary that sells flat-rolled steel. The acquisition was finalized on February 21, just five days before the elder McCallin's passing.

In 1973, another of its associated entities, Steel Storage Systems, purchased the property from Steel, Inc. for \$160,000. Throughout the 1980s and 1990s, several transactions involving the property occurred among Timberline's many entities including Plastics, Inc., Steel, Inc. (again), and Repmasters, Inc.

Resource Number: 5AM.4078

Historic aerial imagery shows there have been no changes to the building's footprint. Some of the businesses that leased and operated out of the space included Griffin Distributing Co. Carpet Wholesalers (1964-1975) and Minneapolis-Moline Co. (1969). The current owner, Richards and Dexter LLC, was formed in 2012 and the current occupant, The Hooper Corporation, was also formed that year. 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).

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

Bresser's Cross-Index Directory of Greater Denver. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

Colorado Real Estate Journal. "Flywheel Capital Buys Commerce City Industrial Building." Accessed February 2021; available from <https://crej.com/news/flywheel-capital-buys-commerce-city-industrial-building/>.

Commerce City. "History." Accessed February 2020; available from <https://www.c3gov.com/explore/history>.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

Horan & McConaty. "Obituary for John L. McCallin." Accessed January 2021; available from <https://www.horancares.com/printnotice/john-l-mccallin/1o-/0c/0q/0d/0b>.

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984

Plastics Inc. "About Us." Accessed January 2021; available from <https://www.plasticsinc.com/about-us.html>.

Steel Storage Systems. Accessed January 2021; available from <https://steelstorage.com>.

Timberline Fasteners. Accessed January 2021; available from <http://timberlinefasteners.com>.

"Timberline Steel Sold to Alabama Company." *Denver Business Journal*, April 12, 2006.

U.S. Census Bureau. 1910, 1920, 1930, and 1940 Federal Census. Accessed March 2020 - March 2021; available from www.Ancestry.com.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

VI. SIGNIFICANCE

37. Local landmark designation: Yes No Date of designation: _____

Designating authority:

38. Applicable National Register Criteria:

- A. Associated with events that have made a significant contribution to the broad pattern of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.
- Qualifies under Criteria Considerations A through G (see Manual)
- Does not meet any of the above National Register criteria

39. Area(s) of significance: **Industry/Processing/Extraction, Architecture**

40. Period of significance: **1958**

41. Level of significance: National State Local

42. Statement of significance: **This property, which is comprised of a brick commercial/industrial building on a 3.71-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property may be associated with patterns of industrial development in Commerce City; however, it was built near the end of the primary post-World War II commercial and industrial development in the area. The property is not associated with early development, transportation, or industry in Commerce City, and the property is not eligible under Criterion A. Although associated with John L. McCallin, the property does not appear to be significantly linked to him or his early business operations and developments and is not eligible under Criterion B. The property conveys historic significance in architectural design and materials. It exhibits characteristics of the Modern Movement such as an emphasis on horizontal elements, 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. 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 eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The windows on the north facade were replaced with modern, highly reflective units; however, the vertical pattern and division of original windows are still reflected. The building retains the footprint from its early years and several design elements, such as an emphasis on horizontal elements, brick construction, terra cotta coping, and multi-light metal windows. The property retains integrity of location, setting, feeling, design, and materials.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible Not Eligible Need Data

45. Is there National Register district potential? Yes No Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing Noncontributing

46. If the building is in existing National Register district, is it: Contributing Noncontributing

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4078_1.jpg, 5AM4078_2.jpg, 5AM4078_3.jpg, 5AM4078_4.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **February 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4078_1.jpg: Looking southwest at 5AM.4078 from intersection of Dexter St. and E. 63rd Ave. (January 24, 2020)



5AM4078_2.jpg: Looking southwest at 5AM.4078 from E. 63rd Ave. (January 24, 2020)



5AM4078_3.jpg: Looking southeast at 5AM.4078 from E. 63rd Ave. (January 24, 2020)



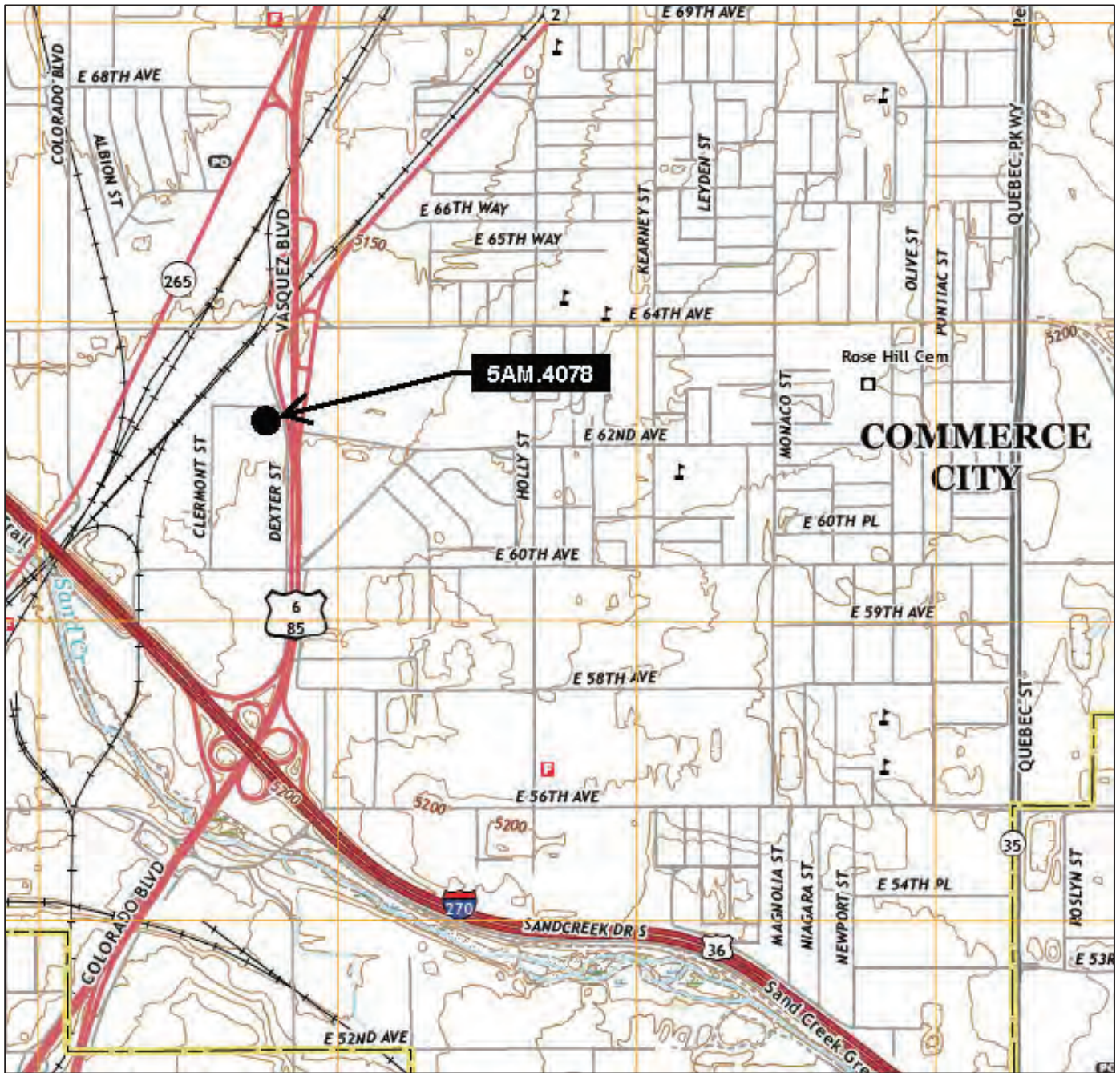
5AM4078_4.jpg: Looking northwest at 5AM.4078 from Dexter St. (January 24, 2020)



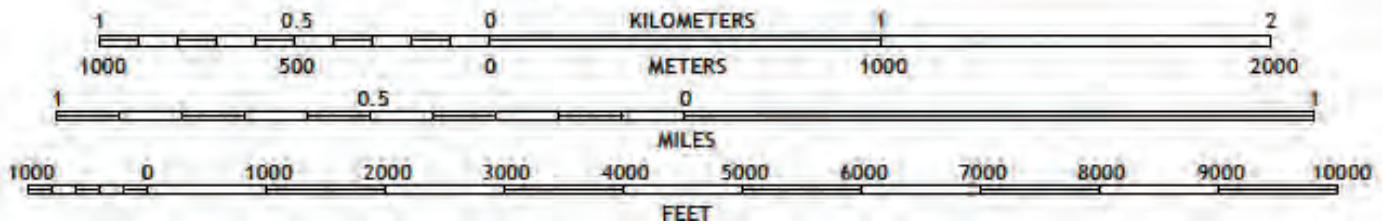
Image of property from Adams County Assessor (date unknown)

Sketch Map





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4079**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Unknown**
6. Current building name: **Contech Engineered Solutions**
7. Building address: **6290 Clermont St., Commerce City, CO**
8. Owner name and address: **Sandor Zirulnik/Burgess Trust 1/2 Intr/M Sabre Street Associates LLC 1/2 Int, PO Box 5763, Snowmass Village, CO 81615-5763**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ 1/4 of _____ 1/4 of NW 1/4 of SE 1/4 of section 7
10. UTM reference
 Zone 13 S; 505596 mE 4406441 mN
11. USGS quad name: Commerce City
 Year: 2019 Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): 2 Block: N/A
 Addition: Dexter Commercial Subdivision Year of Addition: 2008
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "DEXTER COMMERCIAL SUBDIVISION LOT 2 EXC RD." The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 7.94-acre property.**

III. Architectural Description

14. Building plan (footprint, shape): **L-Shaped**
15. Dimensions in feet: Length 100 x Width 110
16. Number of stories: **2**
17. Primary external wall material(s): **Metal**

Resource Number: **5AM.4079**

18. Roof configuration: **Gabled**
19. Primary external roof material: **Metal**
20. Special features: **None**
21. General architectural description: **The building is a two-story metal building with a rectangular plan and gabled roof. A large opening with a metal overhead garage door is centered on the south facade. A small, square opening (possibly for ventilation) is located on the second story on either side of the garage door. A large opening with a metal overhead garage door is located on a projecting area at the west end of the building's north side.**
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Building located on southwest corner of parcel, rest of property is a gravel lot enclosed by chain link fence**
24. Associated buildings, features, or objects: **None**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1962 Actual: _____
Source of information: **Historic aerial images**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Unknown**
Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
According to the Adams County Assessor, the current building was constructed around 1970; however, it appears on a 1963 historical aerial and was likely constructed around that time.
30. Original location X Moved _____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction**
32. Intermediate use(s):
33. Current use(s): **Industry/Processing/Extraction**
34. Site type(s): **Industrial**
35. Historical background: **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. 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. 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.

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited.

According to the Adams County Assessor, the existing building was constructed around 1970. Directories do not list the address or any occupants in the late 1960s and in 1970, but based on historic aerial imagery, the building was located on the property in the early 1960s. The earliest building permits go back to 1985, when the property was owned by American Rolling Mill Company (ARMCO) Steel. In the early 1990s, it was purchased by the present owners and leased to Contech. ARMCO Steel also owned 6101 Dexter St., another large industrial property that abuts the east boundary and the location of what appear to have been its primary operations in Commerce City.

