Historic Resources Survey for the 88th Avenue: I-76 NB Interchange Ramps to Highway 2

Commerce City, Adams County, Colorado

November 2019

Commerce City

Colorado Department of Transportation, Region 1

COLORADO
Department of Transportation

This page intentionally left blank.

Historic Resources Survey for the 88th Avenue: I-76 NB Interchange Ramps to Highway 2

Commerce City

HDR
9781 S Meridian Blvd, Suite 400, Englewood, CO 80112-5936

TYPE OF WORK
Cultural Survey

PRINCIPAL INVESTIGATORS
Kathryn Plimpton

AUTHOR(S)
Alexandra Kosik
Diana Garnett

DATE: November 2019

This page intentionally left blank.

Abstract

The City of Commerce City in Adams County, Colorado, received federal funding from the Denver Regional Council of Governments to conduct design and environmental studies related to the widening of 88th Avenue between Interstate 76 (I-76) and Highway 2 (Hwy 2). The Colorado Department of Transportation (CDOT) administers the federally funded grant. HDR Engineering, Inc. (HDR) was contracted to provide design services as well as environmental and cultural resources review. HDR cultural resources staff conducted a historic resources survey for the proposed 88th Avenue: I-76 NB Interchange Ramps to Highway 2 Project (Project).

The proposed Project entails the reconstruction and partial realignment of 88th Avenue between I-76 and Hwy 2, as well as construction of a four-lane 88th Avenue bridge over O'Brian Canal, Quince Street, and the Union Pacific Railroad (UP). Improvements to 88th Avenue will generally expand the two-lane road to four lanes, incorporate a raised central median, and include a multi-use path on one side of the roadway and a sidewalk on the other side. Additional road improvements will occur along approximately 1,700 feet of Rosemary Street south of the 88th Avenue intersection, including construction of new turn lanes on Rosemary Street providing access to the 88 Drive-In Theater as well improving traffic flow off of and on to 88th Avenue. The total roadway distance comprised by the Project, including Rosemary Street improvements, is approximately 2 miles.

Cultural staff delineated an area of potential effects (APE) to identify any cultural resources having potential to be directly impacted by the Project, and to evaluate those properties for eligibility for the National Register of Historic Places (NRHP). Cultural staff, in coordination with CDOT, defined the APE, which is two-tiered and constitute the entire Project APE: (1) a primary tier, which includes those parcels with the potential for direct or indirect effects from the Project; and (2) a secondary tier comprised of parcels within a 500-foot noise buffer that was added onto the primary tier to account for properties that may be subject to farther-reaching noise effects of the Project. Cultural staff photographed properties in the noise buffer area (secondary tier) and treated them as eligible for the purposes of this investigation, but did not record them on site forms per discussions with CDOT and Commerce City.

Cultural staff identified a total of 48 built resources in the primary APE. Five previously surveyed linear segments are present in the APE: two overlapping segments of the Burlington Northern & Santa Fe Railroad (5AM.464.13 and 5AM.464.14); two separate segments of the O'Brian Canal and Burlington Ditch (5AM.477.13 and 5AM.477.8); and the Denver Pacific/Union Pacific Railroad (5AM.459.7). For the purposes of consistent and logical recording within this investigation, cultural staff resurveyed each of the previously recorded segments as part of four (one for each resource) newly-defined and expanded segments. With the exception of the Burlington Ditch, all surveyed segments are recommended eligible as supporting the overall eligibility of the respective linear resource. Cultural staff completed Management Data Forms (Form 1400) and Linear Component Forms (Form 1418), provided by the Office of Archaeology and Historic Preservation (OAHP), for the four segments. Cultural staff also recorded 88th Avenue as a linear resource (5AM.3996.1). In keeping with OAHP policy regarding NRHP

evaluation of linear resources, cultural staff assumed 88th Avenue to be eligible in its entirety for the purposes of this analysis and evaluated the surveyed segment within the Project APE for its ability to support this eligibility.

Of the five linear resources recorded, three—the two railroad segments and the canal segment—are recommended as supporting overall eligibility. The segments of both 88th Avenue (5AM.3996.1) and Burlington Ditch (5AM.465.19) within the project area are non-supporting of overall eligibility. In addition to these five linear resources, cultural staff identified and surveyed 43 historic properties in the primary APE. Of these 43 properties, six are recommended eligible for listing in the NRHP: 88 Drive-In Theater (5AM.3958); Irondale School (5AM.3975); 8705 Rosemary Street (5AM.3976; Wikiup Mobile Home Park (5AM.3990); the Basement house at 8686 Laurel Drive (5AM.3983); and the Quonset park at 8721 Xenia Street (5AM.3994). In total, 11 resources are found to be eligible within the Project APE, though two of those resources include non-supporting segments.

Additionally, cultural staff identified 15 historic-age resources in the noise buffer area (secondary tier), all of which are treated as eligible for the purposes of Section 106 of the National Historic Preservation Act (NHPA 1996, as amended in 2000). In total, 24 properties are considered eligible as a result of this investigation, though two of those resources include non-supporting segments.

Contents

Figures

Tables

Appendices

Abbreviations and Acronyms

APE	area of potential effects
BNSF	Burlington Northern & Santa Fe Railway
c.	circa
CB&Q	Chicago, Burlington and Quincy Railroad
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
DIA	Denver International Airport
DP	Denver Pacific Railroad
DRIC	Denver Reservoir Irrigation Company
E.	East
FHA	Federal Housing Administration
FRICo	Farmers Reservoir and Irrigation Company
HDR	HDR Engineering, Inc.
Hwy 2	Highway 2
I-25	Interstate 25
I-70	Interstate 70
I-76	Interstate 76
I-80S	Interstate 80 South
MHMA	Mobile Home Manufacturers Association
NB	northbound
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
PWA	Public Works Administration
ROW	right-of-way
SH 2	State Highway 2
SHPO	State Historic Preservation Office
UP	Union Pacific Railroad
US 6	U.S. Highway 6
US 40	U.S. Highway 40

US 85	US Highway 85
USGS	U.S. Geological Survey

This page intentionally left blank.

1 Introduction

HDR Engineering, Inc. (HDR) performed a historic resources survey for Commerce City's 88th Avenue: I-76 NB Interchange Ramps to Highway 2 Project (Project) in Adams County, Colorado (**Figure 1 - Figure 2**). This report presents the results of the survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of buildings and structures, conducted to comply with Section 106 of the National Historic Preservation Act (NHPA 1996, as amended in 2000) and its implementing regulations (36 Code of Federal Regulations [CFR] 800). The Colorado Department of Transportation (CDOT) will complete the required determination of effects for Section 106 compliance in a separate submittal.

The Project is located along East (E.) 88th Avenue, extending approximately 1.6 miles between the Interstate 76 (I-76) interchange northbound (NB) ramps on the west to Highway 2 (Hwy 2) on the east, and also extending approximately 1,700 feet south on Rosemary Street. The Project proposes to reduce congestion and improve performance and safety of the street and local access through the expansion of shoulders, medians, and sidewalks. The current at-grade Union Pacific Railroad (UP) crossing at 88th Avenue, located near the center of the Project area, will also be reconstructed and grade separated as part of a new 88th Avenue overpass spanning the O'Brian Canal, Quince Street, and the UP.

This report includes three appendices: Appendix A contains survey results maps; Appendix B contains photographic tables of all cultural resources identified in the Project area of potential effects (APE); and Appendix C contains Office of Archaeology and Historic Preservation (OAHP) site forms for all (48) surveyed properties in the APE.

Figure 1. Project location

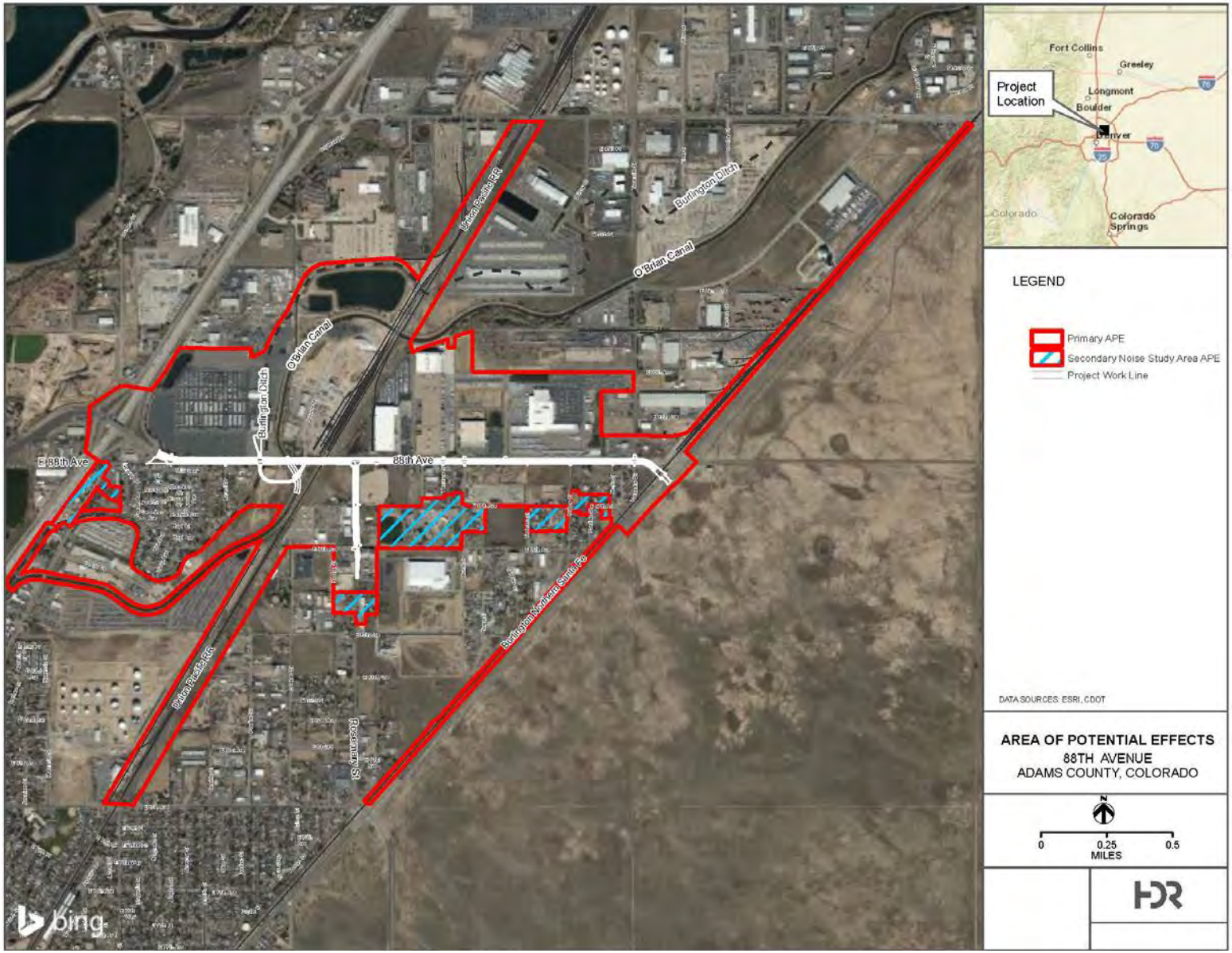


Figure 2. Project Location and APE

This page left intentionally blank.

1.1 Project Description

The Project proposes to reconstruct E. 88th Avenue just east of the I-76 NB ramps between Brighton Road and Hwy 2 to improve traffic operations and accommodate all users. The Project study area extends approximately north and south 200 to 700 feet from the center of E. 88th Avenue, and approximately east and west 230 feet from the center of Rosemary Street past E. 86th Avenue. Within the Project study area, E. 88th Avenue crosses over the O'Brian Canal on a bridge, crosses a UP at-grade track west of Rosemary Street, and crosses a Burlington Northern & Santa Fe Railway (BNSF) at-grade track west of Hwy 2.

Between Brighton Road and Quince Street, E. 88th Avenue will be expanded to a 100- to 110-foot-wide modified four-lane minor arterial with an 8- to 20-foot-wide raised median. A detached 8- to 12-foot-wide multiuse path will be added along the north side of E. 88th Avenue, separated from the road by a 6- to 12-foot-wide buffer. Additionally a 5- to 6-foot-wide sidewalk will be constructed along the south side of the road (**Figure 3**). Proposed improvements at the E. 88th Avenue-Quince Street and E. 88th Avenue-Rosemary Street intersections include an extension of Quince Street to the south side of 88th Avenue, as well as the construction of additional turn lanes and traffic signals (**Figure 4** and **Figure 5**). A proposed E. 88th Avenue bridge will span the O'Brian Canal, new Quince Street extension, and UP, and will terminate west of Rosemary Street (**Figure 6**). The new E. 88th Avenue bridge will have two travel lanes in each direction, as well as the sidewalk and multiuse path features (**Figure 7**). Over the O'Brian Canal, the bridge deck will stand 16.5 feet over the elevation of the existing bridge deck. Over the UP, the bridge will have a minimum clearance of 23 feet, 4 inches for maintenance and operation of the track. The bridge will extend to its highest point over the UP tracks (measured from tracks to top of the bridge deck), reaching an ultimate height of 32 feet (**Figure 8)**. Between Rosemary Street and Hwy 2, E. 88th Avenue will be reconstructed as an 11- to 13-foot-wide two-lane roadway with 4- to 8-foot-wide shoulders and a central 12- to 16-foot-wide two-way left turn lane. A 6- to 12-foot-wide buffer will separate sidewalk and multiuse features. Stormwater drainage improvements will also be installed along the full extent of the Project.

This page left intentionally blank.

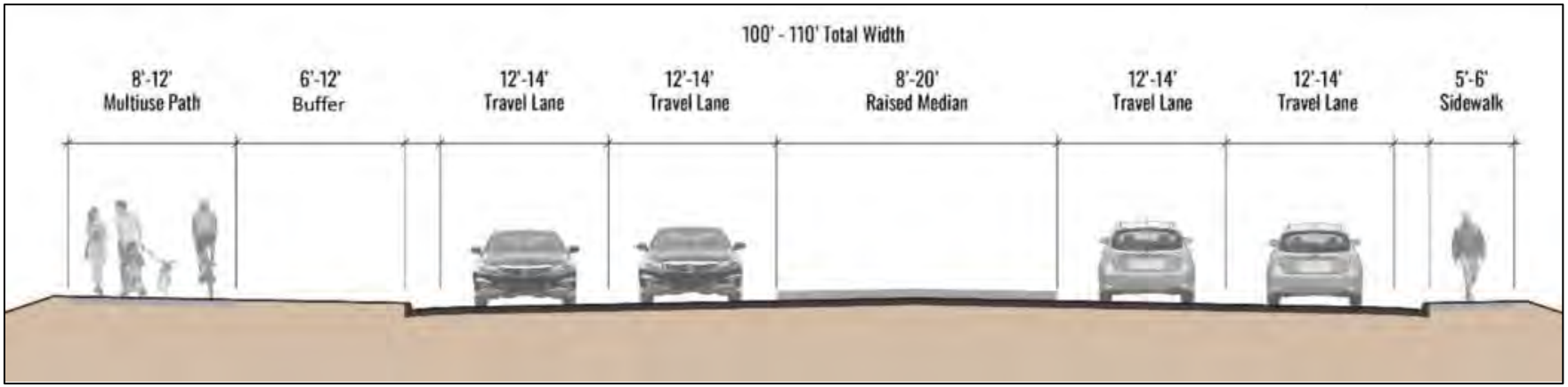


Figure 3. Typical section of 88th Avenue between Brighton Road and Quince Street

Figure 4. Proposed Quince Street extension and intersection improvements

Figure 5. Proposed turn lanes, median, and signals at 88th Avenue-Rosemary Street intersection

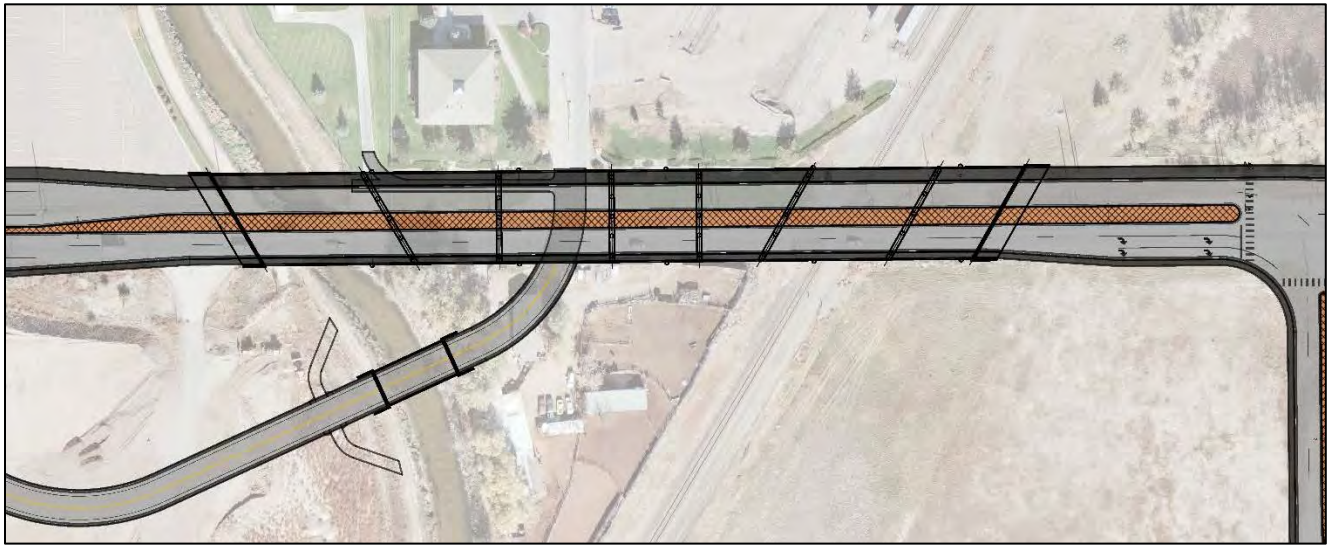


Figure 6. Proposed 88th Avenue Bridge where it crosses O'Brian Canal and the UP.