36. Sources of information: **Adams County Assessor, Adams County Clerk and Recorder, Bresser's Cross-Index Directory of Greater Denver, USGS Derby and Commerce City Quadrangle Maps, historic aerial images**

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No **X** Date of designation: ____

Designating authority:

38. Applicable National Register Criteria:

Resource Number: **5AM.4079**

- A. Associated with events that have made a significant contribution to the broad pattern of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.
- Qualifies under Criteria Considerations A through G (see Manual)
- X** Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National State Local

42. Statement of significance: **This property, which is comprised of a metal building on a 7.94-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property was built well after the post-World War II development in the area and has no important association with that pattern of development in Commerce City. It is not known to be associated with any other important historical trends in the area, so it is not eligible under Criterion A. The property is not associated with persons important to our past and is not eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and is, therefore, not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible Not Eligible **X** Need Data

45. Is there National Register district potential? Yes No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing Noncontributing

46. If the building is in existing National Register district, is it: Contributing Noncontributing

VIII. RECORDING INFORMATION

Resource Number: **5AM.4079**

47. Photograph numbers: **5AM4079_1.jpg, 5AM4079_2.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **February 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4079_1.jpg: Looking northeast at 5AM.4079 from Clermont St. (January 24, 2020)

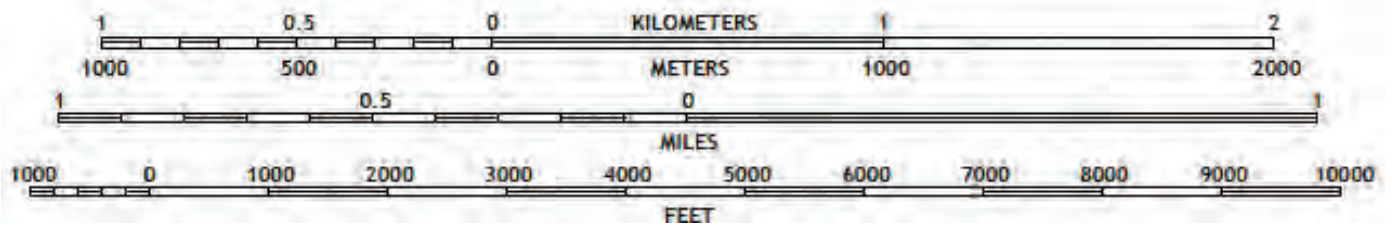


5AM4079_2.jpg: Looking southeast at 5AM.4079 from Clermont St. (January 24, 2020)





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- Determined Eligible- NR
 - Determined Not Eligible- NR
 - Determined Eligible- SR
 - Determined Not Eligible- SR
 - Need Data
 - Contributes to eligible NR District
 - Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4080**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Columbine Pipe & Tube Co.**
6. Current building name: **Cornerstone Coatings**
7. Building address: **6121 Clermont St., Commerce City, CO**
8. Owner name and address: **Kummer Investments LLC, 4475 E. 74th Ave., Suite 201, Commerce City, CO 80022-1495**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
 _____ ¼ of NE _____ ¼ of SE _____ ¼ of NW _____ ¼ of section 7
10. UTM reference
 Zone **13 S**; 505525 mE 4406408 mN
11. USGS quad name: Commerce City
 Year: **2019** Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): 1 Block: 1
 Addition: McCallin Subdivision First Filing Year of Addition: 2005
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SUB:MCCALLIN SUBDIVISION FIRST FILING BLK:1 LOT:1." The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 1.39-acre property.**

III. Architectural Description

14. Building plan (footprint, shape): **Rectangular**
15. Dimensions in feet: Length 160 x Width 120
16. Number of stories: **2**
17. Primary external wall material(s): **Metal**

Resource Number: **5AM.4080**

18. Roof configuration: **Gabled**
19. Primary external roof material: **Metal**
20. Special features: **None**
21. General architectural description: **This building is a two-story metal clad building with a rectangular plan and gabled roof. The property consists of three bays, each with an east-facing gabled roof. The south bay has a series of rectangular openings with multi-light fixed windows and an entrance under a metal canopy with a metal and glass door. The center and north bay each have a large opening with an overhead garage door and a metal canopy above.**
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Asphalt parking lot surrounds building, mature tree at southeast corner, wood fence along south side of building**
24. Associated buildings, features, or objects: **None**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1958 Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Unknown**
Source of information: **Adams County Clerk and Recorder**
29. Construction history (include description and dates of major additions, alterations, or demolitions):
According to the Adams County Assessor, the two southernmost buildings were constructed around 1958. The third (north) building section was added in 1978.
30. Original location X Moved _____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction: Industrial Storage**
32. Intermediate use(s):
33. Current use(s): **Industry/Processing/Extraction**
34. Site type(s): **Industrial**
35. Historical background: **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. 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. 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.

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. According to the Adams County Assessor, the two southernmost building sections were constructed around 1958, and one of the early businesses operating from the property was Columbine Pipe & Tube Co. in 1964. By 1975, Allen Machinery Co. occupied the building. The north building section was added in 1978. Several different businesses leased the property over the following decades, including Construction Machinery, Lightning Venture and the present occupant, Cornerstone Coatings.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

Bresser's Cross-Index Directory of Greater Denver. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

"Colorado Greyhound Racing Flourished Before Casinos, Pro Sports." *Denver Post*, August 9, 2011.

Colorado Secretary of State. "Business Organizations." Accessed March 2020 - February 2021; available from <https://www.sos.state.co.us/pubs/business/businessHome.html>.

Resource Number: 5AM.4080

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No X Date of designation: ___

Designating authority:

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

X Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National ___ State ___ Local ___

42. Statement of significance: **This property, which is comprised of a metal warehouse building on a 1.39-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property may be associated with patterns of industrial development in Commerce City; however, it was built near the end of the primary post-World War II commercial and industrial development in the area. It is not known to be associated with any other important historical trends in the area, so it would not be eligible under Criterion A. The property is not associated with persons important to our past and is not eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular type, period, or method of construction and is, therefore, not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

Resource Number: **5AM.4080**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ___ Not Eligible **X** Need Data _

45. Is there National Register district potential? Yes ___ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4080_1.jpg, 5AM4080_2.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **February 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

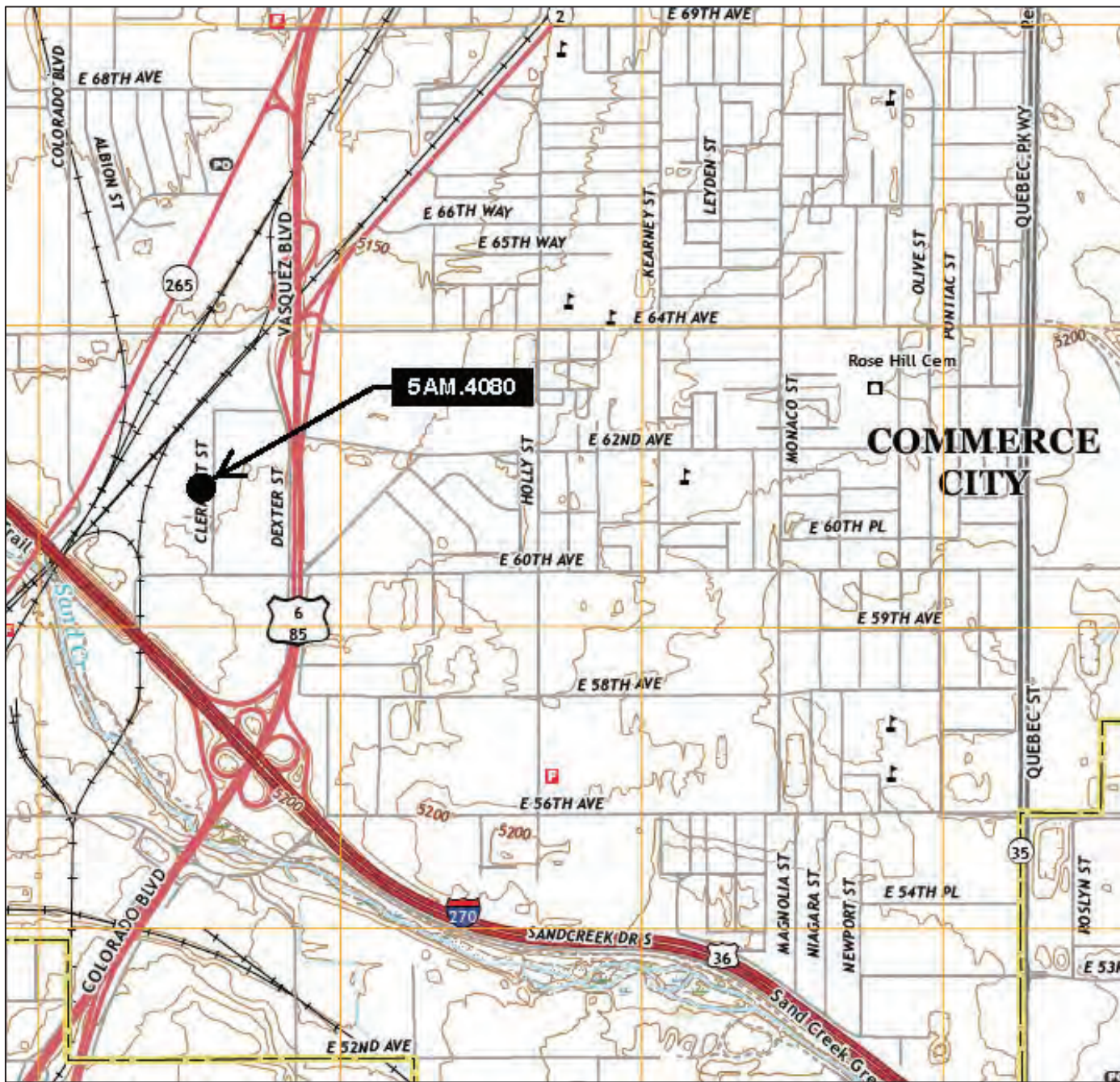


5AM4080_1.jpg: Looking west at 5AM.4080 from Clermont St. (January 24, 2020)

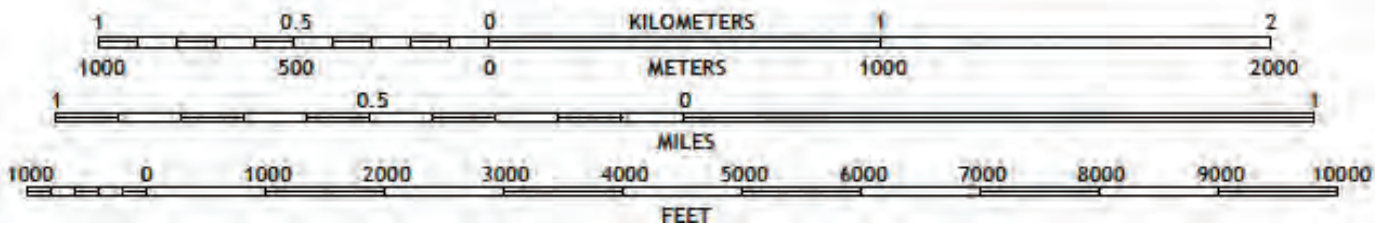


5AM4080_2.jpg: Looking northwest at 5AM.4080 from Clermont St. (January 24, 2020)





SCALE 1:24 000



COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

- Date _____ Initials _____
- _____ Determined Eligible- NR
 - _____ Determined Not Eligible- NR
 - _____ Determined Eligible- SR
 - _____ Determined Not Eligible- SR
 - _____ Need Data
 - _____ Contributes to eligible NR District
 - _____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: **5AM.4083**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Unknown**
6. Current building name: **McCallin Real Estate/Steel Storage Systems/McCallin Diversified Industries**
7. Building address: **6301 Dexter St., Commerce City, CO**
8. Owner name and address: **McCallin Real Estate LLC, 6301 Dexter St., Commerce City, CO 80022-3128**

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W
_____ ¼ of NE ¼ of NE ¼ of NW ¼ of section 7
10. UTM reference
Zone **13 S**; **505764** mE **4406740** mN
11. USGS quad name: Commerce City
Year: **2019** Map scale: 7.5' X 15' Attach photo copy of appropriate map section.
12. Lot(s): 1 Block: 1
Addition: Steel Storage Systems Inc. Subdivision Year of Addition: 1998
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SUB:STEEL STORAGE SYSTEMS INC BLK:1 LOT:1." The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 1.66-acre property.**

III. Architectural Description

14. Building plan (footprint, shape): **Irregular**
15. Dimensions in feet: Length 200 x Width 103
16. Number of stories: **1**
17. Primary external wall material(s): **Brick, metal**
18. Roof configuration: **Flat**

Resource Number: **5AM.4083**

19. Primary external roof material: **Unknown**
20. Special features: **None**
21. General architectural description: **The building is a two-story brick building with a rectangular footprint and a flat roof that has a one-story brick addition. The brick addition serves as the office and main entrance and is located at the east end of the larger building's south side. A large opening with a metal-framed multi-light window is located at the addition's east end. The main entrance is located to the west and consists of a metal-framed glass entry door with sidelights and a series of three fixed-light transoms. A large opening immediately to the west of the entrance has a large, fixed, 16-light, metal-framed window. Corrugated metal fills in the space between the top of each opening and the roof. A concrete band runs along the foundation. The two-story portion of the building is divided into seven bays, with the five westernmost divided with brick pilasters. A large opening with an overhead garage door is located in the bay that is second from the west end. The second story has a series of 10 tall, rectangular openings with 10-light windows evenly spaced across.**
22. Architectural style/building type: **Modern Movement**
23. Landscaping or special setting features: **Corner lot, mowed grass and mature trees/vegetation along southeast corner of property, asphalt parking lot to west of office building**
24. Associated buildings, features, or objects: **Metal warehouse building with rectangular plan (202' x 132') and gabled roof**

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1956 Actual: _____
Source of information: **Adams County Assessor**
26. Architect: **Unknown**
Source of information:
27. Builder/Contractor: **Unknown**
Source of information:
28. Original owner: **Unknown**
Source of information: **Adams County Clerk and Recorder**
29. Construction history (include description and dates of major additions, alterations, or demolitions): **A large, metal-clad rear addition with a flat roof and no openings was built in 1996. Windows were replaced on the south and east sides of the one-story office portion, and corrugated metal was applied above the windows.**
30. Original location Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): **Industry/Processing/Extraction: Industrial Storage**

Resource Number: **5AM.4083**

32. Intermediate use(s):
33. Current use(s): **Industry/Processing/Extraction**
34. Site type(s): **Industrial**
35. Historical background: **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. 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. 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.**

Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. 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. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. 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 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. 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 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.

Due to COVID-19 closures, information about the building's history is limited. The building was constructed around 1956 as a two-story building with an office. In 1996, a sizeable rear addition was constructed on the two-story portion as storage for the building's use at the time as a steel manufacturing plant. Building permits go back to 1988 and show that Steel Storage Systems, Inc. was the owner of the building at that time. That company was associated with Timberline Industries and John L. McCallin.

John Leo McCallin was born in Denver on November 27, 1918 and lived in a house on South Grant Street with his parents and five siblings. He began his career in 1938 as a clerk with the Silver Engineering Company. He served in the U.S. Navy during World War II. In 1958, he co-founded Steel, Inc., a family-owned steel processor based in Commerce City. McCallin served as Chairman of

Timberline Industries, which was associated with several entities 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. According to the company's website, Steel Storage Systems has been in business since 1964 and 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. The company's presence is in Colorado, Wyoming, Idaho, Utah, New Mexico, Kansas, and Nebraska.

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. The division acquired Denver-based Southern Supply in 1999, creating the largest distributor in the region stocking plastic and metal piping, valves, pumps, tanks, and accessories. In 2002, Plastics Inc. moved to 6195 Clermont Street and shared that property with Timberline Fasteners. Five years later, Folsom purchased Plastics Inc. then moved to 6121 Clermont St. in 2015. The property at 5701 Dexter St. was acquired by Plastics Inc. in 2017, doubling the warehouse and yard space with an eye on future growth.

In addition to his business dealings, McCallin served as a member of the Denver Housing Authority for 10 years and was on the board of directors for Steel Service Center Institute for 15 years. McCallin was living in Scottsdale, Arizona when he died on February 26, 2006 at the age of 87. His son, Dan McCallin, had been serving as president and CEO of Timberline Steel. Around the time of his death, the company was in the process of being acquired by O'Neal Steel, a Birmingham, Alabama company. At that time, Timberline had 100 workers and had grown to three additional locations: Grand Junction, Pueblo, and Farmington, New Mexico. O'Neal Steel was a much larger company with more than 60 locations and 3,500 employees; they also already owned Metalwest, a Denver-based subsidiary that sells flat-rolled steel. The acquisition was finalized on February 21, just five days before the elder McCallin's passing. In a statement posted at the time on the company's website, Dan McCallin reassured clients that "Although our ownership has changed, many things have not...I will remain as president and CEO, and my management team will remain in place." McCallin Real Estate continues to own other properties in the area, including 4407 E. 60th Ave. and 6245 Clermont St. Steel Storage Systems was also listed as the owner of the property at 6255 Dexter St. in the 1980s. Until 2018, it also owned 6300 Clermont St. and leased the property to R&S Steel and Intsel Steel West.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Resource Number: 5AM.4083

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

Bresser's Cross-Index Directory of Greater Denver. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

Colorado Real Estate Journal. "Flywheel Capital Buys Commerce City Industrial Building." Accessed February 2021; available from <https://crej.com/news/flywheel-capital-buys-commerce-city-industrial-building/>.

Colorado Secretary of State. "Business Organizations." Accessed March 2020 - February 2021; available from <https://www.sos.state.co.us/pubs/business/businessHome.html>.

Find a Grave. Find a Grave. Accessed March 2021; available from <http://www.findagrave.com/cgi-bin/fg.cgi>.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

Horan & McConaty. "Obituary for John L. McCallin." Accessed January 2021; available from <https://www.horancares.com/printnotice/john-l-mccallin/1o-/0c/0q/0d/0b>.

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984

Plastics Inc. "About Us." Accessed January 2021; available from <https://www.plasticsinc.com/about-us.html>.

Steel Storage Systems. Accessed January 2021; available from <https://steelstorage.com>.

Timberline Fasteners. Accessed January 2021; available from <http://timberlinefasteners.com>.

"Timberline Steel Sold to Alabama Company." *Denver Business Journal*, April 12, 2006.

U.S. Census Bureau. 1910, 1920, 1930, and 1940 Federal Census. Accessed March 2020 - March 2021; available from www.Ancestry.com.

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

U.S. World War II Draft Card, John Leo McCallin. Accessed March 2021; available from www.Ancestry.com.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No Date of designation: ____

Designating authority:

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

Resource Number: **5AM.4083**

- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.
- Qualifies under Criteria Considerations A through G (see Manual)
- Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National State Local

42. Statement of significance: **This property, which is comprised of a brick warehouse building on a 1.66-acre lot, is located in an area of Commerce City that was historically rural commercial and industrial. The property was built during the early years of the post-World War II period of development in the area and may be associated with that pattern of development in Commerce City; however, the original owner/occupant and their operations are not known. The size and scale of the original building would have been related to an operation much smaller than surrounding multi-parcel and multi-building properties with significance in the development of that period. It is not known to be associated with any other important historical trends in the area; therefore, it is likely not eligible under Criterion A. Although associated with John L. McCallin, the property does not appear to be significantly linked to him or his early business operations and developments. It is not eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction. A large metal addition on the rear of the building was constructed in the 1990s that does not compliment the Modern Movement style of the original building and was built well outside of the period of significance for the original owner/occupant. The property would, therefore, not be eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible Not Eligible Need Data

45. Is there National Register district potential? Yes No Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

If there is National Register district potential, is this building: Contributing Noncontributing

Resource Number: **5AM.4083**

46. If the building is in existing National Register district, is it: Contributing ____ Noncontributing ____

VIII. RECORDING INFORMATION

47. Photograph numbers: **5AM4083_1.jpg, 5AM4083_2.jpg, 5AM4083_3.jpg,**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64th Ave.**

49. Date(s): **December 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4083_1.jpg: Looking northwest at 5AM.4083 from Dexter St. (January 24, 2020)



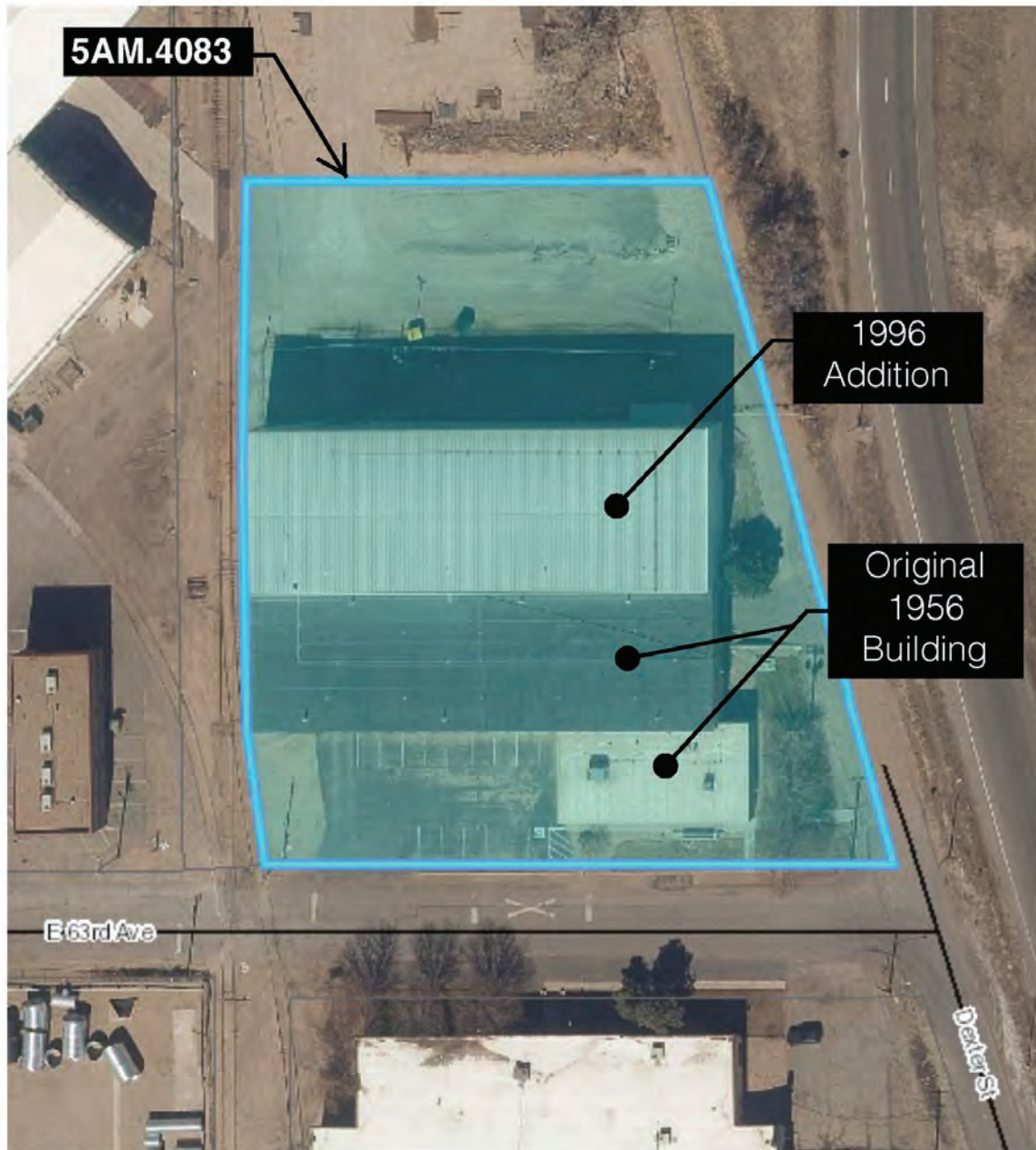
5AM4083_2.jpg: Looking northeast at 5AM.4083 from E. 63rd Ave. (January 24, 2020)

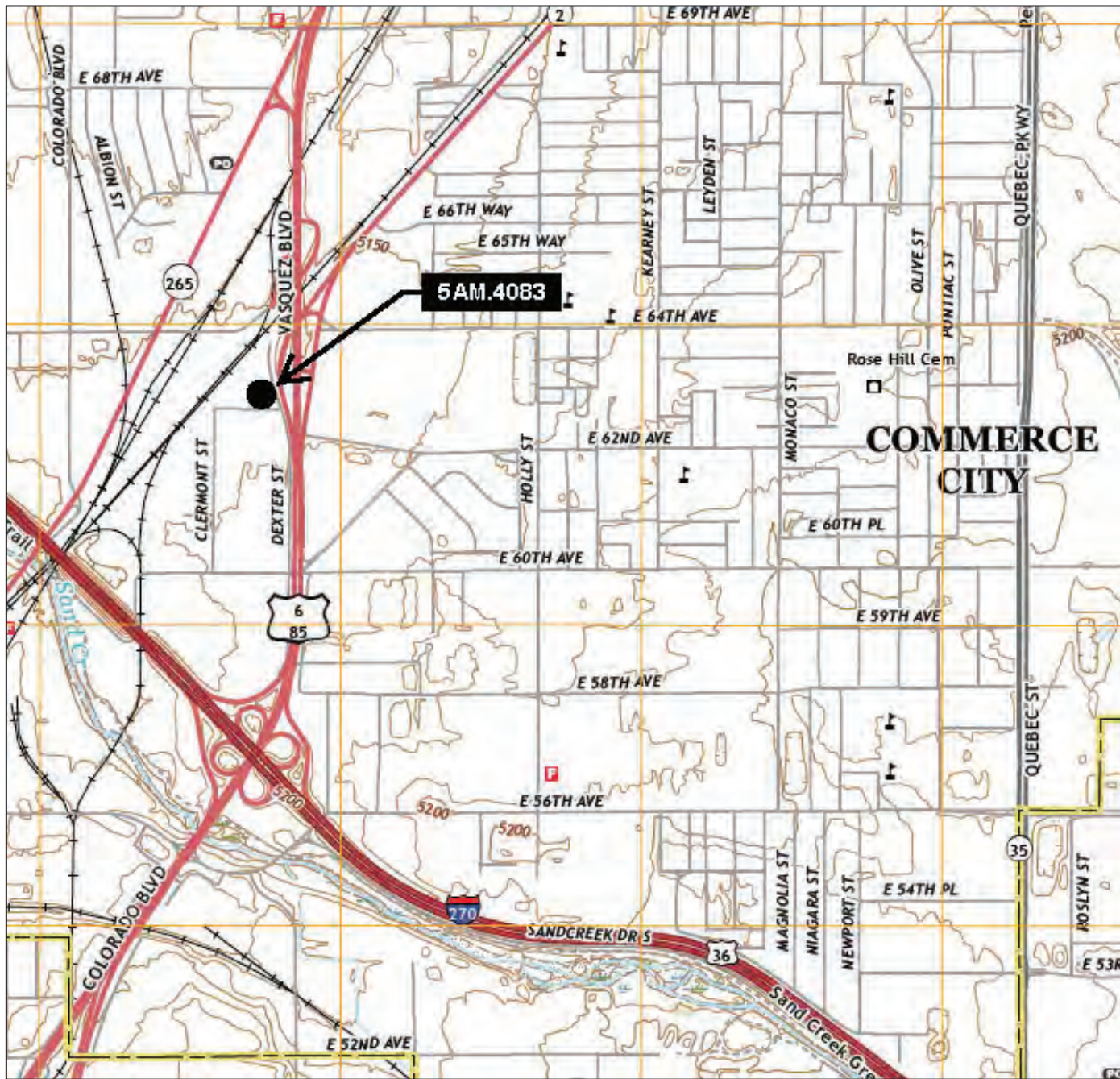


5AM4083_3.jpg: Looking north at 5AM.4083 from E. 63rd Ave. (January 24, 2020)

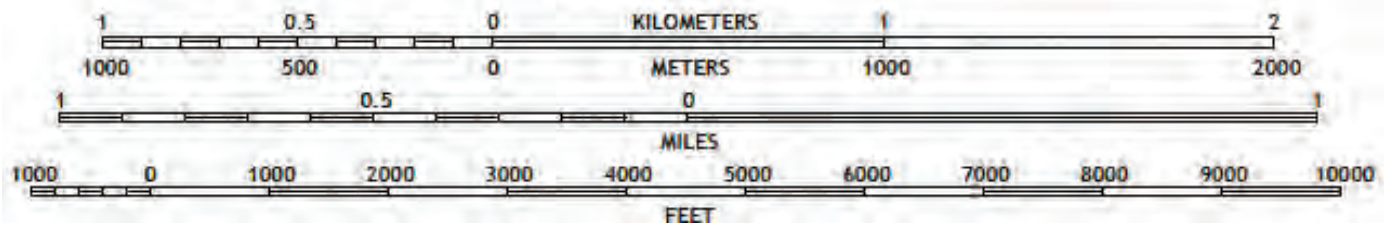


Image of property from the Adams County Assessor (date unknown)





SCALE 1:24 000



Attachment C.