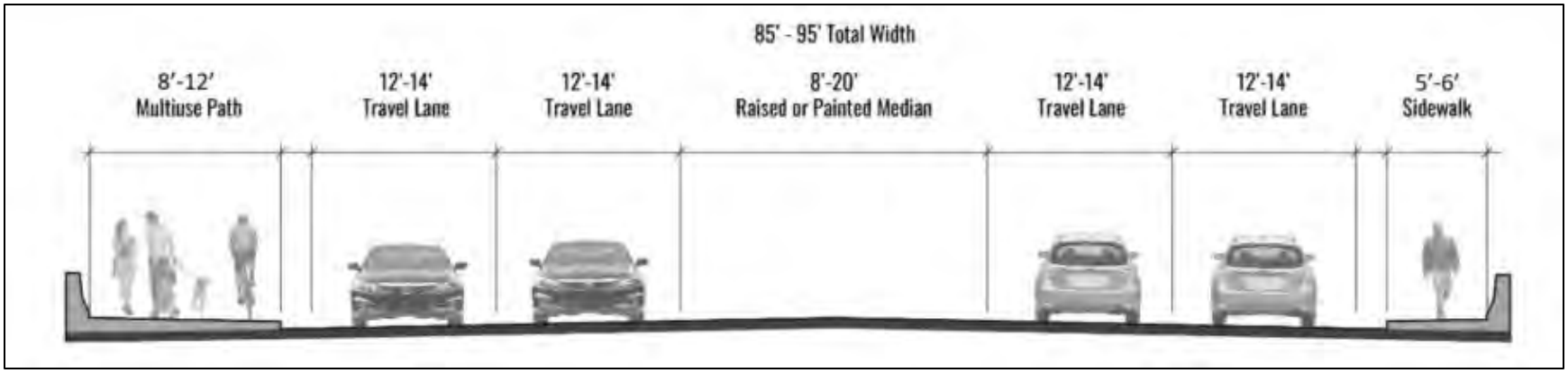


Figure 7. Typical roadway section for the proposed 88th Avenue bridge

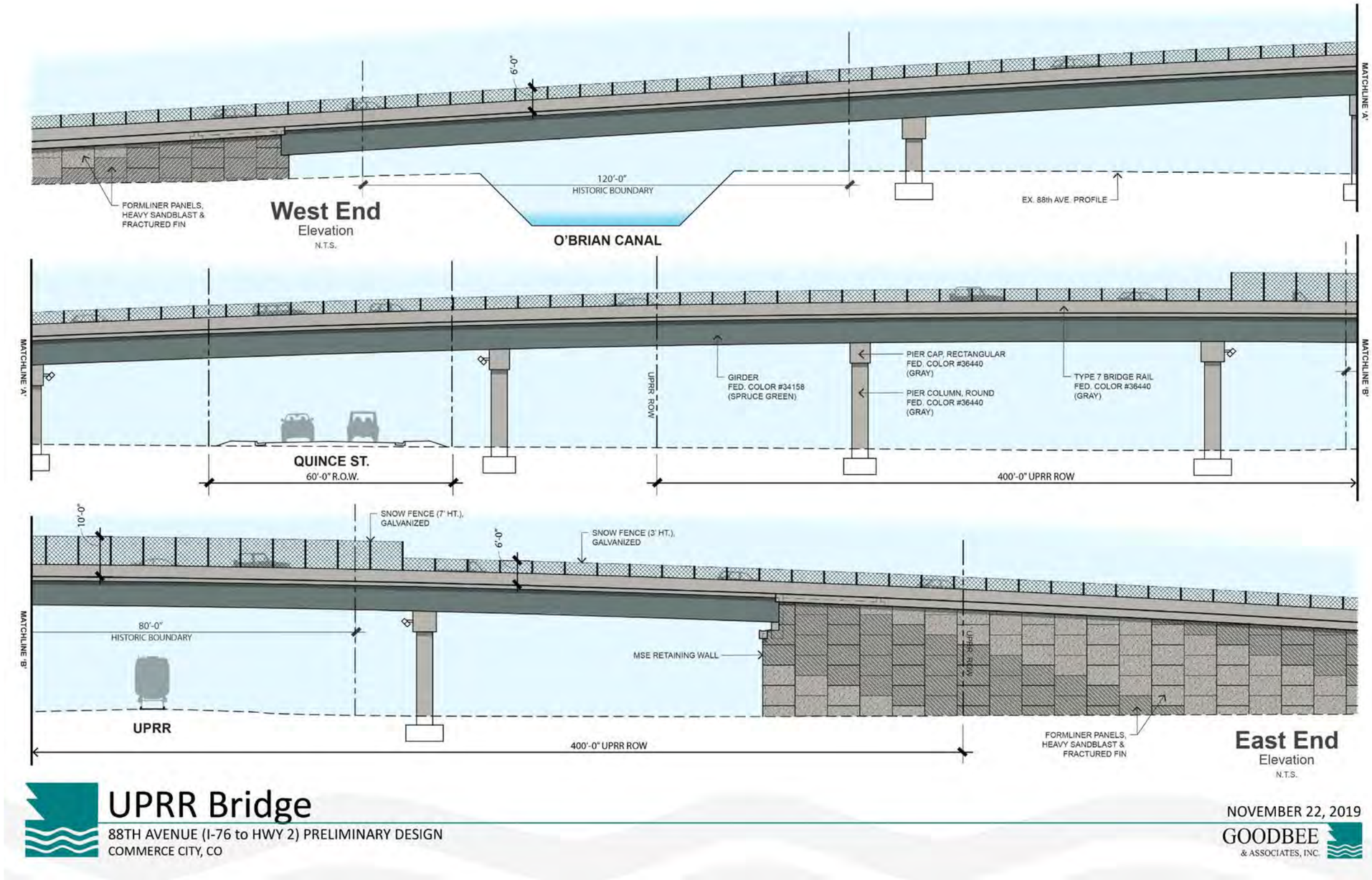


Figure 8. Proposed Bridge over UP and O'Brian Canal

This page intentionally left blank.

1.2 Area of Potential Effects

Cultural staff, in coordination with CDOT, defined an APE to identify any cultural resources having potential to be directly or indirectly impacted by the Project, and to evaluate those properties for eligibility for listing in the NRHP. This APE is two-tiered. The direct and indirect effects primary tier generally extends to the (discontinuous) alignment of 87th Avenue on the south and (discontinuous) alignment of 90th Avenue on the north, including all overlapping or intersecting parcels.

The secondary tier of the APE comprises the noise buffer, and was added to the primary tier at various locations south of 87th Avenue to account for those properties that may be subject to farther-reaching noise effects of the Project (**Figure 9**). Cultural staff photographed properties in the noise buffer area and treated them as eligible for the purposes of this investigation, but did not record them on site forms. The Project APE extends the length of the Project approximately 1.6 miles, and also extends south 1,770 feet along Rosemary Street.

Survey boundaries were also extended farther north and south along several of the linear segments to allow for a logically-defined segment to be surveyed. The two railroad segments extend to 80th Avenue on the south and 96th Avenue on the north. The O'Brian Canal and Burlington Ditch segments extend from their bifurcation west of Brighton Road on the south to their intersections with the UP on the north (refer to Appendix A for larger scale maps of the APE).

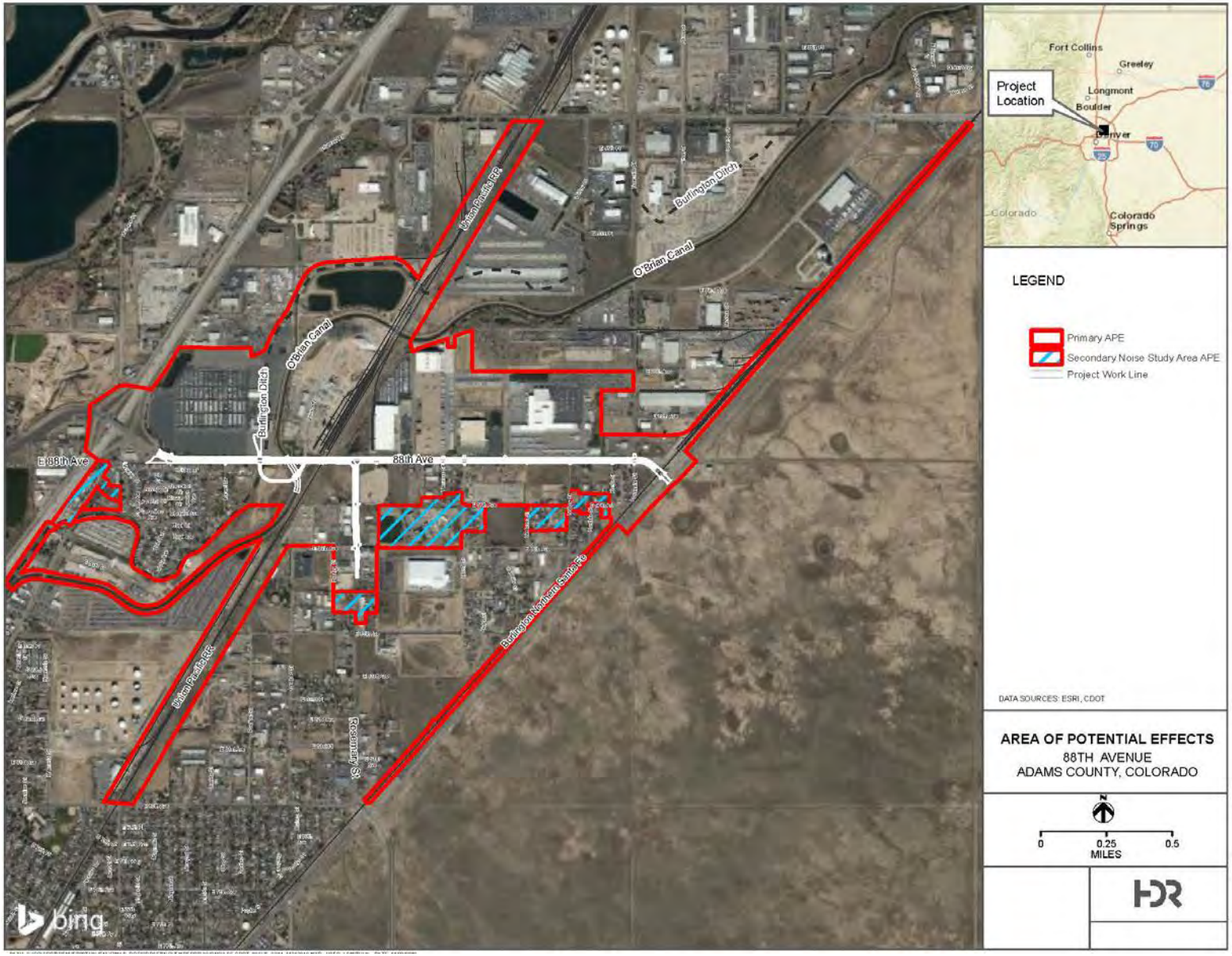


Figure 9. APE overview

2 Field Methods

2.1 File Search and Literature Review

Prior to initiating field investigations, HDR requested a file search and literature review from OAHP. The file search identified two previous surveys within or overlapping the APE (**Table 1**).

These prior surveys documented five separate linear segments within the APE, two of which are overlapping segments of the same resource, the Burlington Northern (former Chicago, Burlington & Quincy) Railroad (**Table 2**). Of the previously evaluated segments, only one, a Burlington Northern railroad segment, was determined officially eligible (supporting of the resource's overall eligibility) in 2007. The overlapping segment of this resource was determined officially not eligible (not supporting of the resources overall significance) in 2006, and the remaining three previously surveyed resources were all recommended field not eligible (not supporting).

Table 1. Previously recorded cultural resource surveys within the APE

Report No.	Year	Report Name	Author(s)	Type
AM.CH.R54	2006	CLASS III CULTURAL RESOURCE INVENTORY OF THE STATE HIGHWAY 2 INTERSECTION	Hays, Heidi Guy	Class III
AM.CH.R63	2008	96TH AVE/STATE HIGHWAY 2 INTERSECTION ADAMS COUNTY, CO INTENSIVE-LEVEL CULTURAL RESOURCE SURVEY (STU-0021-032)	Marmor, Jason	Class III
MC.AE.R24	2009	SUNCOR ENERGY (U.S.A.) PIPELINE COMPANY ROCKY MOUNTAIN CRUDE SYSTEM EXPANSION PIPELINE PROJECT: CLASS III	Gantt, Erik, Stephen R. Anderson, and Kristin A. Gensmer	Class III
AM.CH.R80	2012	HISTORIC RESOURCES INVENTORY REPORT FOR THE SOUTH PLATTE RIVER/BULL SEEP BRIDGE REPLACEMENT PROJECT, THORNTON, ADAMS COUNTY, COLORADO	Litvak, Dianna	Class III

Table 2. Previously recorded cultural resources within the APE

Site No.	Name/Description	NRHP Eligibility from Previous Investigation	NRHP Eligibility Date
5AM464 • 5AM464.13 • 5AM464.14	Burlington Northern Railroad • Segment • Segment	Assumed Eligible* • Officially Not Eligible • Officially Eligible	 • 2006 • 2007
5AM459 • 5AM459.7	Denver Pacific/UP Railroad • Segment	Officially Eligible • Field Not Eligible	1996 • 2007
5AM465	Burlington Ditch	Officially Eligible	1988

Site No.	Name/Description	NRHP Eligibility from Previous Investigation	NRHP Eligibility Date
5AM477 • 5AM477.8 • 5AM477.13	O'Brian Canal • O'Brian Canal Segment • Burlington Ditch-O'Brian Canal Segment	Assumed Eligible • Field Not Eligible • Field Not Eligible	 • 2007 • 2007

**Per OAHP guidelines, linear resources not recorded for their entire length are considered eligible for the purposes of Section 106 consultation. Individual segments are then assessed for integrity and are found either to support or not support the eligibility of the entire resource.*

Documentary research was conducted at the Stephen Hart Library, Commerce City Historical Society, the Adams County Assessor Office, Perl Mack Library (a local branch of the Adams County Library system), and Denver Public Library's Western History Collection. Cultural staff also consulted historic context and research materials provided by the OAHP regarding railroads, highways, and irrigation. Research documents included primary and secondary source summaries of area histories and primary sources, including assessor records; period maps, reports, and government documents; historic photographs; and newspaper accounts. Cultural staff conducted additional research online at sites such as Ancestry.com, newspapers.com, historicaerials.com, and Adams County's online assessor data.

2.2 Survey Process

Based on the construction year data obtained from the Adams County Assessor's Office, cultural staff identified 61 properties within the two-tiered APE, including five linear resources, as 45 years of age or older in 2019 (1975 or earlier). Cultural staff field checked the buildings and structures on the 61 properties to verify assessor construction dates. They surveyed and evaluated the 43 resources located within the direct/visual effects APE for NRHP eligibility. Cultural staff photographed the 15 resources located within the noise buffer APE in consideration of potential Project effects, but did not survey them. They also visually inspected the APE to locate and identify any potential historic resources not identified through the Colorado OAHP file search or tax assessor's data. Alexandra Kosik and Megan Mueller conducted the field survey on March 20, 2019. Alexandra Kosik conducted additional survey on August 28, 2019. The survey was conducted from the public right-of-way (ROW). The survey staff noted and described the exterior of each building as well as its general architectural attributes and materials, building plan, character-defining features, additions and other modifications, and general condition.

At a minimum, survey staff photographed two exterior views of each building and structure, with each photograph capturing two building façades. They also photographed the surrounding environment of the buildings to understand their relationship to the overall setting.

Cultural staff prepared narrative descriptions of each surveyed building, structure, and resource. Cultural staff completed Colorado State Historic Preservation Office (SHPO) Architectural Inventory, Management Data, and Linear Component forms using field observations, photographs, and other information from the field survey and historical research.