SHPO Consultation on Effects Determinations and Section 4(f)

Colorado Department of Transportation

Historic Section 4(f) De Minimis Use Clearance Form

COOT Request for De Minimis Finding

Based upon the information provided and this analysis below, COOT believes that the Section 4(f) use of this property is considered de minimis as defined in 23 CFR 774.17.

Vanessa Halladay

Digitally signed by Vanessa
Halladay
Date: 2022.06.23 08:58:30 -06'00'

Vanessa Halladay, Environmental Manager
COOT Region 1

Date

FHWA De Minimis Finding

STEPHANIE p GIBSON

Digitally signed by STEPHANIE P
GIBSON
Date: 2022.07.15 16:56:12 -06'00'

for John M. Cater, PE
Division Administrator
FHWA Colorado Division

Date

Project Information

Date: June 23, 2022	Region: 1
Project Title: Vasquez Blvd. (US 6): 1-270 to 64th Ave.	Project Location: Commerce City, Adams County
Project Number: STU NHPP 00GA-069	Project Route: Vasquez Blvd. (US 6)
Lead Agency: FHWA	NEPA Class: N/A
Project Description: This project is early in the design process; if the design should substantively change, COOT will coordinate the changes with your office. The project includes intersection improvements at Vasquez Blvd. (U.S. Highway 6) and E 62nd Ave. and at Vasquez Blvd. and E 60 th Ave. In order to improve turning movements and traffic flow at the complicated E 60 th Ave. intersection, the project will add new local road connections on the west side of the intersection, as described in the enclosed materials. Additional improvements will be made to Parkway Dr., Dexter St., and Dahlia St. as well as the addition of water quality ponds.	

Resource Information

Section 4(f) Resource: Pepper Tank Co./Plastics Inc. 5AM.4047 D For historic, check box if clearing multiple properties and attach table.	Type of 4(f) Resource: Historic Property
--	--

De Minimis Documentation:

- 1. Describe the Section 4(f) property and the attributes and features that qualify it for Section 4(f) protection;**

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

- 2. Describe the impacts to the Section 4(f) property, and why they are considered *de minimis* as defined by 23 CFR 774.17. Include all avoidance, minimization and mitigation or enhancement measures.**

The project includes a new roadway alignment along the north property boundary, with minimal effects to the eligible Pepper Tank Co./Plastics Inc. (5AM.4047), after efforts to minimize and avoid impacts to the property during the Section 106 process. The project will require one ROW acquisition measuring approximately 400 SF and one TE measuring approximately 1,000 SF from the Pepper Tank Co./Plastics Inc. (5AM.4047) property 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 6 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 St., the two properties at the south end of Dexter St. 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.

- 3. For historic resources, attach Section 106 Documentation. Include SHPO concurrence with project-level findings (Determinations of Eligibility and Findings of Effect) and Programmatic Agreement Memos for archaeological resources. Also include the letter to SHPO notifying them of *de minimis*.**

- a. Date of SHPO written concurrence of No Adverse Effect determination:**

June 3, 2022

- b. Date of COOT *de minimis* notification:**

June 23, 2022

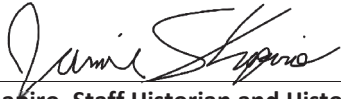
Attach all required documentation as described above.

Colorado Department of Transportation

Section 4(f) Historic Transportation Facilities Exception

[23 CFR 774.13(a)] Clearance Form

Based upon the information provided and this analysis, CDOT understands that this project's effect from the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the National Register, as described below, satisfies the conditions set forth in 23 CFR 774.13(a).



Jamie Shapiro, Staff Historian and Historic 4(f) Specialist
CDOT Region 1

June 23, 2022

Date

Project Information

Date: June 23, 2022	Region: 1
Project Title: Vasquez Blvd. (US 6): I-270 to 64th Ave.	Project Location: Commerce City, Adams County
Project Number: STU NHPP 006A-069	Project Route: Vasquez Blvd. (US 6)
Lead Agency: FHWA	NEPA Class: N/A
Project Description: This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. The project includes intersection improvements at Vasquez Blvd. (U.S. Highway 6) and E. 62nd Ave. and at Vasquez Blvd. and E. 60th Ave. In order to improve turning movements and traffic flow at the complicated E. 60th Ave. intersection, the project will add new local road connections on the west side of the intersection, as described in the enclosed materials. Additional improvements will be made to Parkway Dr., Dexter St., and Dahlia St. as well as the addition of water quality ponds.	

Resource Information

Section 4(f) Resource: US 6 Segment (5AM.3924.3)	Type of 4(f) Resource: Historic Site
Official with Jurisdiction: SHPO	
Resource Function/Significance: 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.

Impact to 4(f) Resource: 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 Blvd. will be widened by approximately 22 feet near the Highway 2 off-ramp to allow for intersection improvements at 64th and 62nd Avenues. At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62nd Ave. traffic. The northbound lanes of Vasquez Blvd. will be shifted slightly to the east to accommodate changes at the intersection. A multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60th Ave. At the intersection with 60th Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Drive to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60th Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60th Ave.

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62nd Ave. No ROW acquisitions or easements will be needed in that section. At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that would be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. 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 60th Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Dr. to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60th Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60th Ave.

Mitigation Applicable to Resource: NA

Historic Transportation Facilities Exception Conditions:

- (1) The Administration concludes, as a result of the consultation under 36 CFR 800.5, that such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register; and**

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.

(2) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion above.

CDOT made a determination of No Adverse Effect in a letter dated May 11, 2022 and the SHPO concurred in a letter dated June 3, 2022. CDOT also coordinated the project with the City of Commerce City and Adams County. Commerce City responded and stated that they have no comments and no response was received from Adams County.

Form prepared by: Jamie Shapiro, Staff Historian and Historic 4(f) Specialist, CDOT Region 1

Attach Official with Jurisdiction Concurrence

Send form to FHWA Area Engineer and FHWA Environmental Manager



History Colorado

Ms. Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
2829 W. Howard Pl., 4th Floor
Denver, Colorado 80204

RE: Assessment of Effects, Section 4(f) Notification
Vasquez Boulevard US 6): 1-270 to 64th Avenue NEPA and Design Vasquez
Blvd.: 1-270 to 64th Ave. Project), Commerce City, Adams County
CDOT Project No. STU NHPP 006A-069, SA#22922
History Colorado No. 80982

Dear Ms. Hann:

Thank you for your correspondence dated May 11, 2022, which our office received on May 12, 2022, regarding consultation for the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project and agree the revised area of potential effect (APE) is appropriate for the undertaking. We provided comments regarding determinations of eligibility for fourteen (14) individual properties on March 1, 2022. We concur the undertaking as described will result in **no historic properties affected** regarding 5AM.4046, 5AM.4071, 5AM.4072, 5AM.4073, 5AM.4074, 5AM.4075, 5AM.4076, 5AM.4077, 5AM.4079, 5AM.4080, and 5AM.4083. We also concur the undertaking as described will result in **no adverse effect** to 5AM.3924.3, 5AM.4047, and 5AM.4078.

Lastly, we acknowledge FHWA may use a de minimis finding for 5AM.4078 and the **transportation facilities exemption** for US Highway 6 (5AM.3924) for the undertaking to comply with Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and its implementing regulations (23 CFR Part 774).

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR §60.4) in consultation with our office pursuant to 36 CFR §800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

E+I History Colorado

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or mitchell.schaefer@state.co.us.

Sincerely,

Patrick A. Edman

Digitally signed by Patrick A. Edman
Date: 2022.06.03 13:25:14 -06'00'

Dawn DiPrince
State Historic Preservation Officer



COLORADO
Department of Transportation

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

May 11, 2022

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

Re: Determinations of Section 106 Effects, 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 effects under Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) for the Vasquez Boulevard US 6): I-270 to 64th Ave. Project in Commerce City. The project will include federal funding from the Federal Highway Administration (FHWA). The Colorado Department of Transportation (CDOT) is serving as the lead agency for the Section 106 process. CDOT previously coordinated the APE and NRHP eligibility determinations with your office in a letter dated February 4, 2022. CDOT received agreement on the APE and concurrence on eligibility determinations in a letter signed March 1, 2022. See Appendix A. Previous Consultation in the enclosed Effects Report.

Consultant historian, Miniello Consulting, developed the enclosed Determinations of Effects and Historic 4(f) Report (Effects Report) for this project. The report provides background on the project, summarizes the APE and eligibility determinations, provides a brief summary of effects at non-historic properties, and provides a detailed review of project effects at historic properties. This letter provides a high-level summary.

Project Description

This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. See enclosed Effects Report for a complete project description. Project improvements include:

- New water quality ponds
- Vasquez and 62nd intersection improvements, including:
 - Vasquez Blvd. widened within right-of-way (ROW) to add an additional southbound left turn lane onto 62nd Ave.
 - Existing barrier will be changed to a median to allow for left turns out of 62nd Ave.
 - New configuration reduces one lane onto Highway 2, and the other turn lane becomes a forced right turn onto 62nd Ave.
 - New traffic signal, which will give southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp continuous green time without stopping at the signal for 62nd Ave. traffic.
- Vasquez Blvd./60th Ave./Parkway Dr. intersection improvements, including:
 - No left turn allowed from Parkway Dr. to southbound Vasquez Blvd. or 60th Ave. One lane will be removed, with the other becoming a right only lane onto northbound Vasquez Blvd.
 - Right turn lane on 60th Ave. to Vasquez Blvd. will be extended
 - Existing multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60th Ave.
- New local roads to relieve intersections, including:

- A connector road between Clermont St. and Dexter St. consisting of two lanes, each measuring 12 feet wide, curb and gutter along the road, and a sidewalk on both sides measuring 5 feet wide.
- A connector road between 60th Ave. and Dexter St. consisting of two lanes, each measuring 12 feet wide, curb and gutter along the road, and a sidewalk on one side of the road measuring 5 feet wide. This road requires approximately 400 square feet (SF) of ROW acquisition and a 1,000 SF temporary easement (TE) at the northeast corner of 5701 Dexter Street (5AM.4047).

Previous Consultation and Area of Potential Effects (APE)

CDOT defined the APE and made determinations of eligibility in a letter sent to your office on February 4, 2022. SHPO agreed to this APE and concurred with eligibility determinations in a letter signed March 1, 2022. Since that consultation, the APE has changed slightly. Near the intersection of Vasquez Blvd. and 62nd Ave., the APE is shifting several feet to the east along Highway 2 and several feet to the north along 62nd Ave. This shift is occurring to accommodate proposed work within the right-of-way (ROW) for improvements at and around that intersection, including access to the former Greyhound Park along the north side of 62nd Ave. The APE is shown in **Figure 2** in the enclosed Effects Report.

As part of the prior consultation, CDOT identified 13 historic architectural resources (two previously evaluated) and one linear resource. OAHHP site forms were completed for each of these resources that were not previously evaluated. Two properties had been previously evaluated: 5AM.4046 (Officially Not Eligible, March 2021) and 5AM.4047 (Officially Eligible, March 2021). Of the 14 resources within the APE, 11 were found not eligible, two were found eligible, and one linear resource, US 6, was found non-supporting of an overall eligible resource.

Determination of Effects

A brief summary of effects findings is delineated below. As noted above, CDOT previously determined 11 resources at least 45 years of age within the APE to be individually NRHP not eligible. CDOT determines that the project results in a no historic properties affected determination for these properties, as shown in Table 1.

Table 1. No Historic Properties Affected

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

Within the APE, CDOT determined one of the newly surveyed historic architectural resources to be NRHP-eligible (5AM.4078), and one previously surveyed resource is eligible (5AM.4078). 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.