Ms. Kosik was the primary author of the report, and was assisted by architectural historian Diana Garnett in developing a historic context, compiling survey results, and developing NRHP eligibility evaluations to produce this report. Kathryn Plimpton, an architectural historian and architectural history program manager, supervised Project staff. Ms. Kosik, Ms. Garnett, and Ms. Plimpton meet the Secretary of the Interior's Professional Qualification Standards for Architectural History.

2.3 Evaluation Methods

Under NHPA guidelines, cultural resources—including buildings, structures, objects, sites, and districts—are to be evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as listed in 36 CFR 60.4. For this investigation, the Programmatic Agreement among the Federal Highway Administration, Advisory Council on Historic Preservation, OAHP, and CDOT (CDOT 2014) was additionally consulted for guidance in determining eligibility of resources in the Project APE. A "building" is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A "structure" is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures include bridges, dams, silos, tunnels, etc. An "object" differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A "site" is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A "district" is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

To be listed in, or considered eligible for, the NRHP, a cultural resource must be 50 years or older and meet at least one of the four following criteria:

A. The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A);

B. The resource is associated with the lives of people significant in the past (Criterion B);

C. The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C);

D. The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In addition to meeting at least one of the above criteria, a cultural resource must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Integrity is defined as the authenticity of a property's historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a

culture or group of people, historic pattern, or specific type of architectural or engineering design or technology.

Location refers to the place where an event occurred or a property was originally built. Design considers elements such as plan, form, and style of a property. Setting is the physical environment of the property. Materials refer to the physical elements used to construct the property. Workmanship refers to the craftsmanship of the creators of a property. Feeling is the ability of the property to convey its historic time and place. Association refers to the link between the property and a historically significant event or person.

Cultural resources meeting these standards (age, eligibility, and integrity) are termed “historic properties” under the NHPA. Sites or structures that are not considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Linear sites are unique in regard to recording and evaluation. Considered structures under National Park Service definitions, linear sites represent a resource type where length greatly exceeds width. These resources often extend beyond the scope of a given project. According to Colorado OAHP guidelines, individual segments of linear resources can be recorded within a given project (OAHP n.d.). Linear resources are evaluated using the criteria discussed above to determine significance. The Colorado OAHP considers all linear sites not recorded for their entire length eligible for the purposes of Section 106 consultation. Individual segments are then assessed for integrity and are found either to support or not support the eligibility of the entire resource.

Certain kinds of cultural resources are not usually considered for listing in the NRHP, including:

- religious properties (Criteria Consideration A);
- moved properties (Criteria Consideration B);
- birthplaces or graves (Criteria Consideration C);
- cemeteries (Criteria Consideration D);
- reconstructed properties (Criteria Consideration E);
- commemorative properties (Criteria Consideration F); and
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

These resources can be eligible for listing only if they meet special requirements, called “Criteria Considerations.” A resource must meet one or more of the four Criteria for Evaluation (A through D) and also possess integrity of materials and design before it can be considered under the various Criteria Considerations.

Criteria Consideration A applies to religious properties that are not ordinarily considered eligible for NRHP listing. Criteria Consideration A applies if a property was constructed by a religious institution; is presently owned by a religious institution or used for religious purposes; was owned by a religious institution or used for religious purposes during its period of significance; or if religion is an area of significance of the property. Religious properties that derive primary significance from architectural or artistic distinction or historical importance and meet one or more of the Criteria for Evaluation (A through D) may be considered eligible for NRHP listing.

To evaluate cultural resources in the Project area, the following NRHP bulletins were used as guides:

- *How to Apply National Register Criteria for Evaluation* (Bulletin 15);
- *How To Complete the National Register Registration Form* (Bulletin 16A);
- *Researching a Historic Property* (Bulletin 39); and
- *Guidelines for Evaluating and Documenting Historic Properties that Have Achieved Significance within the Last Fifty Years* (Bulletin 22).

3 Historic Context

3.1 Native Americans and Euro-American Explorers in Adams County (Pre- 1858)

Long before the arrival of the Europeans, the eastern plains of Colorado were home to various nomadic Plains Indian tribes. Mostly notable were the Cheyenne and Arapaho as well as the Comanche and Apache, who had semi-permanent settlements along the South Platte River (Wagner 2002, 11). The earliest significant foray into Colorado by Europeans was a prospecting expedition into the San Juan Mountains led by Juan de Rivera in 1761 (Athearn 1992). The Plains tribes traded with the Spanish via Trappers Trail, which followed the South Platte River south to Santa Fe (Wagner 2002, 12). Early American and British exploration of the state was sporadic due to Spanish resistance and was limited to small numbers of fur trappers who surreptitiously entered the region in the 1810s. After Mexican independence in 1821, fur trappers further explored the mountain portions of the state, and many trappers later served as guides for American government expeditions into Colorado in the 1840s and 1850s.

Following the War of 1812, Major Stephen H. Long undertook many expeditions on behalf of the U.S. Government. His first two expeditions failed to make it farther west than Council Bluffs, Iowa, but his third expedition took him and his team as far as the Rocky Mountains. While the Spanish and French fur trappers had previously explored the land, Long's Expedition was the first government-sanctioned exploration of the area that would eventually become Adam's County (Wagner 1977, 10–11). The expedition followed the South Platte River and presumably traveled through the South Platte River Drainage known as the Beebe Draw, a topographically low area lying between the South Platte River Valley and the Box Elder Valley. This area would be the future location of Commerce City (**Figure 10** and **Figure 11**). On July 4th, 1820, the expedition camped at present-day Brighton, approximately 10 miles north of 88th Avenue (Wagner 1977, 11).

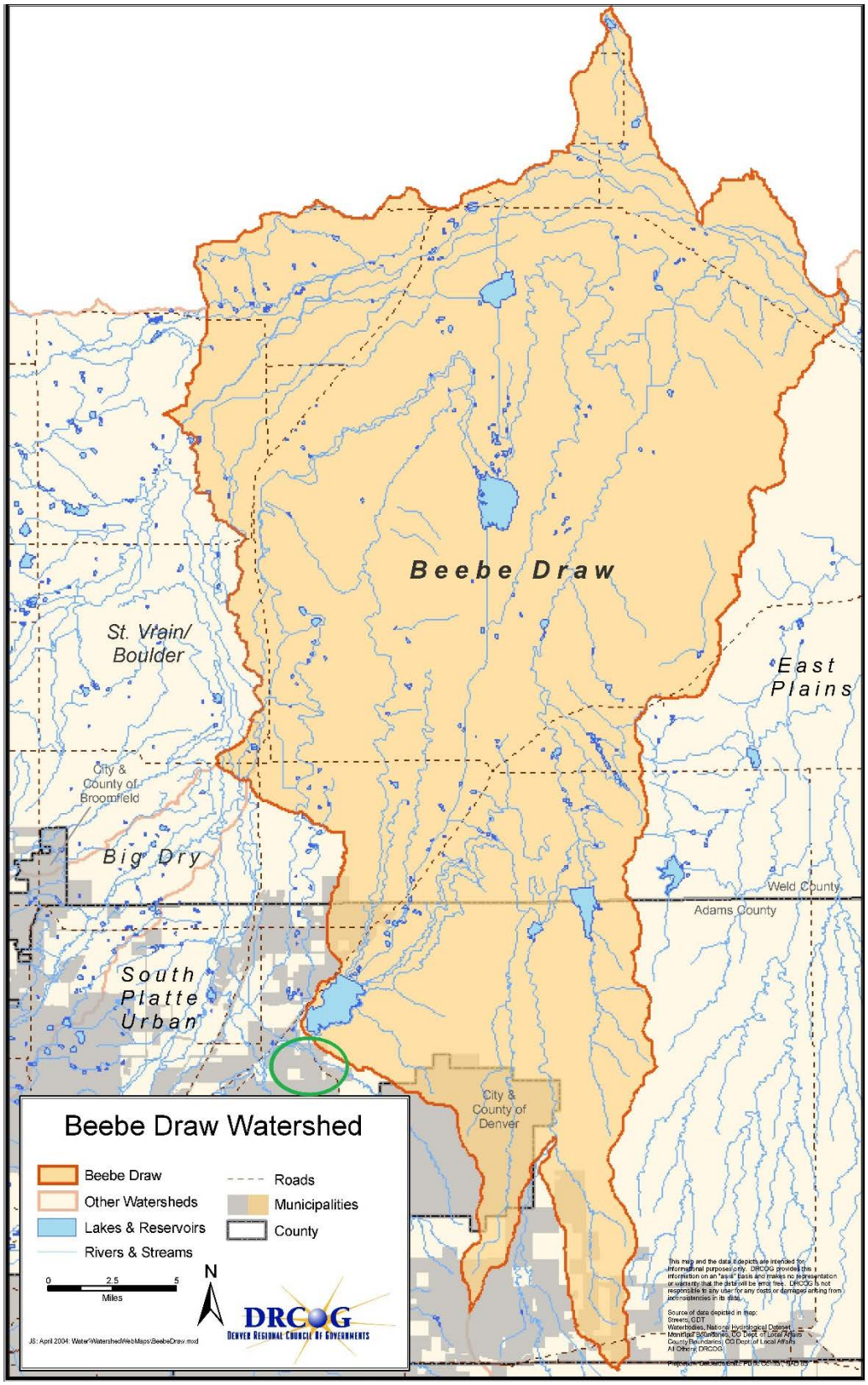


Figure 10. Map of Beebe Draw; green circle at lower left indicates the present-day location of Commerce City (Denver Regional Council of Governments)

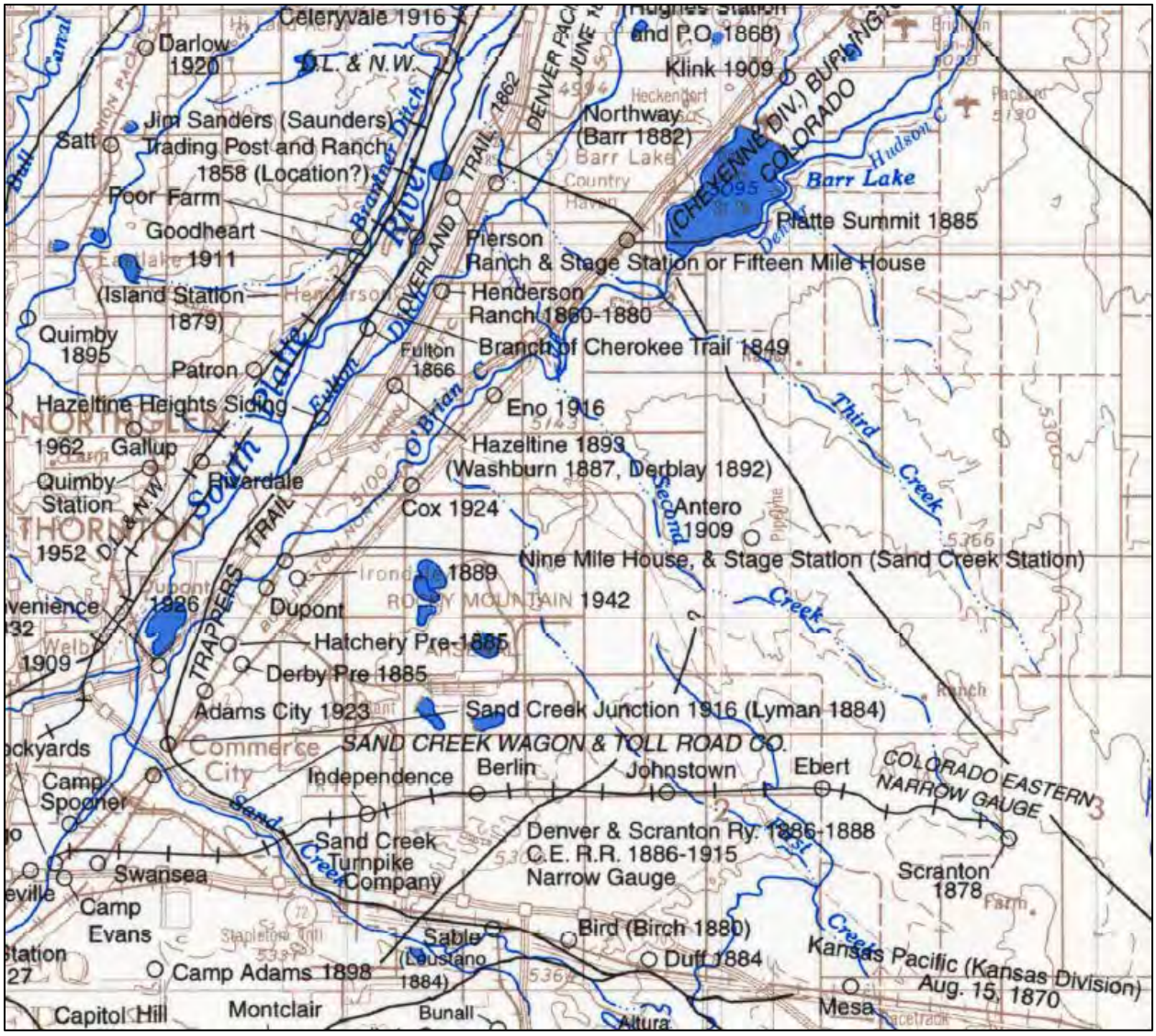


Figure 11. Detail of the Historic Trail Map of the Denver 1x2 Quadrangle, Central Colorado showing the early Commerce City area and Overland Trail (Scott 1999)

3.2 Early Settlement Period (1858 – 1889)

Explorers in the 1840s described present-day Adams County as “country very barren, without timber and but little water…” (Wagner 1977, 15). It was not until the Pikes Peak Gold Rush in 1858–1859 that settlers began arriving en masse. Prospective miners staked claims along the South Platte River and established small farmsteads to supplement their mining endeavors. By 1860, some of these miners had brought their families west. These small farms were important to the miners and the growing city of Denver because without the farms, they would have to transport produce from farther east (Wagner 1977, 17). Following the Homestead Act of 1862, settlers began establishing 160-acre farms. The pioneers arriving in the east South Platte area likely came via the Overland Trail and the Stagecoach Route, a stagecoach and wagon trail heavily used in the 1860s. The Overland Trail subsumed portions of the earlier Trappers Trail

along the South Platte River. I-76 follows this original route along the South Platte River directly through what would become Commerce City (Scott 1999).

Due to the arid nature of the land, the farms and ranches of Adams County were not possible without an adequate water supply. The Burlington Ditch, Reservoir and Land Company, organized in 1885, was one of many colony ditch companies established in Colorado to build irrigation systems for local homesteaders and communities (Holleran 2005, 22)(**Figure 9**). The company built the Burlington Ditch in 1887–1888.The Burlington headworks are located off the South Platte just north of Denver, and the ditch winds its way from there through the Beebe Draw for 22 miles, emptying into two reservoirs (T1S, R66W, S33): Barr Lake, the upper reservoir, and Oasis Reservoir, the lower. Both reservoirs were constructed in 1889. Farmers were able to buy shares in the company and in return, received water rights (Sherow et al. 1988a, 2–4).

Equally important to the development of the area as the irrigation system was the arrival of the railroads. With Denver growing rapidly following the Pikes Peak Gold Rush in 1859, the need for a railroad became paramount. By 1864, Colorado's placer gold and easily tapped surface veins were almost dry, and trains were desperately needed not only to haul out ore at a reasonable cost but also to bring in mining equipment that could properly mine the hard rock of the Rocky Mountains (Fraser and Strand 1998, 7). Denver in the 1860s was an isolated place, with the UP and Central Pacific transcontinental railroads bypassing Colorado for easier terrain to the north through southern Wyoming. By 1867, the UP had reached Cheyenne. In response, prominent Denver businessman David Moffat, Jr. and former governor of Colorado John Evans organized the Denver Pacific Railway and Telegraph Company to construct a line between Denver and Cheyenne.

The Denver Pacific Railroad (DP) was incorporated in 1867 with the express purpose of connecting a line from Denver to the transcontinental railroad. It was the first railroad built through Colorado Territory, and it connected Denver to the rest of the country thus promoting the city's future growth (Fraser and Strand 1998, 9). Grading for the DP roadbed was initiated with a gala celebration on May 18, 1868. The DP was unlike other railroads of the era in that it graded the entire length of the roadbed prior to laying a single tie or rail; this was due, at least in part, to the necessity of waiting on the UP's completion at Promontory Summit, Utah, after which the UP delivered surplus rails and materials to the DP. In 1869, the DP began laying track at its juncture with the UP in Cheyenne, Wyoming. Tracks were built to Evans, in Colorado Territory, by December of that year. The second stage of construction, including the portion of tracks running through present-day Adams County, began in May of the following year. The line reached Brighton (then called Hughes) on June 4, 1870. On June 22, 1870, the DP was completed from Cheyenne to Denver, comprising a total 104.15 miles of track between the two cities. The railroad opened for business the next day (Robertson 1991, 119). The newly completed DP was joined in summer 1870 by the Kansas Pacific Railroad, which was built into Denver from the east and completed on August 15, 1870, near present-day Strasburg (then called Comanche). Additionally, the Denver and Boulder Valley spur was built west off the DP at Hughes, extending to the Erie Coal fields and into the mountains (Wagner 1977, 20–21).

The DP line was, and continues to be, used for both passenger and freight. Kansas Pacific Railroad purchased DP in 1872 in an effort to compete with the UP; by 1880, the line was under UP ownership and has operated under UP since that time. The creation of the Cheyenne–Denver line brought Denver out of isolation from the nation's westward march and spurred an economic and population boom. Goods, especially mining resources, could be shipped across the country, and new settlers flooded in (Gantt et al. 2007).

During the 1870s, the UP had the monopoly on the rail lines in and out of Denver and kept rail prices so high that Colorado merchants, farmers, and miners could not make a profit (Fraser and Strand 1998, 52). The Chicago, Burlington and Quincy Railroad (CB&Q) began constructing a route in 1881 to provide an alternative to the UP. The CB&Q, owned by an Illinois company, was built in Iowa, Missouri, and Nebraska. The Burlington and Colorado Railroad line was organized in 1881 as a subsidiary of the CB&Q. The Burlington and Colorado line used rails from Colorado Coal and Iron Company, in Pueblo—the only Bessemer steel plant west of the Mississippi at the time—and laid a standard-gauge track between Nebraska and Denver. Crews worked in both directions, one westward from the Nebraska/Colorado border, and one eastward from Denver. The line was completed in 1882 (Fraser and Strand 1998, 52). It was the first railroad to provide access to northeastern Colorado as well as the first direct line from Chicago to Denver, an alignment later known as the Burlington Route (Hoehn Architects P.C. 2014, 11). The CB&Q was so essential to farmers and ranchers of the Midwest and West for freighting agricultural goods that it was nicknamed the "Granger Railroad." Likewise, the CB&Q's success was dependent on freighting agricultural goods (Hoehn Architects PC 2014, 12).

To promote this symbiotic relationship, the railroad introduced seeds and crops that would thrive in Iowa, Nebraska, and Colorado (the land along the Burlington Route), pursued an aggressive booster literature campaign to bring farmers west, and even offered jobs in the winter months (Olmanson 2011; Burlington Route Historical Society n.d.). Towns along the CB&Q were typically platted between 7 and 10 miles apart so that ranchers and farmers were within a day's travel to their local depot (Hoehn Architects P.C. 2014, 12). In 1970, the CB&Q was incorporated into the Burlington Northern Railway (which merged with the Atchison, Topeka & Santa Fe Railway in 1996 to form the Burlington Northern & Santa Fe Railway [BNSF]) (Hays 2005).

3.3 Early Community Development (1890-1939)

With homesteaders establishing themselves throughout the South Platte River Valley in the 1860s through 1880s; the completion of the Burlington Ditch in 1889; and not one, but two railroads bisecting the Beebe Draw by 1882, the area just northeast of Denver was ripe for development (**Figure 12**).

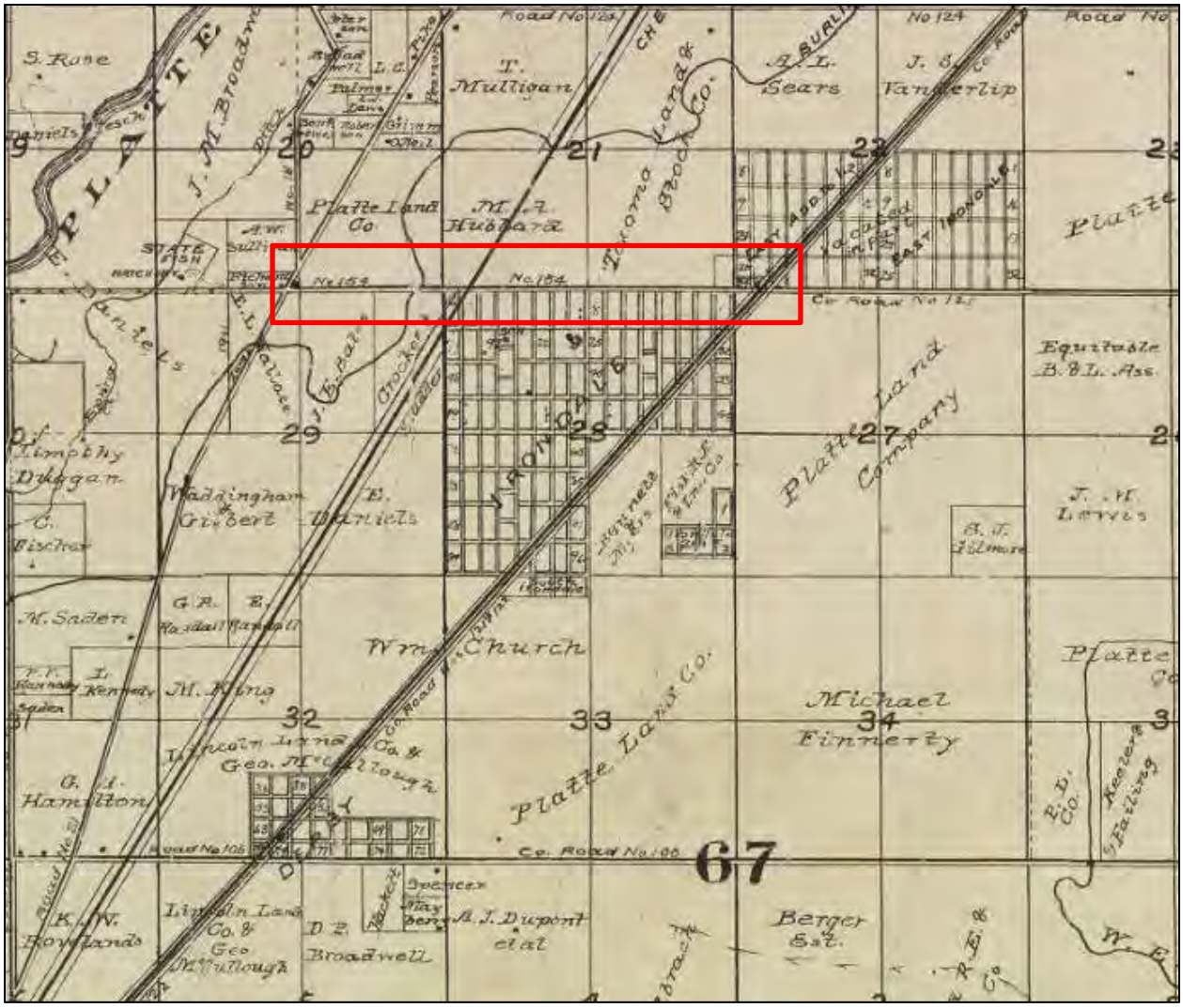


Figure 12. Detail of the Willit's Farm Map, 1899 showing the UPRR, CB&QRR, and the Burlington Ditch as well as the Irondale and Derby plats. 88th Avenue, outlined in red, is labeled as Co. Road 154 (Denver Public Library, Call number CG4312.N61 1899.W5)

The area that would eventually become Commerce City was originally composed of five settlements: Derby, Dupont, Rose Hill, Adams City, and Irondale (**Figure 13**). Commerce Town, located around what is now the intersection of Interstate 270 and U.S. Highway 6 (US 6), was not a formally recognized community but rather an industrial center. Later industrial development of Commerce City has its roots in Commerce Town. Rose Hill and Adams City were located to the south, closest to Denver, and eventually became bedroom communities of that city. The Rose Hill Plat appears on the 1899 Willit's farm map and was most likely organized around the Rose Hill Jewish Cemetery, which was established in 1892. The Adams Land and Improvement Company laid out the City of Adams (renamed Adams City in 1947) in 1903. The newly established "city" fought to be the county seat of Adams County in 1904, but that honor went to Brighton instead (Wagner 2002, 133). The development of Dupont was centered on a factory owned by the Dupont de Nemours family (City of Commerce City 2015, 11; Bullock 2010, 11). This working class community grew north of 72nd Avenue and west of Monaco Street and was never incorporated. The town of Derby was established in 1889, and

following the CB&Q pattern for agricultural towns, was platted along the Burlington Route with its own depot. Derby was initially used as a supply center for farmers transporting livestock and crops (Hoehn Architects P.C. 2014, 15).

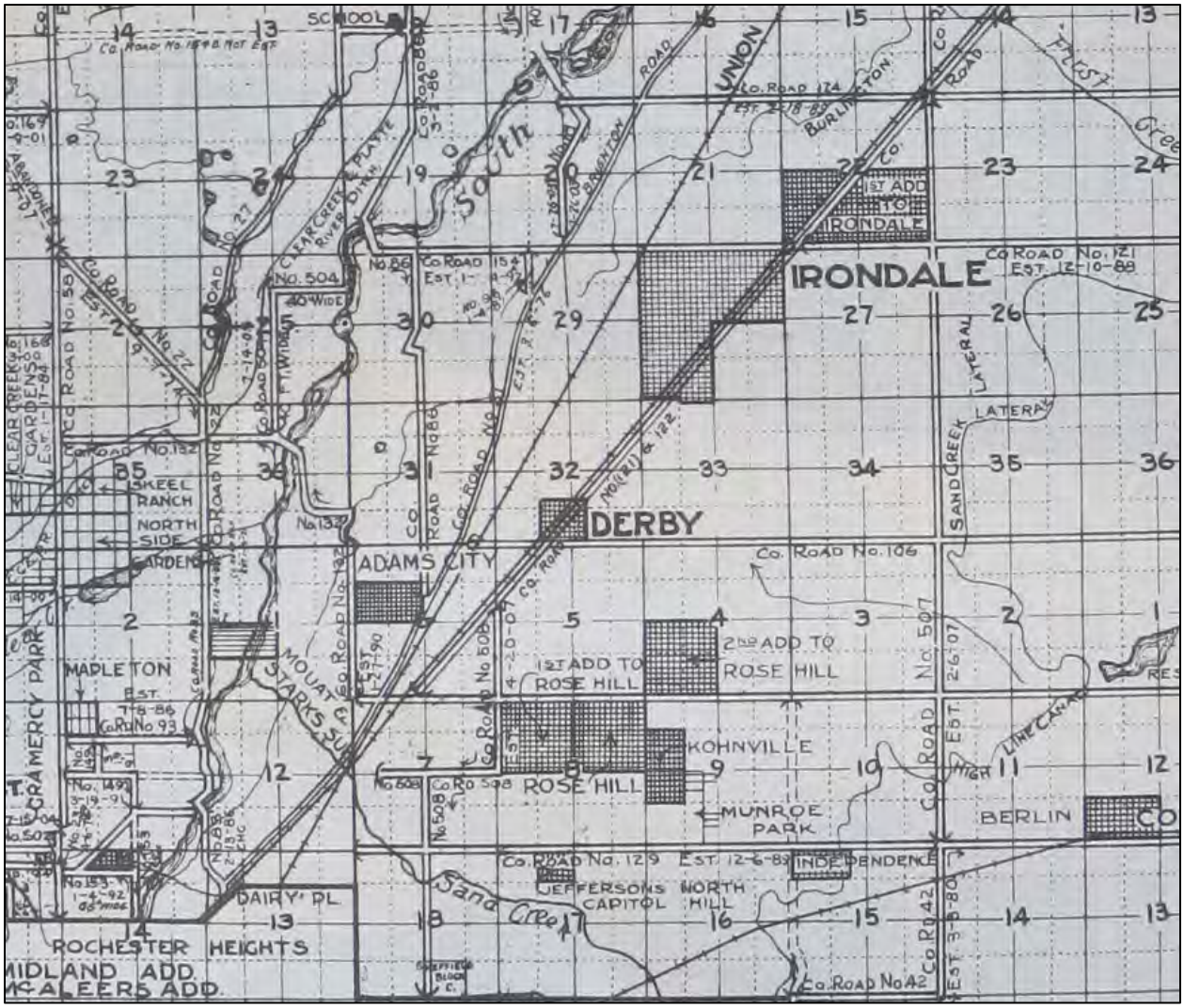


Figure 13. Map of the Commerce City area in 1906; the plats of Adams City, Rose Hill, Derby, and Irondale are visible (Wagner 1977)

Irondale was also established in 1889 and was the northernmost community of the five early Commerce City settlements. Irondale was initially envisioned as a factory town that would develop around Kibler Stove Works and Irondale Foundry. (City of Commerce City, 2015) (see **Figure 14**). The Irondale Land and Improvement Co. platted 480 acres in Section 28, Township 2S, Range 67W, divided into 96 blocks with 48 lots to a block. The original plat for Irondale was bounded by Irondale Road (now 88th Avenue) on the north, 80th Avenue on the south, the CB&Q railroad on the east, and the UP railroad on the west (**Figure 15**). The stove works factory stood centrally in the platted town, and a railroad spur connected the factory to both railroads. The Irondale Land and Improvement Co. retained lots adjacent to the tracks to sell to other manufacturers and businesses they hoped would move to their new town in the wake of the foundry's success (*Colorado Exchange Journal* 1889, Supp. 1).

The *Colorado Exchange Journal* in 1889 advertised Irondale as "The Coming Manufacturing District of the Western Metropolis" and "…Charming Homes for Businessmen, Mechanics and Laborers" (*Colorado Exchange Journal* 1889, Supp. 1). The *Journal* described Irondale as having four artesian wells, affordable brick cottages with room for a lawn or vegetable garden, and the promise of gas and water pipes to come (*Colorado Exchange Journal* 1889, Supp. 1). In 1890, lots developed with homes were for sale for $1,200 and empty lots for $250 (*Colorado Daily Chieftain* 1890). *The Colorado Exchange Journal* claimed that several thousand lots had already been sold but the exact number of houses that were built at this time is unclear. The iron foundry reportedly employed 200 men. However, Kibler Stove Works failed to meet the high expectations of Irondale's founders and went out of business in 1893. Following the closure of the foundry, the land (Blocks 23, 24, and 25 of the Irondale Plat) remained vacant or was used for agricultural purposes until 1997 when the City of Commerce City built a Municipal Service Center. The nineteenth-century platting of Irondale came only sparsely to fruition, with the majority of the plat occupied by large swaths of agricultural acreage constituting larger ranches and farms. The Irondale area never developed as platted, but grew sporadically, disparately, and without substantial or consistent reference to the original Irondale plat. Rather than a town, the community constituted a rural neighborhood closely related to nearby communities including Derby, Dupont, Adams City, Rose Hill, and eventually the Adams County seat, Brighton. The area relied primarily on its agricultural industries such as hog farming, fish hatcheries, and general farming.

Figure 14. Construction of the Kibler Stove Works Foundry, Irondale, Colorado circa 1890 (Denver Public Library. Call No. CHS.X7615)

Figure 15. Original Plat of Irondale, 1889; the community never developed as platted here (*Colorado Exchange Journal* 1889). Shown in red is present-day 88th Avenue; shown in green is the location of the Irondale School (today, 8702 Rosemary Street).

The Irondale Plat had the added benefit of laying out the area's earliest roads. The earliest depiction of the 88th Avenue alignment northeast of Denver appears on a plat of Irondale in 1889, where the street forms the northern boundary of the platted community, and is labeled "Socorro Street." However, historic records do not indicate that the street ever actually went by this name, or that the other platted streets in Irondale went by their respective labels on this map (including La Junta, Juanita, Chihuahua, and Uintah, all depicted parallel to the south) (Figure 12). Nonetheless, the 1890 East Denver USGS topographic quadrangle depicts the

same alignment extending from the Platte River on the west end, crossing the Denver Pacific and CB&Q Railroads, and terminating just east of Box Elder Creek, which is approximately two miles east of present-day Denver International Airport. On Willit's Farm Map of 1899, the 88th Avenue alignment is labeled as No. 154 (**Figure 9**); on a 1906 map of Adams County, the road had been re-designated County Road 121. By 1938, the road, shown as Irondale Road, was an improved, graded, hard-surface roadway extending from the Platt River to the CB&Q Railroad. East of the CB&Q, Irondale Road was reduced to a dirt road. West of the Platt River, the roadway turned sharply north and was dirt-paved. In 1942 the US Army purchased 17,000 acres east of Highway 2, terminating 88th Avenue at its juncture with Highway 2. By 1950, the road again continued east of Highway 2 and the CB&Q tracks (USGS Aerials, 1950 & 1968). The road remained "Irondale Road" on USGS topographic maps through the 1950s; by the "medium-duty" road was called 88th Avenue. Additionally, what was named on the original Irondale Plat as Fourth Avenue would be become a main north-south connector for the community, now known as Rosemary Street.

On the west side of Adams County, the extensive irrigation system off the South Platte River led to the development of small truck farms, which raised vegetables that were usually transported to the Denver City Market (Wagner 1977, 32). This trend was reflected in Derby when the Lincoln Land Company, who had platted Derby in 1889, decided in 1910 to redivide unsold land into larger lots (5 to 10 acres) to accommodate a single dwelling as well as a large garden or orchard. This replat was known as Derby Gardens (Hoehn Architects P.C. 2014, 16).