Table 2. Section 106 Determinations of Effects for NRHP Eligible Properties

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

The enclosed Effects Report includes detailed information and illustrations regarding the effects of the proposed improvements on all surveyed resources, with particular attention paid to the three eligible resources.

Section 4(f) De Minimis Notification

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 requires special consideration when a potential project requires the use of park and recreation lands, wildlife and waterfowl refuges, and/or historic sites is identified during transportation project development. The law is implemented by the FHWA through the regulation 23 CFR 774. Section 4 f) de minimis impact involves the use of a Section 4(f) property that is generally minor in nature, results in a determination of no adverse effects or no historic properties affected under the Section 106 process.

This project requires ROW purchase and an easement at 5701 Dexter S., Pepper Tank Co./Plastics, Inc. (5AM.4078). As described in the enclosed report, CDOT makes a determination that the project will result in **no adverse effects** to this property. Therefore, a Section 4(f) de minimis will be applied in this case. The SHPO has been notified of the FHWA’s intent to make a de minimis impact determination, and the FHWA will consider the views of any consulting parties participating in the Section 106 consultation.

Section 4(f) Transportation Facilities Exception

The finding of **no adverse effects** under Section 106 for US 6 reflects CDOT's finding that this project will not "alter directly or indirectly any of the characteristics of [the] historic properties that qualify the properties for listing in the NRHP in a manner that would 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, FHWA may apply the Historic Transportation Facility exception for such facilities with a new use proposed by a transportation project. FHWA intends to apply the Historic Transportation Facilities Exception to US 6.

Summary

We are concurrently sending this information and the enclosed effects report 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 any changes to the project's effects resulting from updated designs with your office and with consulting parties.

At this time, we request your concurrence with the effects determinations 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

Enclosed: Determination of Effects and Historic Section 4(f)



Section 106 Review - CDOT Vasquez Improvements 22922

Wasinger, Stacy - CD <swasinger@c3gov.com>
To: "Shapiro - CDOT, Jamie" <jamie.shapiro@state.co.us>

Tue, May 31, 2022 at 1:39 PM

Good afternoon Jamie,

We've reviewed the materials and Commerce City Planning has no comment on the proposal. If you have any questions or need anything else, please just let me know.

Thanks, have a good afternoon,

Stacy



Stacy Wasinger, AICP | City Planner

7887 E. 60th Ave. | Commerce City, CO 80022

(303) 286-4874 | swasinger@c3gov.com

From: Timms, Steve - CD <stimms@c3gov.com>
Sent: Thursday, May 12, 2022 9:27 AM
To: Wasinger, Stacy - CD <swasinger@c3gov.com>
Subject: FW: Section 106 Review - CDOT Vasquez Improvements 22922

From: Shapiro - CDOT, Jamie <jamie.shapiro@state.co.us>
Sent: Thursday, May 12, 2022 6:35 AM
To: Timms, Steve - CD <stimms@c3gov.com>; jgrafton@adcogov.org

Cc: Ryer - CDOT, Basil <basil.ryer@state.co.us>; Austin Curry - CDOT <austin.curry@state.co.us>
Subject: Section 106 Review - CDOT Vasquez Improvements 22922

Good Morning,

I am contacting you as consulting parties under Section 106 of the National Historic Preservation Act, for comments regarding effects to historic properties resulting from CDOT's proposed improvements to Vasquez Blvd, as described in the attached letter and report.

Please email comments no later than **June 13, 2022**. If you do not have comments, please reply to help us expedite this process. If we do not hear from you within this 30 day period, we will assume you have no comments.

Let me know if you have any questions.

Thank you,

Jamie

--

Jamie Shapiro


Staff Historian, Region 1 Planning & Environmental

[Redacted signature]

[Quoted text hidden]

2 attachments

 **Vasquez Blvd NEPA (22922)_Determination of Effects and 4(f) Report.pdf**
2881K

 **CP_EffectsLetter_22922_VasquezBlvd_051122.pdf**
171K



COLORADO
Department of Transportation

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

May 11, 2022

Jenni Grafton
Director, Adams County Community & Economic Development
4430 S. Adams County Parkway 1st Floor, Suite W2000
Brighton, CO 80601

Steve Timms
Planning Manager, Commerce City
7887 E. 60th Ave.
Commerce City, CO 80022

Re: Determinations of Section 106 Effects, 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. Grafton and Mr. Timms,

This letter and the enclosed attachments constitute a request for comments on effects under Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) for the Vasquez Boulevard US 6): I-270 to 64th Ave. Project in Commerce City. The project will include federal funding from the Federal Highway Administration (FHWA). The Colorado Department of Transportation (CDOT) is serving as the lead agency for the Section 106 process. CDOT previously coordinated the APE and NRHP eligibility determinations with your office in a letter dated February 4, 2022. CDOT received agreement on the APE and concurrence on eligibility determinations in a letter signed March 1, 2022. See Appendix A. Previous Consultation in the enclosed Effects Report.

Consultant historian, Miniello Consulting, developed the enclosed Determinations of Effects and Historic 4(f) Report (Effects Report) for this project. The report provides background on the project, summarizes the APE and eligibility determinations, provides a brief summary of effects at non-historic properties, and provides a detailed review of project effects at historic properties. This letter provides a high-level summary. We are contacting you as consulting parties.

Project Description

This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. See enclosed Effects Report for a complete project description. Project improvements include:

- New water quality ponds
- Vasquez and 62nd intersection improvements, including:
 - Vasquez Blvd. widened within right-of-way (ROW) to add an additional southbound left turn lane onto 62nd Ave.
 - Existing barrier will be changed to a median to allow for left turns out of 62nd Ave.
 - New configuration reduces one lane onto Highway 2, and the other turn lane becomes a forced right turn onto 62nd Ave.
 - New traffic signal, which will give southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp continuous green time without stopping at the signal for 62nd Ave. traffic.
- Vasquez Blvd./60th Ave./Parkway Dr. intersection improvements, including:

- No left turn allowed from Parkway Dr. to southbound Vasquez Blvd. or 60th Ave. One lane will be removed, with the other becoming a right only lane onto northbound Vasquez Blvd.
- Right turn lane on 60th Ave. to Vasquez Blvd. will be extended
- Existing multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60th Ave.
- New local roads to relieve intersections, including:
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Previous Consultation and Area of Potential Effects (APE)

CDOT defined the APE and made determinations of eligibility in a letter sent to your office on February 4, 2022. SHPO agreed to this APE and concurred with eligibility determinations in a letter signed March 1, 2022. Since that consultation, the APE has changed slightly. Near the intersection of Vasquez Blvd. and 62nd Ave., the APE is shifting several feet to the east along Highway 2 and several feet to the north along 62nd Ave. This shift is occurring to accommodate proposed work within the right-of-way (ROW) for improvements at and around that intersection, including access to the former Greyhound Park along the north side of 62nd Ave. The APE is shown in *Figure 2* in the enclosed Effects Report.

As part of the prior consultation, CDOT identified 13 historic architectural resources (two previously evaluated) and one linear resource. OAHP site forms were completed for each of these resources that were not previously evaluated. Two properties had been previously evaluated: 5AM.4046 (Officially Not Eligible, March 2021) and 5AM.4047 (Officially Eligible, March 2021). Of the 14 resources within the APE, 11 were found not eligible, two were found eligible, and one linear resource, US 6, was found non-supporting of an overall eligible resource.

Determination of Effects

A brief summary of effects findings is delineated below. As noted above, CDOT previously determined 11 resources at least 45 years of age within the APE to be individually NRHP not eligible. CDOT determines that the project results in a no historic properties affected determination for these properties, as shown in Table 1.

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5AM.4075	4545 E. 60 th Ave. (Western Filter Co.)	1967	Not Eligible (2022)	No Historic Property Affected
5AM.4076	4407 E. 60 th Ave. (Colorado Machinery & Supply Co.)	1965	Not Eligible (2022)	No Historic Property Affected

		1956/57	Not Eligible (2022)	No Historic Property Affected
5AM.4079	6290 Clermont St. (Comtech Engineered Solutions)	1962	Not Eligible (2022)	No Historic Property Affected
5AM.4080	6121 Clermont St. (Columbine Pipe & Tube Co.)	1958	Not Eligible (2022)	No Historic Property Affected
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Within the APE, CDOT determined one of the newly surveyed historic architectural resources to be NRHP-eligible (5AM.4078), and one previously surveyed resource is eligible (5AM.4078). 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.

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The enclosed Effects Report includes detailed information and illustrations regarding the effects of the proposed improvements on all surveyed resources, with particular attention paid to the three eligible resources.

Summary

At this time, we request your comments on the effects determinations outlined above. Please respond within 30 days, no later than June 13, 2022, or we will assume you have no comments. Please respond if you have no comments, to assist us in expediting our process. 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

Enclosed: Determination of Effects and Historic Section 4(f)

**Asquesz Boulevard (US 6): I-270 to 64th Avenue
NEPA and Design**

Project number: 22922

Determination of Effects and Historic Section 4(f) Report

Prepared for:
Colorado Department of Transportation, Region 1



&

David Evans and Associates, Inc.



Prepared by:
risti H. Miniello, M.S.
Miniello Consulting, LLC



May 2022

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Figure 9: Cross section of proposed Vasquez lanes

Figure 10: Proposed work adjacent to 5AM.4047

Figure 12: Proposed work near 5AM.4078

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

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. 64^h Avenue and E. 52nd 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, 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 Blvd./E. 62nd Ave. and Vasquez Blvd./E. 60^h 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.

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.

1.1 Project Description

The 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. 62nd Ave., as well as its intersection with E. 60^h Ave., Parkway Dr., Dexter St., and Dahlia St. The APE includes Vasquez Blvd. from just south of the I-76 interchange to just north of the I-270 interchange. The APE follows the alignment of Vasquez Blvd. in the northern portion, while the southern portion is generally bounded between Clermont St. on the west and Grape Dr. on the east. It contains multiple roads, as well as commercial and industrial properties that date from around 1937 through 2017. See Section 1.3 for 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 Blvd. corridor from E. 64^h Ave. to E. 58^h Ave. Transportation improvements are needed to address:

Safety

- The most common crash types experienced along Vasquez Blvd., 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 Blvd./60^h Ave. intersection are higher than expected for similar facilities.
- Crashes at the Vasquez Blvd./60^h Ave. 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 Blvd. in the study area create an environment that is not conducive to safe and comfortable multi-modal movements.

Operations

- Drivers along Vasquez Blvd. experience substantial delays and queues during commuter peak periods. A bottleneck with congestion and long queues regularly occurs at the Vasquez Blvd./60^h Ave. intersection.
- Congestion at the Vasquez Blvd./60^h Ave. intersection and along Vasquez Blvd. is expected to worsen by 2040 with longer recurring periods of delay and longer queues.
- The Vasquez Blvd. 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 Blvd./60^h Ave. intersection impact vehicular access to the local street network and adjacent area businesses.

Multi-modal Connectivity

- Mobility for pedestrians and bicyclists is impeded by the lack of adequate pedestrian and bicyclist connections along and across Vasquez Blvd. and the intimidating nature of the Vasquez Blvd./60^h Ave. intersection.
- Vasquez Blvd. 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 Blvd./62nd Ave. and Vasquez Blvd./60^h Ave. intersections, the local street network, and multi-modal facilities as described on the following pages (shown on Figures 1 and 2). In addition, the project will include permanent water quality ponds, the locations of which are still undergoing analysis and will be confirmed during final design. The three potential locations for the ponds are shown on Figures 1 and 2. There are two existing ponds on the north side of the property at 4540 60^h Ave. that will be impacted by extending the right turn lane on 60^h Ave., and they will be replaced just south of their current location. Moving the two ponds requires replacing an existing driveway as shown on Figure 2. Ponds will not be placed in any area other than one of those potential locations, and the APE takes into account all possibilities (see Figures 1 and 2).

1.3.2 Vasquez Blvd./62nd Ave.

Currently, the intersection is a continuous T intersection. Vasquez Blvd. consists of four lanes in each direction, with the right two northbound lanes directing traffic onto Highway 2. A median separates the northbound and southbound lanes of Vasquez Blvd. 62nd Ave. 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 Blvd./62nd Ave.:

- Create new intersection of Vasquez Blvd. and 62nd Ave.
 - Vasquez Blvd. widened to add an additional southbound left lane onto 62nd Ave.
 - Left turn lane added on Vasquez in and out of 62nd Ave., requiring slight widening of Vasquez Blvd. within right-of-way (ROW)
 - Existing barrier will be changed to a median to allow for left turns out of 62nd Ave.
- New configuration reduces one lane onto Highway 2, and the other turn lane becomes a right turn must turn right onto 62nd Ave.
- An existing right turn from Highway 2 to Vasquez north of the intersection will be maintained with widening of Vasquez Blvd. within the ROW.
- New traffic signal will be included with intersection improvements to provide movements restricted from Parkway Dr. to Vasquez Blvd.
- Traffic signal will provide full access to/from 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 will have continuous green time without stopping at the signal for 62nd Ave. traffic.
- 62nd Ave. 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 Blvd., one for right turn onto northbound Vasquez Blvd., and one for right turn onto the northbound Highway 2 ramp

1.3.3 Vasquez Blvd./60th Ave./Parkway Dr.

Vasquez Blvd. 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 Blvd. East of the intersection, 60^h Ave. consists of one through lane in each direction, one right turn lane and two left turn lanes onto Vasquez Blvd., and curb and gutter and sidewalk on both sides. West of the intersection, 60^h Ave. consists of one through lane in each direction, as well as one right turn lane and one left turn lane onto Vasquez Blvd. Parkway Dr. consists of two through/turn lanes entering the intersection and two lanes traveling northeast.