Alongside the South Platte River, a variety of other farming, ranching, and fishery industries were able to flourish. The dairy industry of Adams County grew out of early South Platte settlers raising cows for the production of milk, cheese, and butter. By the turn of the century, large dairy farms and creameries were well established in Commerce City, Brighton (approximately 13 miles north of Commerce City), and Fort Lupton (approximately 20 miles north) (Wagner 1977, 38). The area also hosted a number of hog farms. As early as 1867, Danish settlers along Sand Creek (a tributary of the South Platte that served as an early southern boundary between Commerce Town and Denver) began raising hogs, feeding them refuse from Denver (Wagner 1977, 43). By the 1920s, hog farms were located throughout the Commerce City area, including along Colorado Boulevard between 61st and 69th avenues; the Sand Creek area between E. 52nd Avenue and Dahlia Street, east to Ivy Street and south along Sand Creek to 49th Avenue; and north of 80th Avenue in the Irondale area (City of Commerce City 2015). Colorado's first fish hatchery was established along the South Platte in the 1880s, just west of what is now the intersection of I-76 and 88th Avenue (Norgren 1982). By the 1930s, at least 14 trout hatcheries were operating in the area (City of Commerce City 2015).

Early farmers and settlers in Irondale and the area north of present-day Commerce City were composed of a diverse mix of Euro-Americans, as well as Americans of Japanese, German-Russian, Italian, and Hispanic descent. Many of these settlers were drawn to the area initially to work in the sugar beet industry. Along the Front Range, sugar beet farming exploded between 1899 and 1920, with more than 10 factories built in the South Platte River Valley alone. As early as 1906, a sugar beet refinery was operating in Brighton (Wagner 2002, 122). While Caucasian American men tended to hold the factory jobs, thousands of migrant workers were hired each

harvest to work in the fields (Perez 2018). Japanese workers who had come to Colorado as railroad laborers stayed in Adams, Weld, Morgan, Logan, and Sedgwick Counties to work in the sugar beet industry. By 1909, Japanese-born immigrants made up one-sixth of the labor force in the sugar beet industry. Japanese-American communities were established in Brighton, Fort Lupton, and Platteville (Wagner 1977, 33; Endo 1978, 5–7). Some of these Japanese families became Adams County farmers in their own right. German-Russian families also immigrated to Adams County during this time as stoop laborers in the sugar beet fields and eventually became successful famers and businessmen (Wagner 1977, 35).

Spanish-speaking migrant workers from Central and South America also met the labor demand (Valdés 1990, 113). In the early twentieth century, these Hispanic workers were primarily single men who worked the harvests, but a field worker crisis during World War I resulted in entire families joining in the harvest and factory work, and settling in the area. While this industry seemed centered around the Brighton and Fort Collins areas, it is possible that the farms of northern Commerce City contributed to the sugar industry.

By the close of the nineteenth century, improvements to the earlier pioneer and colony ditches were necessary to sustain and expand agricultural growth in Adams County. In 1902, the Farmers Reservoir and Irrigation Company (FRICo) was formed with the intention of building an irrigation system that would water lands north of Denver and west of the South Platte River. While the Burlington Ditch and associated reservoirs were a success, the Burlington Company's engineer, Peter O'Brian, continued to work on ways to improve the system. However, the Burlington Ditch, Reservoir and Land Company did not have the capital to put O'Brian's plans into effect.

By 1909, the Denver Reservoir Irrigation Company (DRIC)—a subsidiary of FRICo—had entered into a contract with Burlington Ditch, Reservoir and Land Company to enlarge the first 5.43 miles of the Burlington Ditch as well as to combine Barr Lake and Oasis Reservoir for better water retention. DRIC engineer George Bull began work on what would become the O'Brian Canal. In 1910, the Arnold Company and engineer John E. Hayes took over work on the canal. However, by summer 1910 the Burlington Ditch, Reservoir and Land Company was unable to secure funding for the project, leaving only a subcontractor, the Kenefick-Quigley-Russel Construction Company, and the struggling FRICo to complete the canal.

The Henrylyn Irrigation District (organized in 1907) saw an opportunity to use portions of the Burlington Ditch and partially completed O'Brian Canal for their own irrigation systems, and entered into a contract with Kenefick-Quigley-Russel Construction Company to finish the work on the canal. The O'Brian Canal was finally completed in 1912. After several years of squabbling over water rights, the Burlington Ditch, Reservoir and Land Company; FRICo; and the Henrylyn District reached an agreement in 1921. The agreement stipulated that the Burlington Company would take its direct flow at the Burlington/O'Brian bifurcation located west of Burlington Road; FRICo would use its water to fill Barr Lake; and Henrylyn Irrigation District would use the O'Brian Canal to feed the Denver-Hudson canal, which in turn would irrigate the lands in its own district. With some modifications, this agreement is still in effect. The features of

the canal are largely unchanged since its early years of operation, and the O'Brian Canal remains an important irrigation feature within Adams County (Sherow et al. 1988b, 4–7).

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 Governor of Colorado in the 1880s and 1890s (Hoehn Architects P.C. 2014, 12–13).

Buildings were constructed along what is now the 88th Avenue corridor as early as the 1890s; however, the only built remnant of this planned community (as it intersects the Project APE) that exists today is the former Irondale School, located on block 20 of the Irondale plat (see **Figure 15**). Based on Adams County Clerk and Recorder records, the Irondale School was in use as early as 1892. The kindergarten through 12th grade Irondale School, located at 8702 Rosemary Street, appears as early as 1899 on the Willit's Farm Map, where it is shown located in Block 20 of the Irondale plat (**Figure 16**). The neighboring Longfellow Park, although platted on the original Irondale Plat, was never opened or used as a public space but was understood to be used by the school as a playground. In 1952 is was officially decreed as the property of Adams County School District No. 14 (Adams County Assessor's Office). The school was most likely built to support the growing community of Irondale following the establishment of the foundry. It continued to be used as both a school and public building following the foundry's closing, and it was the site of the election to incorporate Irondale as a town in 1924 (Wagner 1977, 42-43). The building also hosted Rose Hill Grange No. 256 meetings (Wagner 1977, 25). However, the Town of Irondale did not last long and it was unincorporated in 1930 due to a dropping population (City of Commerce City 2015, 12).

Colorado, like many states, sought federal aid through President Franklin D Roosevelt's New Deal programs. This included the Public Works Administration (PWA), which provided grants and loans to supplement local funding for the construction or expansion of schools, libraries, courthouses, and other public buildings. The PWA funded 7,488 schools nationwide between 1933 and 1939, and school construction accounted for 14 percent of overall PWA spending (Short and Brown, 1939). By 1941, the PWA funding had funded the construction of 63 schools in Colorado (OAHP 2008, 8). Revival styles of architecture, popular nationwide at the time, were often used on PWA-funded schools. Funding was broken into several regions; Region No. 5, which included Colorado, was influenced by Spanish and French traditions of the South and Southwest. Most of the building materials were produced locally, and exterior walls were most commonly brick or stucco (Short and Brown 1939, 12–13 and 18–21). Classical Revival, Spanish Mission, Spanish Colonial Revival, Art Deco, WPA Rustic, and Moderne were all architectural styles frequently applied to PWA buildings in Colorado (OAHP 2008, 8–10).

Sometime between 1924 and 1937, the original school building was either demolished or destroyed and a new, larger building was constructed in 1937 at the same location (**Figure 17**).

The new school building was built using a PWA grant for the cost of $11,160 (*The Daily Sentinel*, 1936). In 1948, Irondale School was among the local community schools consolidated into Adams County School District No. 14 (Wagner 1977, 43). It is likely that this is also when Irondale School became solely an elementary school. Flanking wings were constructed in 1952 and 1953 (*Westminster Journal*, 1954). An auditorium addition was in place by 1971 (USGS 1950, 1963, and 1971). Irondale Elementary School was closed in 1980 and subsequently used as the headquarters and training facility for the short-lived United States Football League, Denver Gold through 1983 (Bullock 2010, 49). In 2002, Ministerios Palabra de Vida purchased the building to be used as a church and ministry (Adams County Assessor's Office, n.d.).

Figure 16. Original Irondale School, 1908 (Wagner 1977)

Figure 17. Irondale Elementary School in 1988; 1937 building (left) and 1960s addition (right) (DPL Digital Collections, accessed March 2019)

Within the 88th Avenue corridor, 8705 Rosemary Street and 8800 Brighton Road appear to be early residences, built in the 1901. A 1938 U.S. Geological Survey (USGS) topographic map shows a handful of buildings scattered throughout the Irondale plat as well as a small cluster of buildings appearing along Brighton Road (**Figure 18**). These residences such as 8701 Willow Street, 8796 Tamarac Street, and 8796 Ulster Street appear to be minimal traditional or vernacular styles. However, the Irondale area remained sparsely populated and *The Daily Sentinel* reported in 1930 that Irondale had a population of 139 (*The Daily Sentinel*, 1930). Population decline was a common trend for rural communities during the Great Depression era of the 1930s, as struggling farmers gravitated towards urban areas in search of jobs. In 1930, the Continental Oil Company Refinery (now Suncor Energy) was built in south Commerce Town (Bullock 2010, 19; Hoehn Architects P.C. 2014, 26). This and other industries moving into the area helped bolster the local economy during the Depression but also marked a shift in Commerce City from an agriculturally-based economy to one reliant increasingly on industry. Industry continued to grow throughout the second half of the twentieth-century.

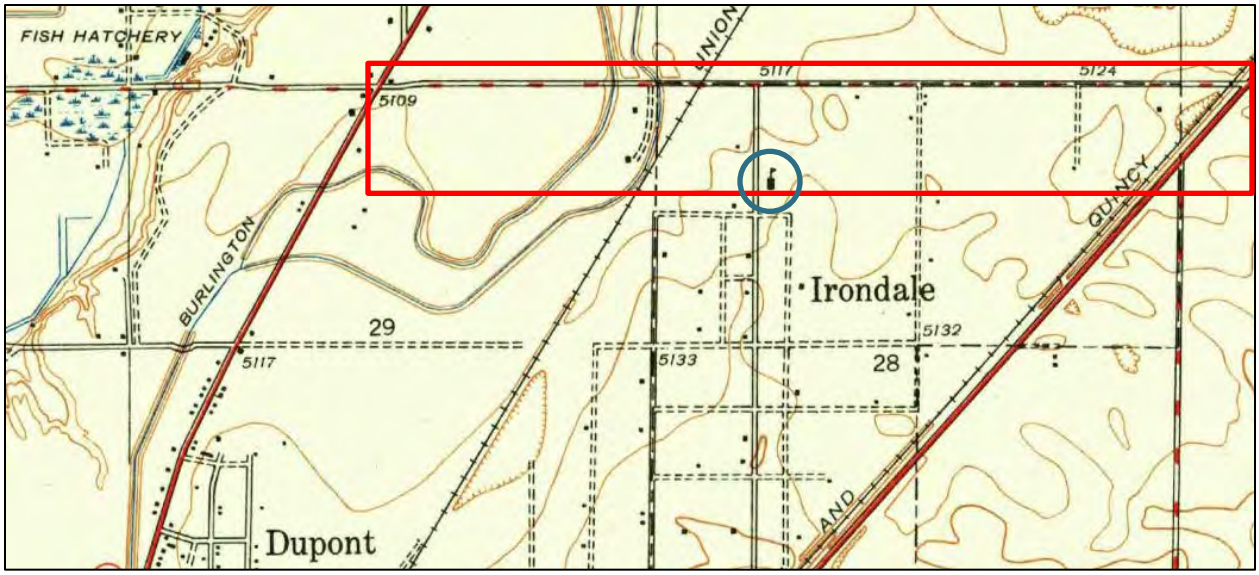


Figure 18. 1938 Derby topography map; Irondale school circled, 88th Avenue Corridor outlined in red (USGS, 1938)

3.4 Mid-century Industrialization, Suburban Growth, and Commercialization (1940-1976)

In 1942, the U.S. Army purchased over 17,000 acres of farmland east of Derby and the CB&Q railroad tracks to establish the Rocky Mountain Arsenal. The Arsenal manufactured chemical weapons such as white phosphorous, mustard gas, and napalm. The establishment of the Arsenal resulted in the displacement of approximately 200 farming families and the termination of roads that ran east-west, including 88th Avenue, at the juncture of what would become Hwy 2 (City of Commerce City 2015, 12; Wagner 1977, 40–41). However, the Arsenal's employment of some 3,000 personnel also brought growth to the agrarian communities north of Denver. Derby's population jumped from 600 in 1942 to 3,000 in 1950 (Hoehn Architects P.C. 2014, 27 and 30–31). The area just west of the Arsenal, from 60th Avenue north to 80th Avenue, was developed in the 1950s primarily as residential properties for Arsenal employees (City of Commerce City 2015, 19–20). While jobs at the Arsenal heavily influenced and industrialized the local economy, elements of small scale agriculture remained, particularly north of 80th Avenue—the heart of the old Irondale community (**Figure 19**). Many homeowners continued to raise livestock and crops, and even today, residential properties along 88th Avenue in Commerce City retain small corrals and agricultural fields.

Figure 19. Detail of USGS aerial in 1963 illustrating the suburban growth south of 80th Avenue (USGS 1963)

Following the end of World War II, private sector companies were encouraged to lease space at the Rocky Mountain Arsenal site to offset operating costs. The principal lessee was Shell Chemical Company, which produced commercial pesticides (Wagner 1977, 41). Jobs at the Arsenal and these new private companies supported the surrounding area's economy, and further encouraged the shift away from agriculture and an increasing dependence on industry. This trend was accelerated when chemical contamination in the water and soil was discovered in the 1950s following a massive crop failure. The soil and groundwater contamination eventually led to cessation of weapons production at the site and the beginning of remediation efforts in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act (U.S. Army Bases n.d.).

During the 1950s, Commerce City experienced growth typical of the rest of Adams County at that time. Along with the residential growth precipitated by the establishment of the Rocky Mountain Arsenal, new industries settled and grew in the area. By 1952, there were six oil

refineries, two grain elevators, a paper pulp company, and other manufacturing and freight-hauling businesses in the industrial area of Commerce Town (City of Commerce City 2015, 22). Commerce City's location at the crossroads of several major transportation corridors assisted the growth of these industries, especially those with an automobile/trucking nexus. Easy access to corridors such as Hwy 2, U.S. Highway 85 (US 85), and US 6, as well as two major railroads, allowed for efficient transportation of people and products, and aided in the industrial success. The majority of the industrial development in the mid-century occurred to the south of Irondale, centered in the Commerce Town area.

The Lincoln Highway (now Interstate 80) was one of the earliest transcontinental highways in the nation. Echoing the drama of the transcontinental railroad bypassing Denver in the 1860s, the highway also bypassed Denver and Colorado in favor of an easier mountain crossing in Wyoming. However, Colorado was quick to connect to this highway and by 1916, a number of interstate roads entered the state from all directions (Associated Cultural Resource Experts 2002, 5-5). Colorado, however, still desired an interstate highway of its own. As early as 1926, the alignment that would eventually form Interstate 70 (I-70) was in the works. In Colorado, I-70 travels just south of Commerce City where it then follows the older route of US 6 to the west.

US 6 includes 467 miles of road across Colorado, a portion of which follows the old Overland Trail southwest from Nebraska to Denver along the South Platte River (traversing the west side of Commerce City), and has existed in some form since the early twentieth century. The segment of US 6 that runs through Commerce City now is co-aligned with US 85, Interstate 25 (I-25), and I-76. US 85 was a north-south route from Pueblo, Colorado, to Wyoming as early as 1916. Much of US 85 was subsumed by I-25 in the 1960s. Originally designated Interstate 80 South (I-80S), I-76 was given its current designation in 1975. I-80S provided a critical link in the nation's interstate system, connecting Interstate 80 to I-70, two of the longest interstate routes in the country. Construction of I-80S began in August 1958 in northern Colorado. By 1966, the segment from Barr Lake to US 85 was completed, including an existing 3-mile stretch of highway between US 85 and Dupont that was incorporated into the new interstate. By 1968, the 4-mile stretch between I-25 and US 85 was open, with access provided to 88th Avenue (CDOT n.d.).