The project includes the elements listed below for the Vasquez Blvd./60^h Ave. intersection:

- No left turn allowed from Parkway Dr. to southbound Vasquez Blvd. or 60^h Ave. One lane will be removed, with the other becoming a right only lane onto northbound Vasquez Blvd.
 - All inbound movements to Parkway Drive remain open as exists now.
- All inbound movements from Vasquez Blvd./60^h Ave. 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 60^h Ave.
- Right turn lane on 60^h Ave. to Vasquez Blvd. will be extended
- Improvements will be made to the Vasquez Blvd. median near 60^h Ave.
- Existing multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60^h Ave.
- Driveways on 60^h Ave., Parkway Dr., and frontage roads remain as exists.

1.3.4 Local Road Connections

Due to the changes in the direct connections for the west side frontage road (Dexter St.) at the Vasquez Blvd./60^h Ave. intersection, new and improved local road connections are included in the project.

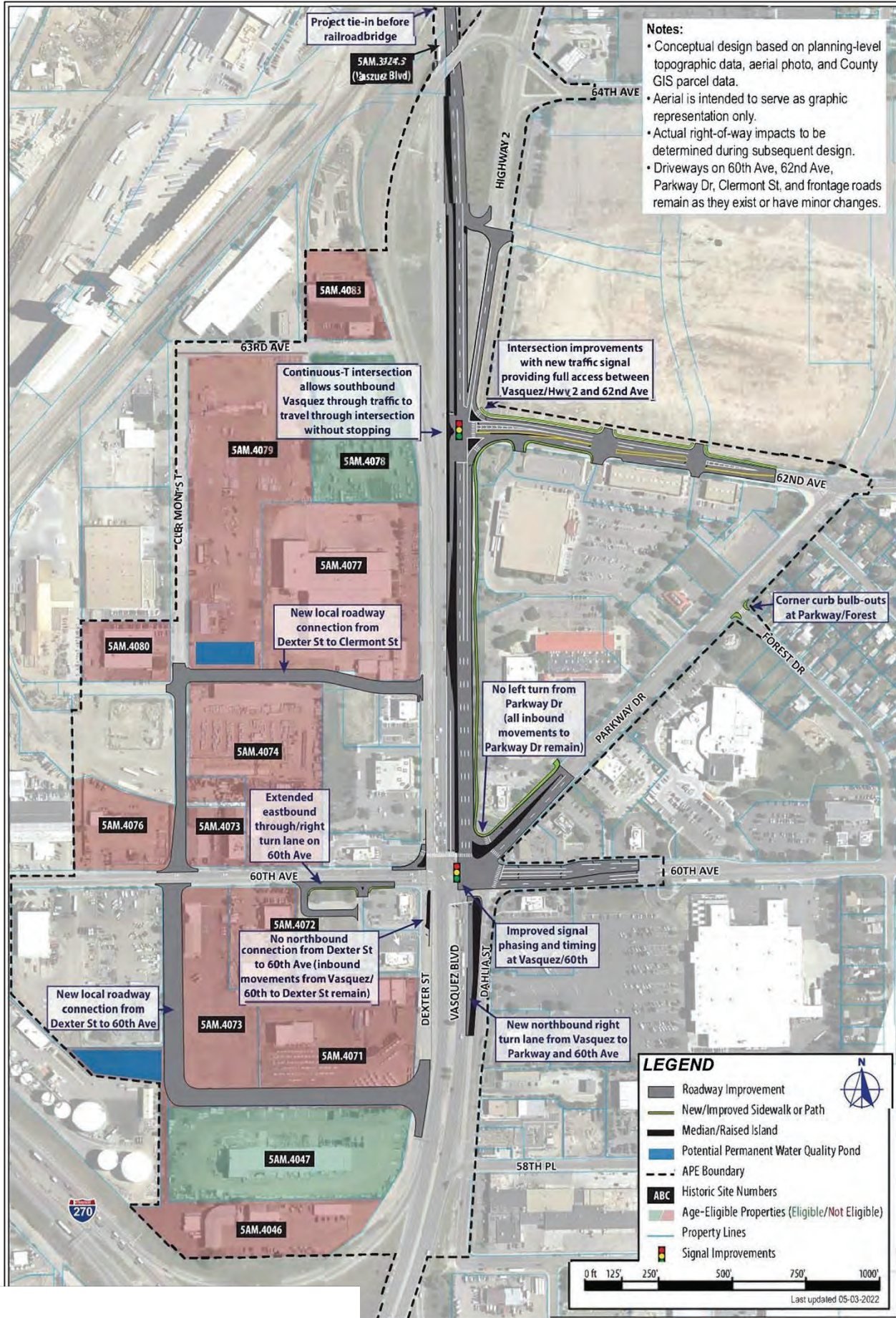
- These will maintain and improve access for vehicular, truck, and multi-modal access to the properties located west of Vasquez Blvd. between approximately 63rd Ave. and 58^h Ave.
- Alignments for new local road connections (Figures 2, 6, 7) best meet project goals by optimizing local vehicular circulation and operations along 60^h Ave.
 - The connector road between Clermont St. and Dexter St. 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 5 feet wide. Driveways will be provided to adjacent properties, with locations to be determined.
 - The connector road between 60^h Ave. and Dexter St. 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 5 feet wide, direct stormwater runoff, and replacement of an existing fence in-kind on the north side of 5701 Dexter St. 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 Blvd./60^h Ave. intersection in order to maintain continuous local access and provide alternate traffic routes.



Figure 1: Overall project and APE, north panel



Notes:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Actual right-of-way impacts to be determined during subsequent design.
- Driveways on 60th Ave, 62nd Ave, Parkway Dr, Clermont St, and frontage roads remain as they exist or have minor changes.

LEGEND

- Roadway Improvement
- New/Improved Sidewalk or Path
- Median/Raised Island
- Potential Permanent Water Quality Pond
- APE Boundary
- Historic Site Numbers
- Age-Eligible Properties (Eligible/Not Eligible)
- Property Lines
- Signal Improvements

2.0 Previous 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). See Appendix A.

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 (as illustrated in Figures 1 and 2). In the project area near the intersection of Vasquez Blvd. and 62nd Ave., the APE shifted several feet to the east along Highway 2 and several feet to the north along 62nd Ave. The shift occurred in order to accommodate proposed work within the right-of-way (ROW) for the improvements at and around that intersection, including access to the former Greyhound Park property along the north side of 62nd Ave. 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:

ite Number	Address
5AM.4046	5699 Dexter St.
5AM.4071	5901 Dexter St.
5AM.4072	4540 E. 60 th Ave.
5AM.4073	4500 E. 60 th Ave.
5AM.4074	4701 E. 60 th Ave.
5AM.4075	4545 E. 60 th Ave.
5AM.4076	4407 E. 60 th Ave.
5AM.4077	6101 Dexter St.
5AM.4079	6290 Clermont St.
5AM.4080	6121 Clermont St.
5AM.4083	6301 Dexter St.

Table 1: NRHP Not Eligible Resources

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

ite Number	Address	roperty Name
5AM.3924.2	US 6	Vasquez Blvd.
5AM.4047	5701 Dexter St.	epper Tank Co./Plastics Inc.
5AM.4078	6255 Dexter St.	Clermont Realty Co./Steel Inc./Hooper Corp.

Table 2: NRHP Eligible Resources

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**.

ite Number	Address	HP Eligibility	Effect Determination
5AM.4046	5699 Dexter St.	ot Eligible	No Historic Properties Affected
5AM.4071	5901 Dexter St.	ot Eligible	No Historic Properties Affected
5AM.4072	4540 E. 60 th Ave.	ot Eligible	o Historic Properties Affected
5AM.4073	4500 E. 60 th Ave.	ot Eligible	o Historic Properties Affected
5AM.4074	4701 E. 60 th Ave.	ot Eligible	o Historic Properties Affected
5AM.4075	4545 E. 60 th Ave.	ot Eligible	o Historic Properties Affected
5AM.4076	4407 E. 60 th Ave.	ot Eligible	o Historic Properties Affected
5AM.4077	6101 Dexter St.	ot Eligible	No Historic Properties Affected
5AM.4079	6290 Clermont St.	ot Eligible	o Historic Properties Affected
5AM.4080	6121 Clermont St.	ot Eligible	o Historic Properties Affected
5AM.4083	6301 Dexter St.	ot Eligible	No Historic Properties Affected

Table 3: Effect Determinations for Resources Determined Not Eligible

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 Blvd. will be widened by approximately 22 feet near the Highway 2 off-ramp to allow for intersection improvements at 64^h and 62nd Avenues.

At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62nd Ave. traffic. The northbound lanes of Vasquez Blvd. will be shifted slightly to the east to accommodate changes at the intersection. A multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60^h Ave. (see Figure 3 below and Figures 4-8 on the following pages).