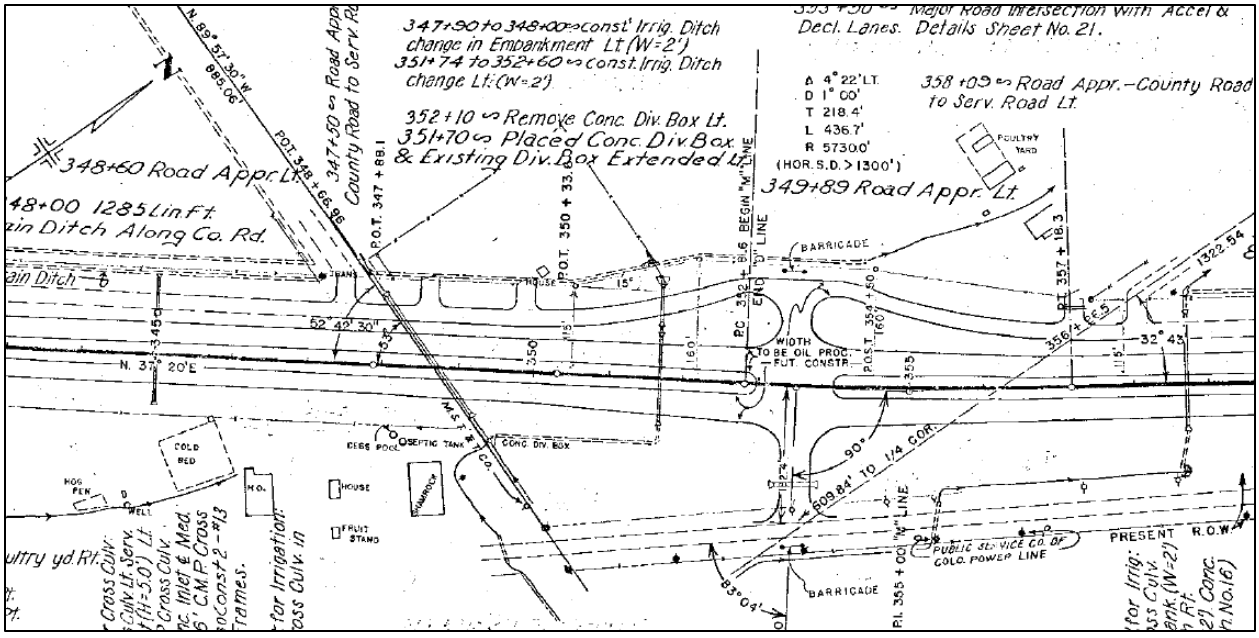


Figure 20. Plan of the intersection of 88th Avenue and US 6 (Colorado State Highway Department, Project No. F.6-1(1), 1949)

Figure 21. Clason's Road Map of Colorado, 1931 (David Ramsey Map Collection)

The original sections of Hwy 2 travel along Colorado Boulevard in Denver and act as an urban corridor connecting to Denver's south and east suburbs. State travel maps from 1916 and 1922 show Hwy 2 first designated as "State Highway 21." By 1923, the road was renumbered State Highway 2 (SH 2); in 1926, it was made a national route and redesignated U.S. Highway 40 (US 40). While rerouted several times, the highway generally carried traffic northeast-southwest through the state, joining or aligning with other U.S. highways in Colorado and Nebraska. By

1940, SH 2 connected with US 6 before turning northeast along the CB&Q rail line towards Hudson and Wiggins. During the 1960s, the original SH 2 was gradually truncated, with portions abandoned in favor of new US 40 and US 6 alignments, as well development of the interstate system. The northeastern portion of Hwy 2 serves as a connector through Commerce City, traveling along the northwestern edge of the Rocky Mountain Arsenal Wildlife Refuge to I-76. During the post-war period, the highway was a major avenue for industrial and commercial trade, exchange, and growth (Noel 1994, 352 and 361-362; Mead & Hunt, Inc. and Dill Historians LLC 2016, 76).

As early as the 1920s, Colorado had established itself as a destination for automobile tourism. Thanks to Henry Ford's Model-T, the average American could afford an automobile, setting in motion the popularity of automobile travel that would continue throughout the twentieth century. Rough and rutted Colorado roads saw improvements in the 1930s with the help of federal work programs. The rural towns of eastern Colorado welcomed the improvements and the increase of traffic they brought (Associated Cultural Resource Experts 2002, 11–33).

In the 1930s, an auto racetrack was located in Dupont (Bullock 2010, 18). Auto garages, gas stations, motels, and cafes sprung up on the routes in this area, to the benefit of the local economy. This trend was seen in the neighborhoods of Commerce City: Adams City Service and Café (located off Brighton Road, a frontage road for US 6 and US 85) was built in 1950; the A-Frame Lodge was built in the early 1960s at US 85 and 88th Avenue as the last stop for gas and food before heading out of town; a motel was located across the street at Brighton Road and 88th Avenue; and a Chevron Service Station was built in 1963 in Derby off Hwy 2 (Bullock 2010, 24; Cox 2001; Hoehn Architects P.C. 2014, 36).

While the neighborhoods south of 80th Avenue boomed, the 88th Avenue corridor experienced residential growth to a lesser degree. Irondale Gardens was platted just west of the Burlington Ditch and south of 88th Avenue. The residences are mainly of the Ranch type built in the late 1940s through early 1950s. Likewise, one-story Ranch type residences filled parcels along Tamarac and Ulster Streets.

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 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. Ten years later, Commerce Town annexed Derby, and officially changed its name to Commerce City (Wagner 1977, 43). The neighborhood of Dupont, northwest of Commerce City proper, and portions of Irondale not included in Commerce City are part of unincorporated Adams County (City of Commerce City 2015, 22).

With incorporation came a slew of local public works projects. The South Adams County Water and Sanitation District was organized in 1952 and was responsible for developing groundwater and infrastructure throughout the city (Bullock 2010, 97). 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. The area of 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.

One major new trend that took off during the 1950s and 1970s was the development of mobile home parks. Prior to the mid-twentieth century, trailer homes had existed primarily as temporary, recreational homes that owners set up in campgrounds and/or used to travel. The onset of World War II introduced an influx of city dwellers who arrived to work at new manufacturing centers and needed quick, cheap housing. Private trailer parks developed in industrial cities in the Midwest and near military bases in California, and were often built and maintained by the government. The large-scale planning of these temporary-style housing communities introduced the American public to the benefits of this simple, inexpensive, and flexible mode of living; in the 20 years following the World War II, the sale of mobile homes increased ten-fold (Lawrence 2014, 25).

One of the earliest—perhaps the first—mobile home park built after World War II was Trailer Estates, constructed in 1955 in Bradenton, Florida. The park comprised 160 acres and included a marina, a grocery store, shuffle board courts, and a regular schedule of community social activities. Residents, mostly retirees, purchased individual lots and paid a monthly fee for the amenities. The prototype trailer park exhibited features that would be replicated in mobile home communities across the country over the ensuing decades: trailer homes arranged in a herringbone pattern (angled off the road); centralized community buildings; and paved streets laid out on a grid with simple, minimal landscaping (Lawrence 2014, 27). As mobile home development and other planned-unit developments multiplied rapidly in the postwar era, the Federal Housing Administration (FHA) responded with written guidelines for the proper, safe, and effective construction of these communities.

In 1957, the FHA published its first edition of the “Minimum Property Requirements for Mobile Home Courts,” establishing minimum planning and construction requirements for trailer home parks. Among other topics, the FHA guidance addressed compliance with local regulations, community facilities and services, site conditions and access, yards, patios, streets, density, utilities, and construction of the homes. Basic necessities were stipulated for individual home lots in each mobile home park: a consistent, safe supply of water; sanitary and sewage facilities; electricity; a paved patio of at least 180 square feet; a parking space; and tenant storage. The mobile home park was also required to provide community facilities for laundry and toilets, recreation, garbage disposal, and a management office (FHA 1957, 2210–2211). A flexible approach characterized the advised inclusion of recreation facilities, with the FHA recommending provision of “playgrounds, swimming pool, and assembly hall . . . to the extent determined essential to meet the anticipated needs of the clientele” (FHA 1957, 2414-1).

Regarding the design of the park, the FHA refrained from dictating specific design choices, but advised “harmonious and efficiently organized” sites that took advantage of “favorable” views buffered when possible from busy highways, industrial areas, or other unsavory neighbors. The FHA discouraged—but did not restrict—a gridiron layout as a “regimented, unimaginative” type of planning that would make a community appear monotonous or unattractive. Five years later, the FHA guidance of 1962 slightly elaborated its park design recommendation, advocating

contemporary site planning methods that were “informal” and conformed to terrain, including existing trees and vegetation, rock formations, and topography; a “stylized” pattern was to be avoided (FHA 1962, 2401). The updated guidance did not provide a revised site plan example, suggesting that the 1957 original was still considered advisable (**Figure 22**). This “Illustrated Example of a Well-Planned Mobile Home Court” showed paved, curvilinear streets, grouped parking spaces, and grouped tenant storage lockers. Mobile homes were arranged at angles and stacked off the street to provide more privacy and less street frontage. The office, laundry, and recreation facilities were grouped at the front of the park property, adjacent to the entrance (FHA 1957, 2401).

The FHA required some specifics, consisting primarily of minimum and maximum distances and sizes of lots in relation to other lots and the street, as well as dimensions for road width (20 to 36 feet depending on street type), grading, and drainage (**Figure 23**). Yards were to be capacious enough to allow for future expansions, additions, or replacement homes. Interestingly, sidewalks were not required or emphasized, indicating that pedestrian movement was not anticipated to characterize the mid-twentieth century mobile home park (FHA 1957, 2404-7; FHA 1962, 2407).

Another major influence on the development of mobile homes during the 1950s through the 1970s was the Mobile Home Manufacturers Association (MHMA), which also established a (less strict) set of guidelines for lot size, home positioning, and park layout. Created in the late 1950s, the MHMA’s Park Division was instrumental in mobile home park development nationwide with its dissemination of free planning kits that offered prepared site plans and architectural consultation for a fee that was refundable following construction of the park. The MHMA’s park designs took those of the FHA a step further, suggesting all curvilinear streets with cul-de-sacs and landscaped buffers. The buffers provided a screen against adjacent highways, and the curvilinear layout embraced both the natural topography as well as slowed traffic (**Figure 24**).

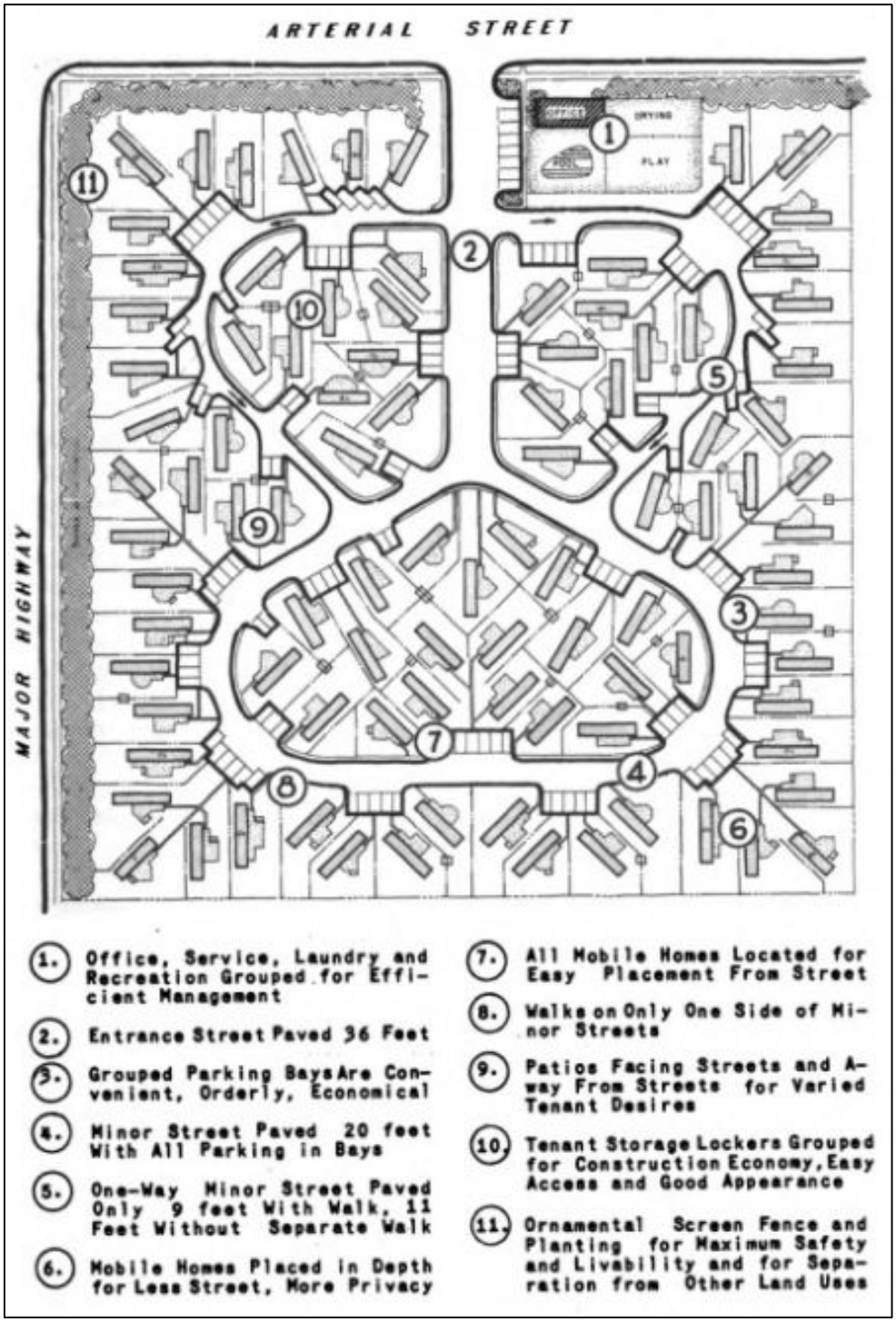


Figure 22. The FHA's "Example of a Well-Planned Mobile Home Court," 1957 (FHA 1957, Figure 2401)

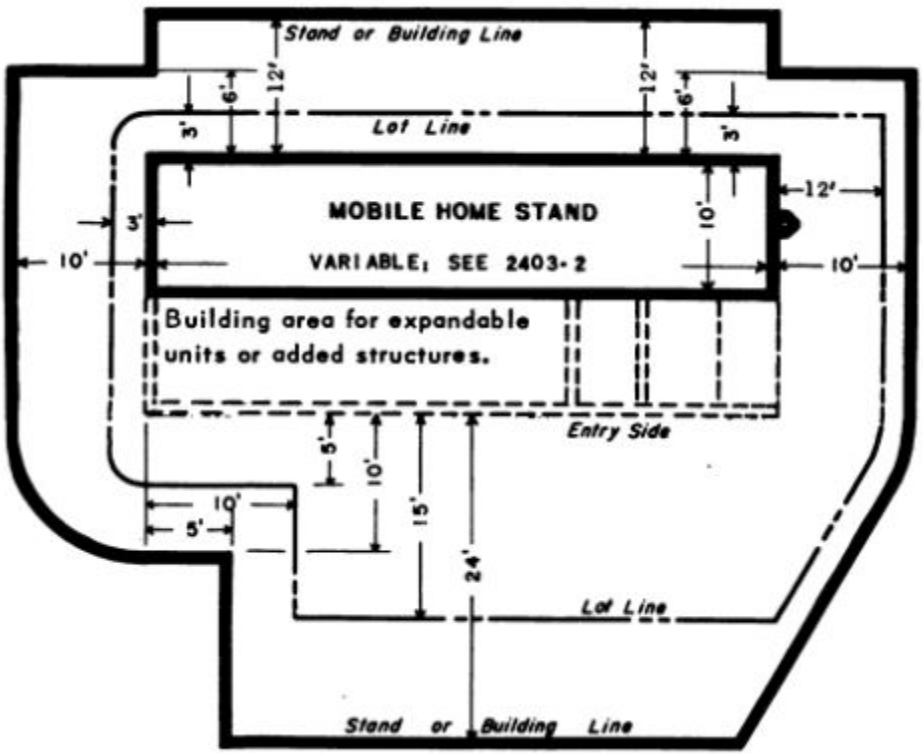


Figure 23. The FHA's 1962 guidance provided this graphic to illustrate required minimum distances from each mobile home to surrounding features (FHA 1962, Figure 2404-6)

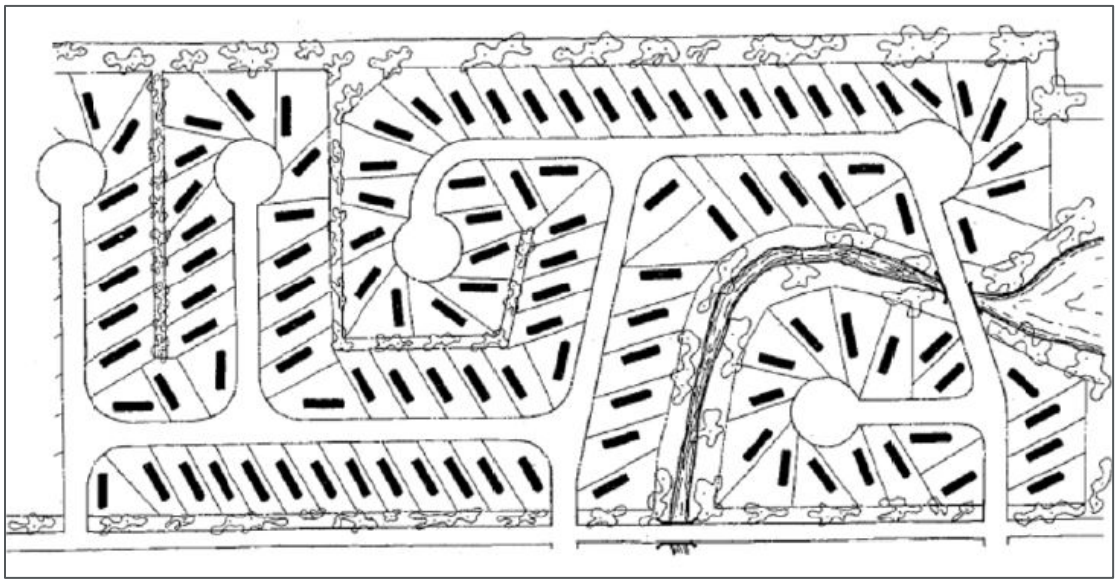


Figure 24. An example of the type of curvilinear, landscaped mobile home park advertised by the MHMA (Lawrence 2014, 34)

The Rainbow Mobile Park (later renamed Wikiup Mobile Home Park), built in 1964 on 88th Avenue just east of I-76, reflected much of the FHA's guidance (**Figure 25**). Herb Hast, a Colorado native and owner of Hast Lumber Company, and "Swede" Henderson, who had developed other mobile home parks in the Denver area, developed the Rainbow Mobile Park. This park promised "a new concept of mobile living" with recreation centers, a small yard and

carport for every lot, and an easy commute into Denver given its location at 88th Avenue and US 85 (now I-76).

In 1965, just a year after Rainbow Park opened, the real estate firm Hickey-Friedman Company purchased the property. Partners James D. Hickey and Don Friedman announced plans to expand the park from 82 spaces to a “major 229-space mobile home park with a large recreation building, swimming pool, and laundry room” by spring 1965. Hickey-Friedman also planned to rename the park “Wikiup Mobile Home Club”; however, “Rainbow Park” remained the community’s name until at least the late 1970s. The park worked with Denver Fence Company to secure chain-link fences that were designed to contain pets but also be portable—transported if owners should move. Home sites averaged 3,000 square feet with cement foundations, patio areas, walkways, landscaped lawns, and built-in barbecue pits. The park was divided into an adult section and a family section, and separate recreation buildings were provided for the different sections. Water was provided free of charge, pumped from an artesian well on the property. All other utilities were underground and individually metered. The center of the park community was the clubhouse. Organized community activities held at the club house included dances, potlucks, pancake breakfasts, gym classes, arts and crafts classes, and swimming and dancing lessons (Keating 1964; *The Almanac* 1964).

A smaller mobile home park is located on the east end of the 88th Avenue corridor. Byron “Coe” Cochran may have originally owned and/or developed the J. Burrs Mobile Home Park. In 1965, JoAnn Burr and her husband bought the park from Cochran, and presumably renamed it Burrs Mobile Home Park. The Burrs owned the park until 1977 or 1978 (Bullock 2019). Aerial imagery from the 1960s indicates that the J. Burrs Mobile Home Park initially adhered to some of the guidance offered by the FHA and MHMA. Until circa (c.) 1980, the layout of the park consisted of an irregular grid composed of diagonal and rectilinear streets, a design likely conceived to slow traffic and create more open spaces. These aerials also show that mobile homes were evenly and spaciously arranged, with sizable yards between each home, and trees located throughout. At some point following the Burrs’ sale of the property in 1977-1978, the new park owners completely rearranged the park. The diagonal avenues and resultant open spaces were eliminated by the creation of two matching, parallel columns of homes; each column was composed of staggered, angled homes and divided by a central street (Xenia Place). This configuration exists today.

Based on historic aerial imagery, several other mobile home parks similar in configuration to the J. Burrs Mobile Home Park exist within Commerce City. Advance Manufactured Home Community, Derby Mobile Home Park, and Lincoln Mobile Home Park are three mobile home communities along SH 2 in the Derby neighborhood of Commerce City. Like the J. Burrs Mobile Home Park, these communities were built in the early 1950s through 1960s and consist of two or three rows of manufactured homes that lack the amenities outlined by the FHA and MHMA. The Wittmuss Mobile Home Park located west of Brighton Boulevard in Dupont, Commerce City, is also similarly configured.

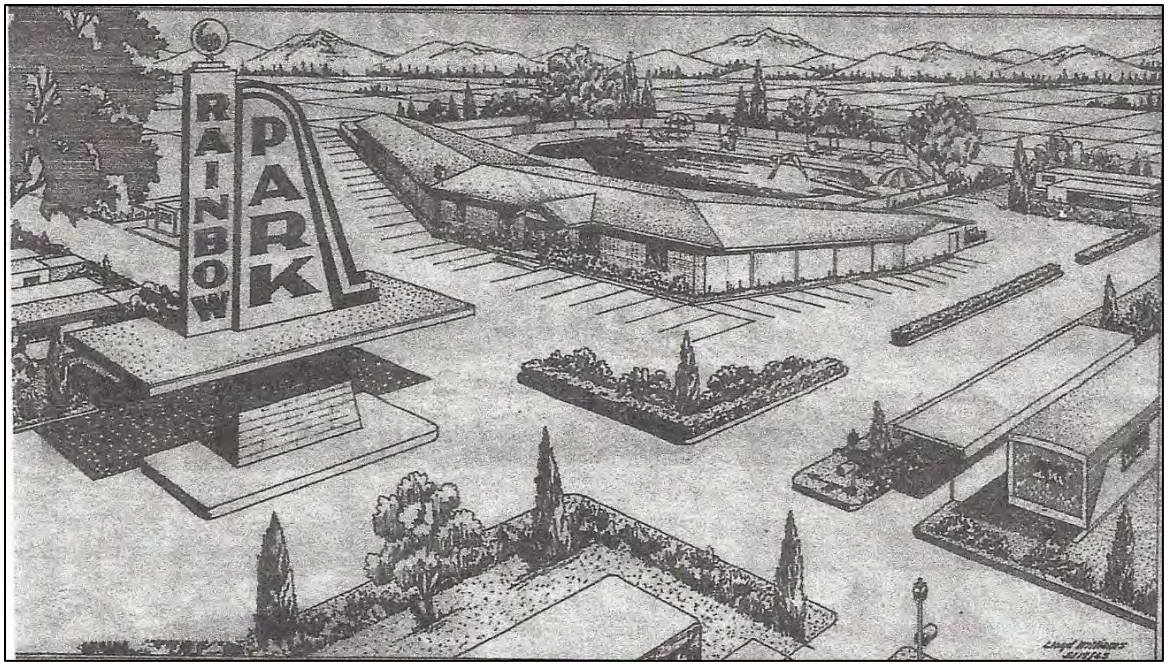


Figure 25. A newspaper ad for Rainbow Park, a "412-trailer park" under construction in 1964; at center is the community center that remains today (*The Almanac* 1964)

Given the proximity of the Rocky Mountain Arsenal, the local landscape was influenced by the military installation.. The Adams County Assessor identifies the huts as built in 1942, but historic aerial imagery shows the buildings were not present at their current Xenia Street location until between 1950 and 1963, suggesting owner at the time, Harold L. Townsend had moved the Quonset huts several times. The civilian adaptation of surplus military Quonsets was a widespread phenomenon following World War II, taking place nationwide in residential neighborhoods, college campuses, hospitals, and other institutions. The inexpensive, transportable structures were so popular that, failing the acquisition of surplus Quonsets from the military, some institutions and communities pursued new Quonset production by civilian manufacturers.

There are several examples of Quonset huts being used for residential purposes in Adams County. One example occurred to the north in Fort Collins, where the Colorado Agricultural and Mechanical College (Colorado A&M) used Quonset huts for student housing in 1945 through 1946 following a housing shortage (Thomas 2003, 12-15). Around the same time as the Quonsets were installed at 8721 Xenia Street, a larger Quonset community was built in Commerce City at 63rd Avenue and Monaco Street. Sixteen Quonset huts are arranged in a linear fashion along the north and south sides of a gravel drive extending off Monaco Street. The Quonsets were moved here from Fort Logan in the early 1950s (Bullock 2010). While not moveable in the sense of a true mobile home, Quonset hut dwellings and mobile homes are similar in character as they are both prefabricated, temporary-style structures built for economic and material efficiency as well as for ease of construction, transport, and functional adaptation.

During the mid-twentieth century, Commerce City also became a place for entertainment. In 1919, Owen Patrick Smith established the first greyhound racetrack in America in California. While the original intention was to make a profit via ticket sales, Smith quickly realized gambling

would attract bigger crowds. Due to gambling being illegal across the nation at that time, dog tracks quickly became venues for criminal and mob-related activities (Thayer 2013, 47). By 1930, 67 racetracks had opened across the country, all of them illegal. Florida was the first to legalize the practice in 1931 with several more states following.

Following the end of World War II, greyhound tracks increasingly became places of entertainment, and race night a popular event (Moss 2011). In 1949, Colorado legalized the industry; in the same year, the Mile High Kennel Club, Rocky Mountain Greyhound Park in Colorado Springs, and Pueblo Greyhound Park opened for races (Hartwell 1980, 97; Moss 2011). Several other dog tracks opened in the 1950s through the 1970s in Colorado. However, Mile High Kennel Club, established southeast of the 64th Avenue-US 85 intersection, got the choice running dates once the Florida tracks had closed for the season, making it the premier racing venue (Bullock 2010, 23). At the height of its popularity in the 1980s, Mile High Kennel Club raked in close to $1 million on race nights.

Greyhound racing fell into sharp decline across the country in the 1990s. Lotteries (Colorado's state lottery was established in 1983), casino gambling (legalized in Colorado in 1991), and the establishment of additional professional sports teams in the 1990s created new entertainment alternatives, and the dog tracks succumbed to the competition (Moss 2011; Thayer 2013, 187). Mile High Kennel Club was the last track to close in Colorado, with the final race occurring on June 28, 2008.

The status and popularity of Mile High Kennel Club north of downtown Denver led to the establishment of many dog kennels and veterinarian practices in the area. One such property was 8300 E. 88th Avenue, located approximately 4 miles northeast of the Mile High Kennel Club. Dog owners would often travel from Florida to Colorado in summer to train and race their dogs. Some would rent houses, apartments, and even garages from residents along 88th Avenue where many of the kennels were located. This was likely the case at 8300 E. 88th Avenue, where four dwellings and multiple former dog kennel buildings stand. A practice track lay south of the buildings on the property until c. 2000, and the property does not appear to function as a dog training facility currently. Other practice tracks are visible in the Commerce City area on USGS aerials from the 1950s and 1960s.

Additional entertainment arrived on 88th Avenue in the form of the 88 Drive-In Theater. Drive-in theaters first appeared in 1933, combining America's two great loves—the automobile and movies (Sanders and Sanders 1997, 13). Unlike most non-essential construction projects that stalled during World War II rationing, construction of drive-in theaters continued as the outdoor facilities needed relatively little materials. Most early drive-in screens were constructed with minimal wood. Drive-ins ranged from mom-and-pop operations to corporate enterprises; therefore, their style ranged from homemade to architect designed. However, typical drive-ins shared many of the same features: entrance sign; ticket booth; projection booth, often combined with a concessions stand; movie screen constructed of wood or metal; pole-mounted speakers; and large parking area, fencing, and landscaping demarcating the property's perimeter and often the entrance/exit (Karp 1998). Popularity of the drive-in peaked during the 1950s. Cars were an affordable commodity, fast food was catching on, and people were driving everywhere.

The number of “ozoners”—another name for these outdoor film venues—increased from 820 in 1949 to approximately 4,063 in 1958 (Simmons 2014, 11). Residents of Commerce City remember a drive-in theater at Monaco Street and 40th Avenue, which would have attracted patrons from Denver, Adams, and Arapahoe Counties (the theater was mostly likely a casualty of I-70 construction in the late 1960s). By the 1960s, cars were no longer a novelty, and many people preferred the comfort of watching movies at home to sitting in a car at the drive-in (Wolfe 2007, 7–9). Drive-ins tried to adapt to survive. The drive-in theater in Monte Vista, Colorado, added a motel in 1964, converting the establishment into the Best Western Movie Manor (Sanders and Sander 1997, 123), where patrons today watch the big screen from the comfort of their own room. America’s drive-in movie theaters were, in part, saved by an invention in 1970 that allowed the movie’s sound to be transmitted into the car via radio (Sanders and Sanders 1997, 127–128).

The 88 Drive-In Theater was built in 1971 and in operation by 1972. The theater was constructed on 7.5 acres, with an original capacity for 500 parked cars. The theater followed the pattern established by earlier drive-ins: located on the edge of town, away from agricultural practices that might produce odors and residential areas that might find the theater a nuisance (Wolfe 2007, 7). The 88 Drive-In Theater was constructed on the north edge of Commerce City in an area that had been shifting away from agricultural practices during the decade prior to construction, but still had minimal residential zoning. It was easy for patrons to access, with I-76 less than 1 mile to the west and Hwy 2 1 mile to the east. In the theater’s early years, it triggered public outcry for showing sexually explicit X-rated films, and a court order was issued to close the theater temporarily. The theater’s manager at the time, Mike Middleton, ignored the order and maintained normal theater hours. In response, outraged local residents blockaded the facility with their cars, attempting to block customer entrance. Another court order ensued, and in 1973, local legislatures drafted a bill that would ban pornographic movies from drive-in theaters, a move aimed specifically at the 88 Drive-In Theater (*The Denver Post* 1973). It is unknown if the bill was passed; however, in 1976, the 88 Drive-In was acquired by William and Margaret Holshue, who reportedly addressed public concerns by introducing a more wholesome schedule of films (Whaley 2010).

Only 500 drive-ins remained across the country by the 1990s, and that number has been reduced to approximately 330 today (Reid 2008). Many of these theaters fell victim to vandalism, abandonment, rising land prices, and encroaching development. However, those that do remain, such as the 88 Drive-In Theater, have enjoyed a renewed interest. The 88 Drive-In Theater is one of eight of its kind left in Colorado and one of just two located in the Denver metro area. The other drive-in, Denver Mart, was established in 2015, indicative of the cultural comeback the outdoor movie theater is making (Whaley 2010).

3.5 Modern Industrial Development (1976–2000s)

By the late 1970s, the Irondale community was a mixture of residences ranging from shanties to modest Ranches and bungalows, and industries consisting of mostly storage and junkyards. Due to proximity to the railroads and growing industrial pressures from the south, the remaining agricultural fields began to be converted to industrial use. In 1978, the community voted to rezone Irondale as "employment-industrial" with the hope that many residents would sell their land to industrial developers (Ayers 1978). To the south of 88th Avenue, the area remains a mix of light- and medium-intensity industrial activity mixed with pockets of residential development, while the north side of 88th Avenue is part of what Commerce City has dubbed the "Industrial Enclave." The Industrial Enclave, which stretches as far north as E. 104th Avenue, was once almost all agricultural fields, and is now almost all industrial businesses and distribution centers. Commerce City annexed this area in 2007 (City of Commerce City 2010, 80).

In the southwest corner of the Industrial Enclave is a staple of the community, the Mile High Flea Market. This flea market originally began in 1977 in the parking lot of the Commerce City dog track, the Mile High Kennel Club, (*Colorado Springs Gazette-Telegraph* 1977). It grew to be so popular that it was moved in 1986 to its current, more expansive location—an 80-acre lot at the corner of E. 88th Avenue and I-76 (Mile High Flea Market, Inc. n.d.).

In 1988, South Adams County Water and Sanitation District built an alluvial treatment facility (Ford Alluvial Recharge Facility No. 2) directly northeast of the Mile High Flea Market with the Burlington Ditch on the north and the O'Brian Canal on the south. The Burlington Ditch fed the facility until 1992 when a segment of the Burlington Ditch was filled and use was discontinued. The filled-in segment ran from the bifurcation of the Burlington Ditch and the O'Brian Canal to the alluvial treatment facility. At that time, a feeder ditch was added from the O'Brian Canal to the facility. By 2003, another segment of the Burlington Ditch was filled northeast of Facility No. 2 (USGS 1991, 1993, and 2003).

The land 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 Denver annexed it 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 (Reeves 1995, 34–35). 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 (City and County of Denver, Department of Aviation n.d.).

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. While the toll road was not completed until 2003, sections near the DIA and Commerce City were opened as early as 1998. This toll road, E-470, provides alternative access to the DIA as well as Commerce City as it connects to I-76 just south of Barr Lake (Noel 2018, 3; Wagner 2002, 160–161). Development along the E-470 corridor has led to growth in Adams County with population figures doubling in 10 years; new

industries in the Industrial Enclave; and residential development of Commerce City's Northern Range, north of Arsenal National Wildlife Refuge and east of the South Platte River (City of Commerce City 2014, 82 and 87; Noel 2018, 46). The 88th Avenue corridor also experienced more industrial growth in the last few decades. A rail yard associated with the Andesite Rock Company was built off the UP just north of 88th Avenue and east of the O'Brian Canal. A series of distribution warehouses were built along 88th Avenue's north side in the 1990s for companies such as FedEx and Lowes. The city's location along major transportation routes, interstates, state highways, and railroads as well as proximity to the DIA have helped Commerce City maintain a strong industrial base and spur new growth.