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

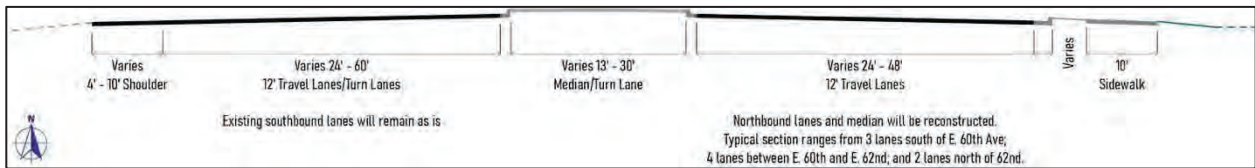
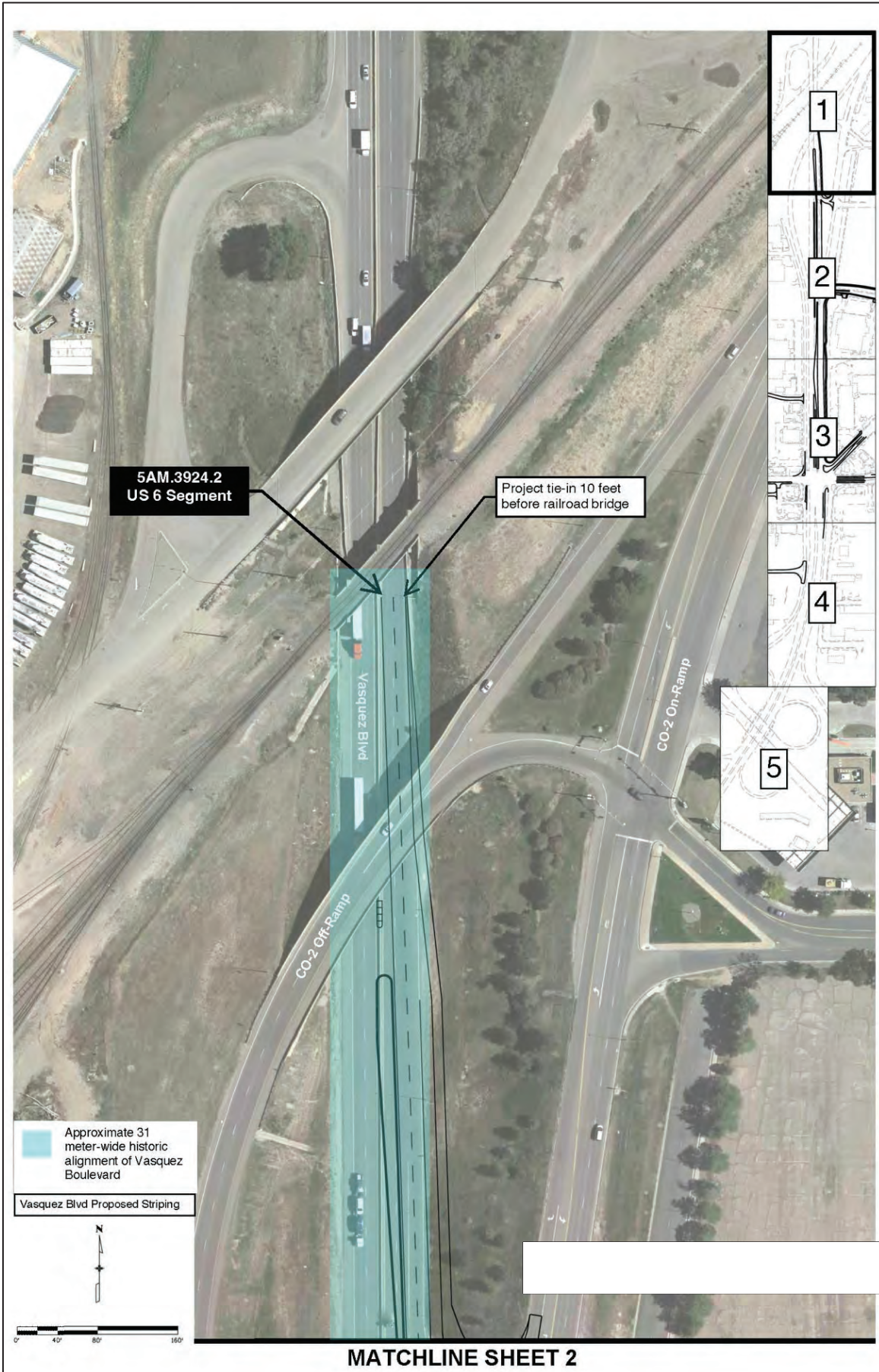
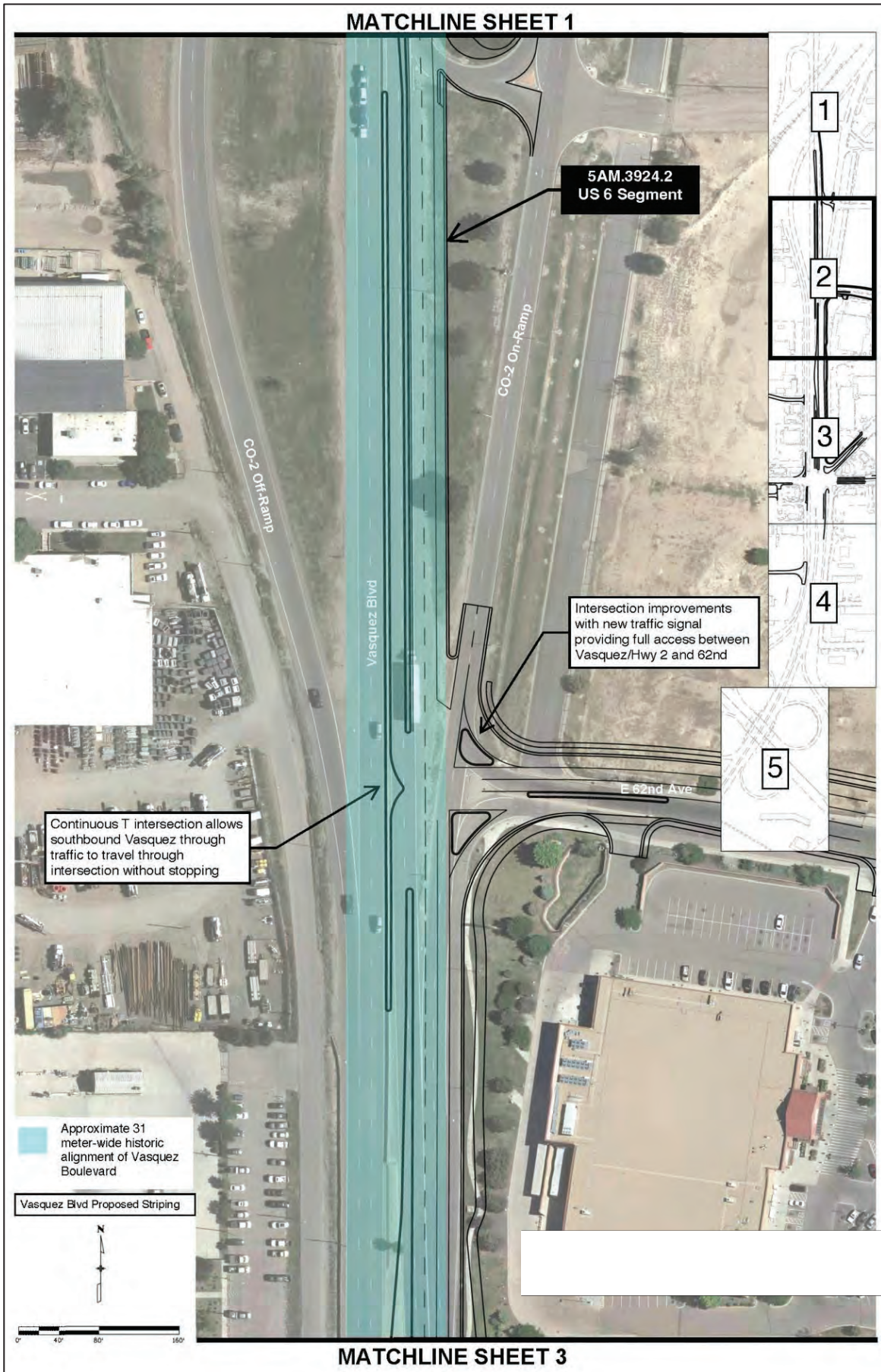
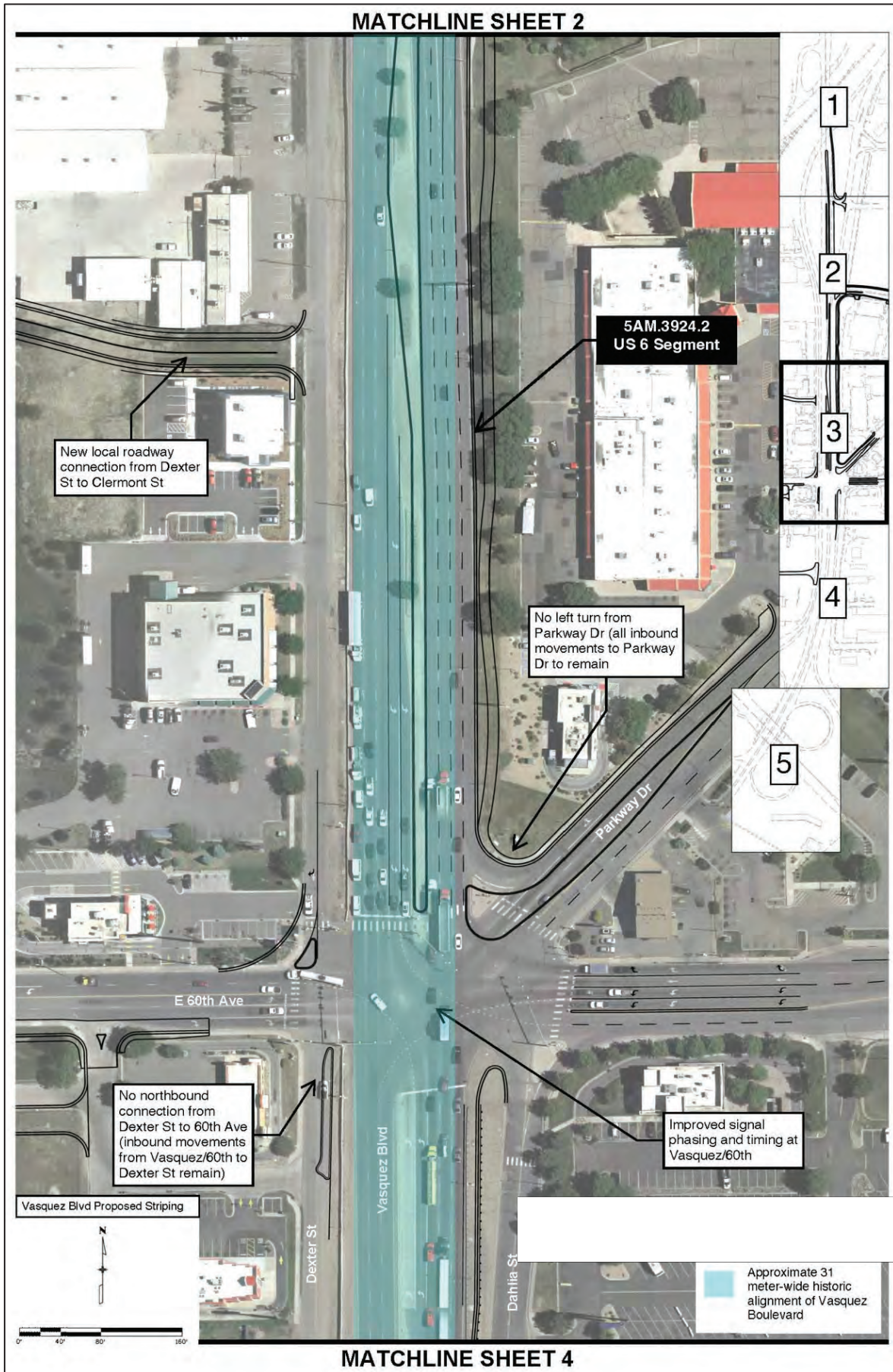
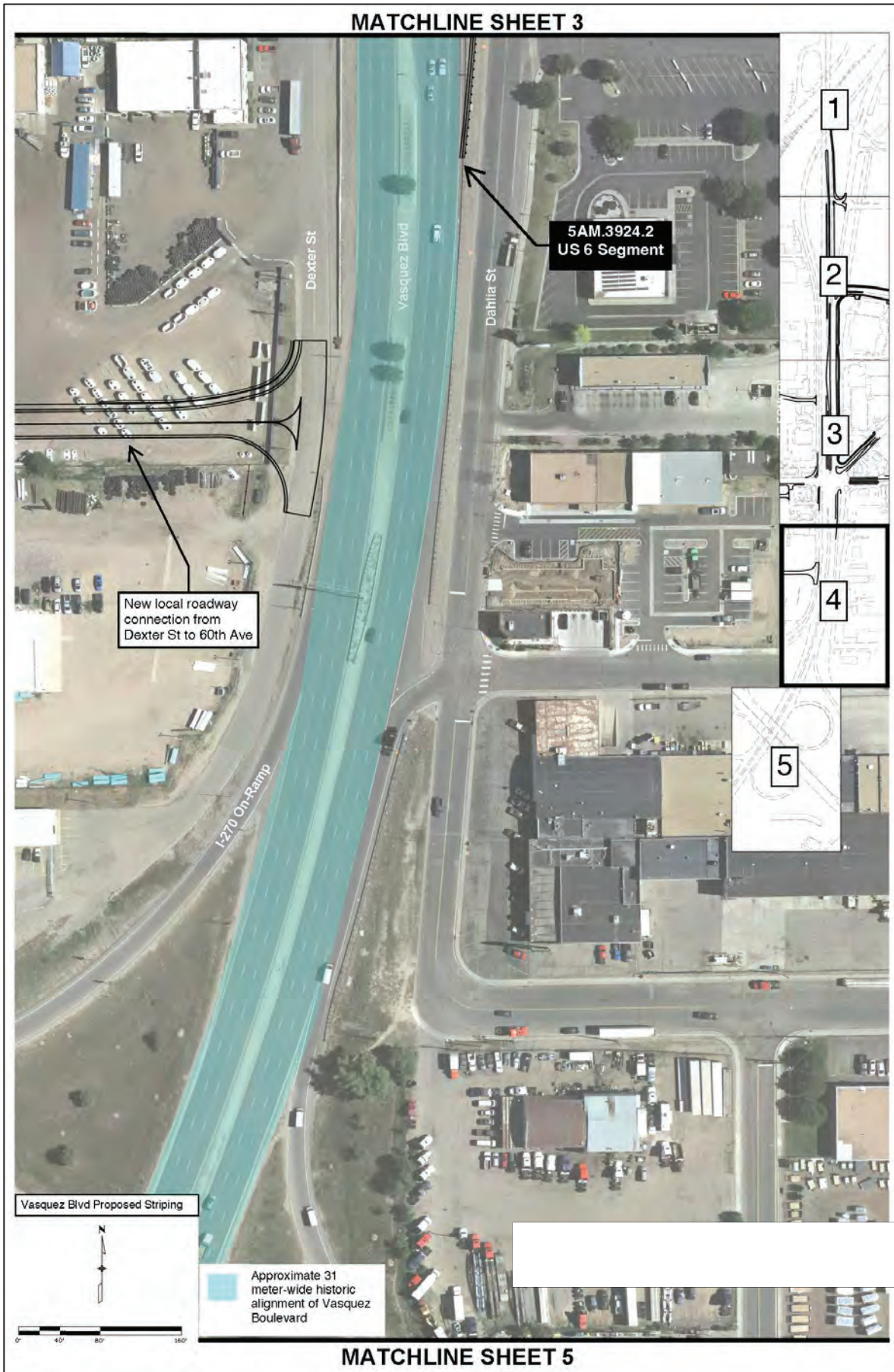


Figure 3: Cross section of proposed Vasquez lanes









MATCHLINE SHEET 4



Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62nd Ave. No ROW acquisitions or easements will be needed in that section. At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that would be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. 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^h Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Dr. to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60^h Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60^h Ave.

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 St.)

Historical Summary

The Pepper Tank Co./Plastics, Inc. building at 5701 Dexter St. 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^h Ave. to Dexter St., and the alignment under consideration involved the road traveling south from 60^h Ave. through the western portion of the property and curving to the east through the southern portion of the property to connect to Dexter St. 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^h Ave. to the existing alignment of Dexter St. 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 (see 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 6 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 St., the two properties at the south end of Dexter St. (see Figure 11).

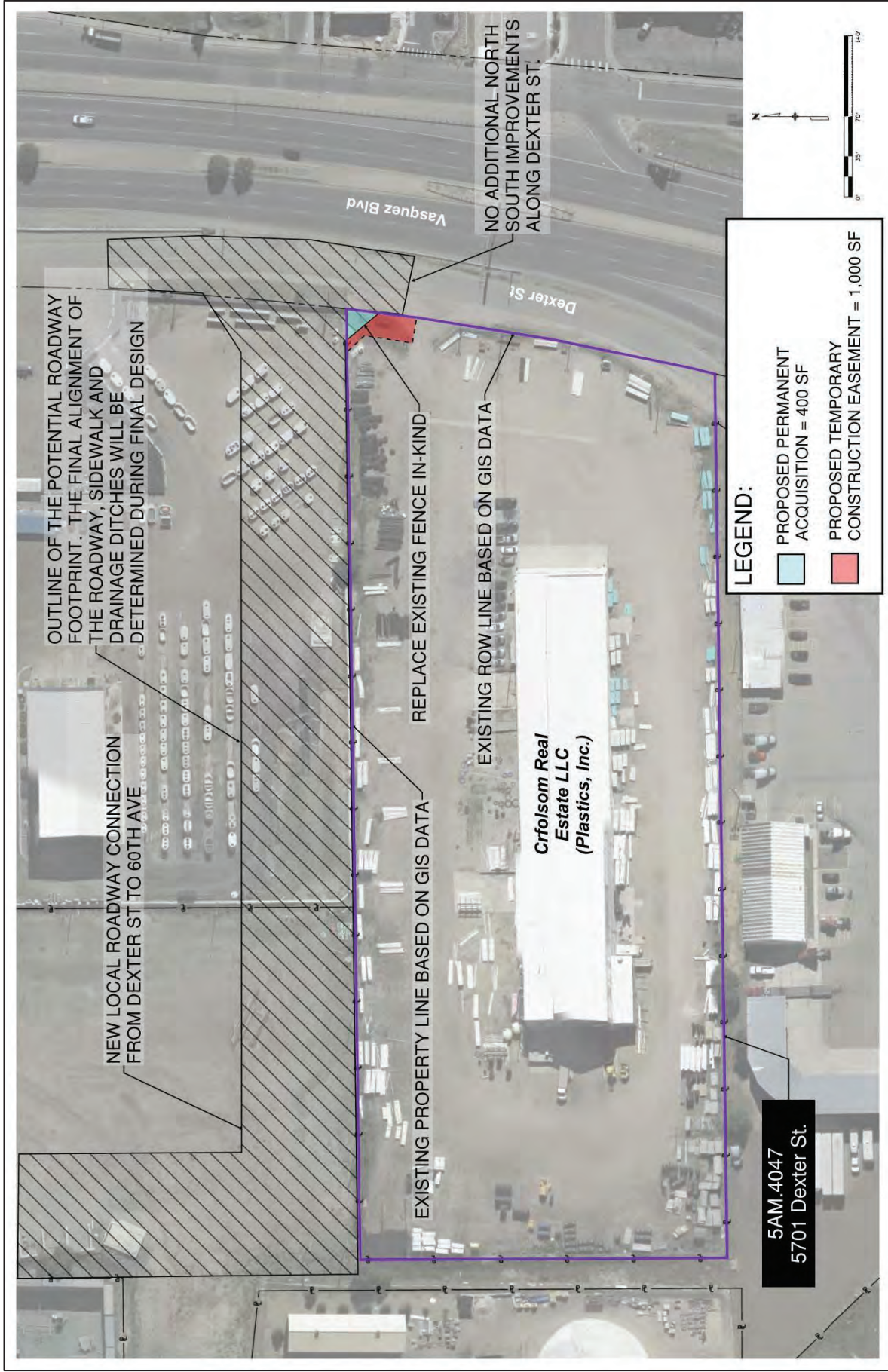


Figure 10: Proposed work adjacent to 5AM.4047

Section 106 Determination of Effects

As previously stated, the original alignment under consideration involved the road traveling south from 60th Ave. through the western portion of the property and curving to the east through the southern portion of the property to connect to Dexter St. 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 5 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 St.)

Historical Summary

The one-story brick commercial building at 6255 Dexter St. 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 62nd Ave. At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62nd Ave. traffic. The northbound lanes of Vasquez Blvd. 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 (see Figure 11 on the following page).

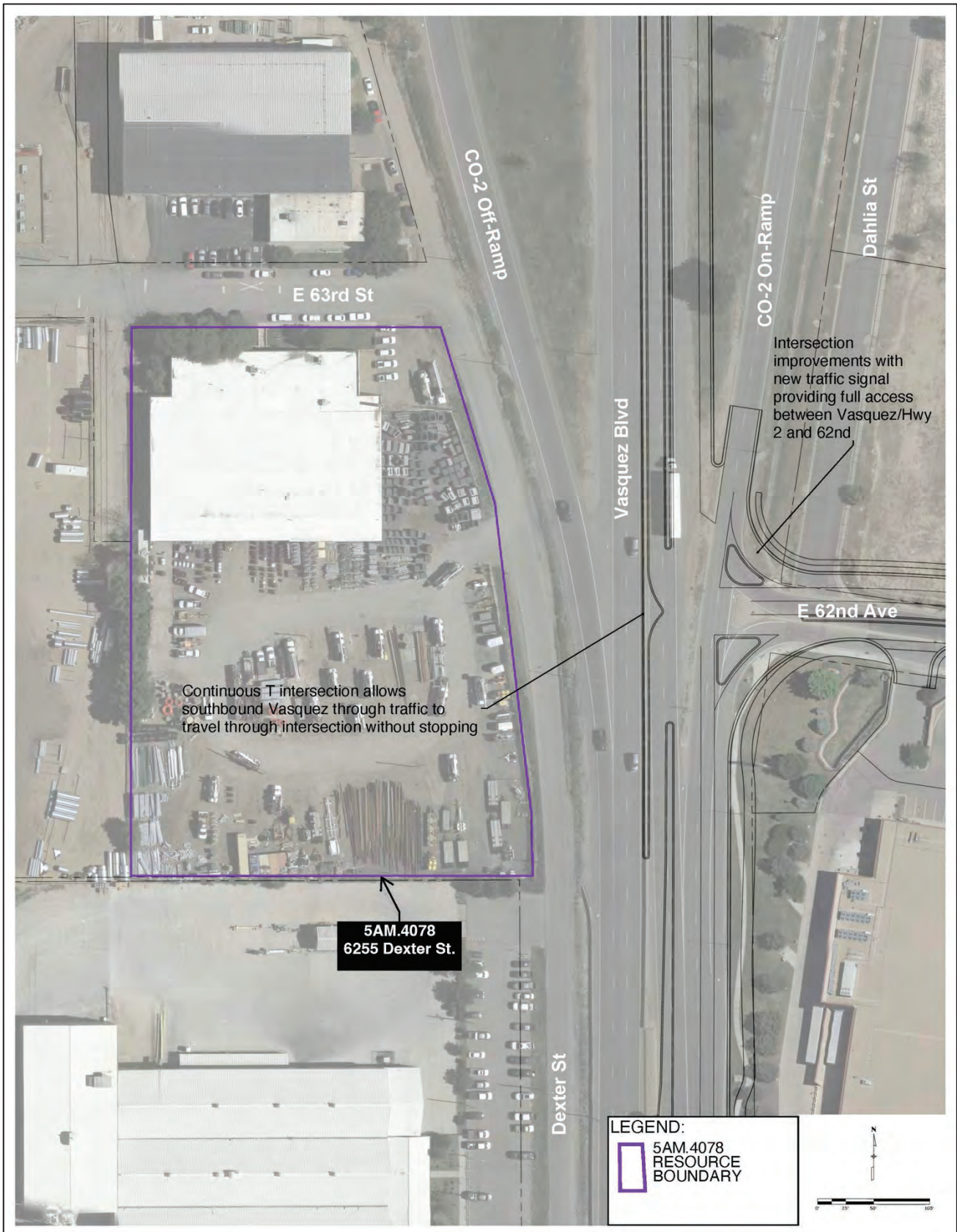


Figure 11: Proposed work near 5AM.4078

Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62nd Ave. 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 64th Avenue NEPA and Design Project” are as follows:

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

Table 4: Summary of Effects Determinations

Overall, 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.

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 Blvd./US 6).

Attachment D.

SHPO Concurrence on Eligibility and APE





History Colorado

Ms. Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
2829 W. Howard Pl., 4th Floor
Denver, Colorado 80204

RE: 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 No. STU NHPP 006A-069, SA#22922
History Colorado No. 80982

Dear Ms. Hann:

Thank you for your correspondence dated and received February 4, 2022, initiating consultation for the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project and agree the defined area of potential effect (APE) and survey methodology are appropriate for the undertaking. We also concur with your recommendations of eligibility regarding the following twelve (12) properties:

- 5AM.3924.3 – Does not support integrity of overall linear resource
- 5AM.4071 – Officially Not Eligible
- 5AM.4072 – Officially Not Eligible
- 5AM.4073 – Officially Not Eligible
- 5AM.4074 – Officially Not Eligible
- 5AM.4075 – Officially Not Eligible
- 5AM.4076 – Officially Not Eligible
- 5AM.4077 – Officially Not Eligible
- 5AM.4078 – Officially Eligible under Criterion C
- 5AM.4079 – Officially Not Eligible
- 5AM.4080 – Officially Not Eligible
- 5AM.4083 – Officially Not Eligible

We also acknowledge that past consultation (see HC#79271) determined the eligibility of the following two (2) properties:

- 5AM.4046 – Officially Not Eligible
- 5AM.4047 – Officially Eligible under Criterion C

We look forward to reviewing additional information in the near future to assess the undertaking's potential to affect historic properties.



History Colorado

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Determinations of National Register eligibility subject to this letter were made in consultation pursuant to the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR Part 800. Please note other Federal programs such as the National Register of Historic Places and the Federal Investment Tax Credit Program may have additional documentation and evaluation standards. Final determinations remain the responsibility of the Keeper of the National Register.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or mitchell.schaefer@state.co.us.

Sincerely,

Dr. Holly Kathryn Norton Digitally signed by Dr. Holly Kathryn Norton
Date: 2022.03.01 13:17:40 -07'00'

Dawn DiPrince
State Historic Preservation Officer

Colorado Department of Transportation

Historic Section 4(f) De Minimis Use Clearance Form

CDOT Request for *De Minimis* Finding

Based upon the information provided and this analysis below, CDOT believes that the Section 4(f) use of this property is considered *de minimis* as defined in 23 CFR 17.17.

Vanessa Halladay
Digitally signed by Vanessa Halladay
Date: 2022.06.23 08:58:30 -06'00'

Vanessa Halladay, Environmental Manager
CDOT Region 1

Date

FHWA *De Minimis* Finding

TEPHANIE P GIBSON
Digitally signed by STEPHANIE P GIBSON
Date: 2022.07.15 16:56:12 -06'00'

for John M. Cater, PE
Division Administrator
FHWA Colorado Division

Date

Project Information

Date: June 23, 2022	Region: 1
Project Title: Vasquez Blvd. (US 6): I-270 to 64th Ave.	Project Location: Commerce City, Adams County
Project Number: STU NHPP 006A-069	Project Route: Vasquez Blvd. (US 6)
Lead agency: FHWA	NEPA Class: N/A
Project Description: This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. The project includes intersection improvements at Vasquez Blvd. (U.S. Highway 6) and E. 62nd Ave. and at Vasquez Blvd. and E 60 th Ave. In order to improve turning movements and traffic flow at the complicated E. 60 th Ave. intersection, the project will add new local road connections on the west side of the intersection, as described in the enclosed materials. Additional improvements will be made to Parkway Dr., Dexter St., and Dahlia St. as well as the addition of water quality ponds.	

Resource Information

Section 4(f) Resource: Copper Tank Co./Plastics Inc. (5AM.4047) <input type="checkbox"/> For historic, check box if clearing multiple properties and attach table.	Type of 4(f) Resource: Historic Property
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De Minimis Documentation:

- 1. Describe the Section 4(f) property and the attributes and features that qualify it for Section (f) protection;**

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

- 2. Describe the impacts to the Section 4(f) property, and why they are considered de minimis as defined by 23 CFR 774.17. Include all avoidance, minimization and mitigation or enhancement measures.**

The project includes a new roadway alignment along the north property boundary, with minimal effects to the eligible Pepper Tank Co./Plastics Inc. (5AM.4047), after efforts to minimize and avoid impacts to the property during the Section 106 process. The project will require one ROW acquisition measuring approximately 400 SF and one TE measuring approximately 1,000 SF from the Pepper Tank Co./Plastics Inc. (5AM.4047) property 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 6 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 St., the two properties at the south end of Dexter St. 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.

- For historic resources, attach Section 106 Documentation. Include SHPO concurrence with project-level findings (Determinations of Eligibility and Findings of Effect) and Programmatic Agreement Memos for archaeological resources. Also include the letter to SHPO notifying them of de minimis.**

- a. Date of SHPO written concurrence of No Adverse Effect determination:**

June 3, 2022

- b. Date of CDOT de minimis notification:**

June 23, 2022

Attach all required documentation as described above.