4 Results and Evaluations

The historic resources survey identified a total of 63 cultural resources located within the two-tier APE: 43 historic architectural resources and 5 linear resources were surveyed in the primary APE, and 15 historic architectural resources were identified in the noise buffer area. In the primary APE, six of the newly surveyed historic architectural resources are found to be NRHP-eligible. The remaining 37 surveyed architectural properties are found to be not eligible. Cultural staff did not survey the 15 historic architectural properties in the noise buffer area or record them on site forms, but they are treated as eligible for the purposes of this Project.

In addition to the 43 architectural resources, five segments of linear resources were recorded, with three of the five segments considered supporting of the eligibility of the overall resource. Four of the five surveyed linear segments are segments of previously recorded linear resources. The five linear resources consist of one road segment (5AM.3996.1), two ditch segments (5AM.465.19 and 5AM.477.15), and two railroad segments (5AM.459.19 and 5AM.464.20). The Denver Pacific/Union Pacific Railroad (5AM.459) was determined officially eligible in its entirety by the Colorado SHPO in 1996, and the newly surveyed segment (5AM.459.19) is recommended as a supporting segment. The O'Brian Canal was assumed eligible in its entirety per OAHP guidelines in 1987, and Burlington Ditch was determined officially eligible in its entirety in 1988. The O'Brian Canal segment is recommended as supporting the canal's overall eligibility, and the Burlington Ditch is recommended non-supporting due to its burial in 1992. The remaining linear resources, the Burlington Northern Railroad and 88th Avenue, have not been surveyed in their entirety and per OAHP standards are therefore assumed eligible. The surveyed segment of 88th Avenue in the Project area is recommended as non-supporting of overall eligibility. The surveyed segment of the Burlington Northern is recommended as supporting the overall eligibility of the resource.

Table 3 summarizes the nine resources recommended eligible, or previously determined eligible, for NRHP-listing. The 15 noise buffer properties are listed in **Table 4**. Complete results of all surveyed cultural resources (48) are provided in **Table 6** at the end of this section. Additionally, survey results maps are provided in Appendix A, photographic tables for all cultural resources identified within the two-tiered APE (61) are provided in Appendix B, and site Forms for the 48 surveyed properties are provided in Appendix C.

Table 3. NRHP-Eligible Resources in the Primary APE

Site No.	Resource	Date	NRHP Eligibility
5AM.459 • 5AM.459.19	Denver Pacific/UP Railroad • Segment	1868–1870 • 1868	Eligible (1996) • Supporting
5AM.464 • 5AM.464.20	BNSF Railroad • Segment	1881-1882 • 1882	Assumed Eligible • Supporting
5AM.477 • 5AM.477.15	O'Brian Canal • Segment	1910–1912 • 1910	Assumed Eligible • Supporting

5AM.465 • 5AM.465.19	Burlington Ditch • Segment	1888-1910 • 1888-1910	Eligible (1988) • Non-supporting
5AM.3996 • 5AM.3996.1	88th Avenue • Segment	c. 1889-1940 • c. 1889-1940	Assumed Eligible • Non-supporting
5AM.3958	88 Drive-In Theater, 8780 Rosemary St.	1971–1976	Eligible
5AM.3975	Irondale School, 8702 Rosemary St.	1937	Eligible
5AM.3976	Dwelling, 8705 Rosemary St.	1901	Eligible
5AM.3990	Wikiup Mobile Home Park, 6500 E. 88th Ave.	1964–65	Eligible
5AM.3983	Dwelling, 8686 Laurel Drive	1953	Eligible
5AM.3994	The Country Cottages Quonset Park, 8721 Xenia Street	c. 1955	Eligible

Table 4. Properties in the Secondary (Noise Buffer) APE – Treated as NRHP-Eligible

Resource	Property Type	Date
8720 Tamarac Street	Residential	1966
8001 E. 87th Avenue	Residential	1952
8713 Ulster Street	Residential	1952
8703 Ulster Street	Residential	1953
8701 Ulster Street	Residential	1949
8690 Verbena Street*	Residential/Agricultural	1964
8730 Willow Street	Residential	1940
8696 Willow Street	Residential	1940
8635 E. 87th Avenue	Residential	1942
8699 87th Avenue	Residential	1953

8491 Rosemary Street	Residential	1952
8450 Rosemary Street	Commercial/Industrial	1972
8701 Brighton Road	Commercial/Industrial	c. 1960
8786 Brighton Road	Residential	1956
8780 Brighton Road	Residential	1952

*The private, secured property at 8690 Verbena Street was not accessible from the ROW during survey, and was therefore not photographed.

Table 5. Not Eligible Properties in the Primary APE

Site No.	Resource	Date	NRHP Eligibility
5AM.3959	8674 Laurel Dr.	1958	Not Eligible
5AM.3960	8721 Willow St.	1947	Not Eligible
5AM.3961	8701 Willow St.	1937 & 2017	Not Eligible
5AM.3962	8300 E 88th Ave., Buildings 1-4	1951, 1941, 1951, & 1951	Not Eligible
5AM.3963	8190 E 88th Ave.	1964	Not Eligible
5AM.3964	8796 Ulster St.	1949	Not Eligible
5AM.3965	8741 Ulster St.	1955	Not Eligible
5AM.3966	8751 Ulster St.	1957	Not Eligible
5AM.3967	8771 Ulster St.	1959	Not Eligible
5AM.3968	8781 Ulster St.	1959	Not Eligible
5AM.3969	8796 Tamarac St.	1930	Not Eligible
5AM.3970	8790 Tamarac St.	1958	Not Eligible
5AM.3971	8750 Tamarac St.	1959	Not Eligible

5AM.3972	8740 Tamarac St.	1953	Not Eligible
5AM.3973	8730 Tamarac St.	1955	Not Eligible
5AM.3974	7840 E. 88th Ave	1952	Not Eligible
5AM.3977	7330 E. 88th Ave.	1941	Not Eligible
5AM.3978	6950 E. 88th Ave.	1954	Not Eligible
5AM.3979	8790 Laurel Dr.	1949	Not Eligible
5AM.3980	8760 Laurel Dr.	1941	Not Eligible
5AM.3981	8740 Laurel Dr.	1956	Not Eligible
5AM.3982	8730 & 8736 Laurel Dr.	1953	Not Eligible
5AM.3983	8686 Laurel dr.	1953	Not Eligible
5AM.3984	8681 Laurel Dr.	1955 & 1979	Not Eligible
5AM.3985	8701 Laurel Dr.	1952	Not Eligible
5AM.3986	8769 Laurel Dr.	1966	Not Eligible
5AM.3987	8777 Laurel Dr.	1949	Not Eligible
5AM.3988	8781 Laurel Dr.	1953	Not Eligible
5AM.3989	6840 E. 88th Ave.	1940	Not Eligible
5AM.3991	8790 Brighton Rd.	1934	Not Eligible
5AM.3992	8800 Brighton Rd.	1901	Not Eligible
5AM.3993	8810 88th Ave. J Burrs Mobile Home Park	c. 1963	Not Eligible
5AM.3995	8680 E. 88th Ave.	c. 1945	Not Eligible

5AM.4026	7520 E. 86th Ave.	1959	Not Eligible
5AM.4027	8496 Rosemary St.	c. 1960	Not Eligible
5AM.4028	8581 Rosemary St.	1901	Not Eligible
5AM.4029	8731 Willow St.	c. 1955	Not Eligible
5AM.4030	8740 Willow St.	1957	Not Eligible

4.1 Linear Resources

The following linear resource segments are supporting of the overall eligibility of the resources. More information on Burlington Ditch Segment (5AM.465.19) and 88th Avenue Segment (5AM.3996.1) can be found in their respective OAHP site forms (enclosed).

5AM.459.19 – Denver Pacific/Union Pacific Railroad (Segment)

5AM.459.19 is a 2-mile segment of the UP. This segment extends from E. 80th Avenue on the south to E. 96th Avenue on the north. As discerned from historic aerial imagery and photographs, the historic ROW width of this segment was likely consistent with its current single-track width, comprising a single track and extending just beyond the base of the berm on either side, typically reaching a total width of approximately 75 to 80 feet, or 25 meters (**Figure 26**). However, the majority of the segment has been expanded with sidings that date to the mid-1970s or later, increasing the modern ROW to as much as 160 feet (50 meters) along stretches where sidings exists. Segment components include the mainline (berm, ballast, rails, and ties), sidings, switches and signals, an on-grade road crossing, and a bridge. A modern railroad spur extends northwest off the surveyed segment south of 96th Avenue; due to its non-historic age (c. 1985 per historic aerial imagery), the spur is not included as a feature.

There are two non-historic sidings within the segment boundaries; both appear to have been built after 1972 per historic aerial imagery. The two sidings combined extend nearly the length of the railroad segment. The north part of this siding was constructed beginning c. 1975; aerial imagery shows that the siding was built to the south in stages through 1993. The siding includes three adjacent modern bridge structures over the O'Brian Canal. This area of the siding, including the bridges, was reconstructed in 2017 to accommodate three new interior tracks aligned between the original east track and the 1992 west track. The O'Brian Canal crossing is supported on two bridge structures: a concrete deck bridge carrying the four siding tracks and an east concrete and built-up steel plate girder bridge carrying the original track alignment.

The mainline track lies on a low grade consisting of crushed rock ballast (**Figure 27** and **Figure 28**). The grade is approximately 2 feet in height with no significant changes in elevation. The segment consists of a single, standard-gauge track on a bed 25 feet wide. Ties on the mainline

are a mix of wood and metal. The segment includes an at-grade crossing of 88th Avenue that includes an overhead signal, two cantilevered gates, and a signal control shed (Features 1 and 2).

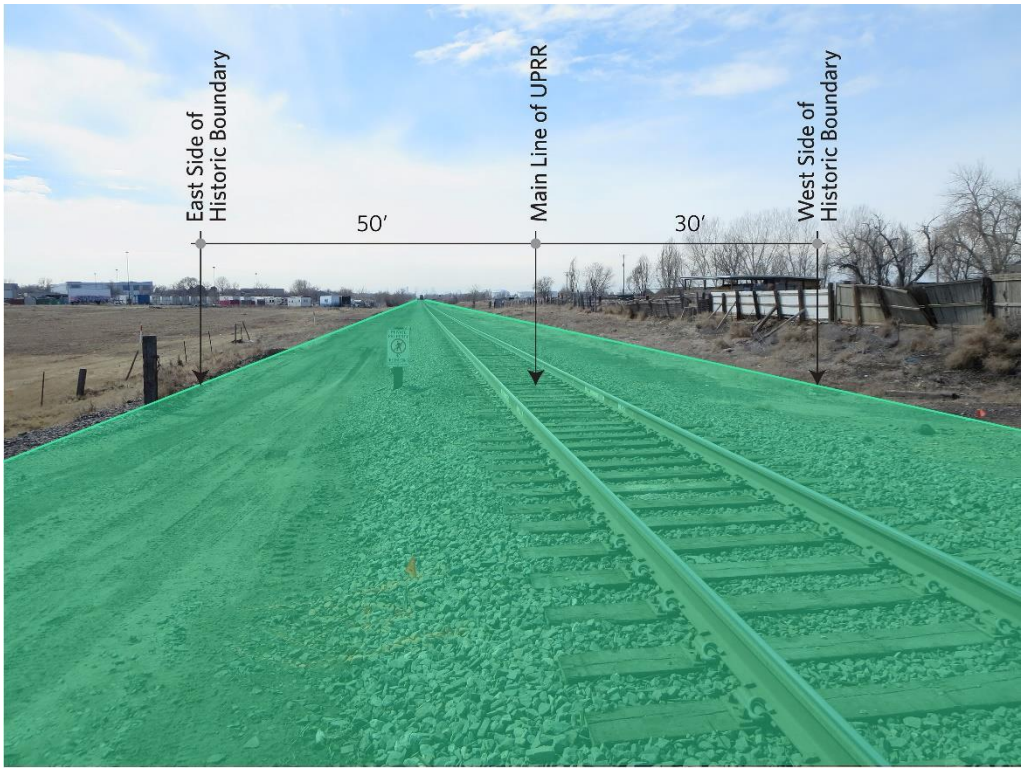


Figure 26. Diagram showing the typical historic ROW section of the UP, where modern siding does not exist; view south

Figure 27. UP at the intersection of 88th Avenue (Features 1 and 2); view northeast

Figure 28. UP at intersection with 96th Avenue, north end of segment 5AM.459.19; view south

The Denver Pacific/Union Pacific Railroad was designated officially NRHP-eligible in its entirety in 1996 under Criteria A and B, for its role in the economic development of Colorado and association with individuals significant in the history of Colorado, including businessman and entrepreneur David Moffat and former governor John Evans. The railroad has undergone regular maintenance and does not demonstrate engineering that would make it eligible under Criterion C. Further study of the physical remains of the railroad are unlikely to provide information important to the understanding of local, state, or national history and therefore the resource is not eligible under Criterion D.

The surveyed segment retains overall sufficient integrity to support the significance of the overall resource (5AM.459) under Criteria A and B. Most critical aspects of integrity necessary to convey the railroad's significance are its integrity of location, setting, association, and feeling. Because the resource is not eligible for its engineering significance under Criterion C, integrity of materials, workmanship, and design are, though important, of secondary consideration. The segment follows the original 1868 alignment and retains integrity of location. The railroad's integrity of association is likewise intact, as it serves its historic purpose of freighting commercial and industrial loads.

The railroad's integrity of setting and feeling have been compromised with the passage of time. The surrounding area is now developed with modern (post-1975) commercial and industrial complexes, impacting the railroad's original rural, agricultural setting and feeling, which it maintained as late as 1980. However, the majority of this large-scale development lies north of the railroad's intersection with 88th Avenue. The remainder of the surveyed segment south of 88th Avenue is surrounded primarily by small-scale agricultural, residential, and industrial properties, development that was well underway by the 1960s and 1970s, and which furthermore

does not entirely preclude the historic rural and mountain viewsheds of the railroad. Historic water features remain partially intact as well. While the Burlington Ditch has been abandoned near this railroad segment, the O'Brian Canal extends along the same alignment as constructed in 1912.

The most major physical change to segment 5AM.459.19 has occurred at its crossing over the O'Brian Canal, where a siding was constructed in segments between 1972 and 1993 west of the original single track. Between 2016 and 2019, the siding was expanded to include four separate tracks, and the bridge over O'Brian Canal was accordingly expanded to accommodate the new combined width. While considerable modern development has occurred along this 1-mile segment of the DP north of 88th Avenue, the original track alignment nonetheless remains in place and continuous, undisrupted from the rest of the historic line. This segment is in use and well maintained. Most of the materials from its original construction have been replaced, but they have been replaced in kind. The track segment overall maintains the general appearance of the historic line and preserves integrity of design, materials, and workmanship.

The railroad segment 5AM.459.19 retains sufficient overall integrity—especially with regards to location, association, setting, and feeling—to contribute to the significance of the entire linear resource. The surveyed segment is therefore recommended as Supporting of the eligibility of the DP/UP (5AM.459).

5AM.464.20 – Burlington Northern/Chicago Burlington & Quincy Railroad (Segment)

5AM.464.20 is a 2.67-mile segment of the Burlington Northern Railroad (**Figure 30** and **Figure 31**). This segment parallels Hwy 2 and lies approximately 1 mile east of I-76 in Commerce City. As discerned from historic aerial imagery and photographs, the historic ROW width of this segment comprised a single track and extended just beyond the base of the berm on either side, reaching a total width of approximately 50 feet, or 15 meters. The modern-day ROW has been expanded throughout the length of the segment due to the construction of sidings. South of 88th Avenue, the typical ROW width measures approximately 80 to 85 feet (25 meters). North of 88th Avenue, the modern ROW varies in width from approximately 90 feet to as much as 250 feet (27 to 75 meters) (**Figure 29**).

The mainline track lies on a low grade consisting of crushed rock ballast. The grade varies from 2 to 6 feet in height. The segment consists of a single, standard-gauge track on a bed from 25 to 50 feet wide (the expanded modern berm and ROW extends several feet farther on both sides, as noted above). Ties on the mainline are a mix of wood and metal. The siding and associated spurs were constructed west of the original alignment between 80th and 96th Avenue, and serve adjacent modern industrial and commercial complexes. The siding and spurs extend along the full 2.67 miles of the historic segment and were constructed incrementally between c. 1970 and 2019.

The surveyed railroad segment includes an at-grade crossing of 88th Avenue with an overhead signal, two cantilevered gates, and a signal control shed (Features 1 and 2). The rails are inset into the steel-encased concrete roadway at the crossing. The metal shed, railroad crossing signs, signals, and gates were all installed when the road crossing was rebuilt c. 2007. Track

switches and signals are also located at the beginnings and ends of all sidings and the beginnings of spurs, and date contemporaneously with the construction of the sidings and spurs (c. 1970 to 2005).

Figure 29. Diagram showing the typical ROW of present-day BNSF, with modern siding additions; view north, north of 88th Avenue

Figure 30. BNSF at 88th Avenue crossing; view southwest

Figure 31. BNSF at end of first siding; view northeast

The Burlington Northern Railroad (formerly the CB&Q) is assumed eligible in its entirety through Colorado under Criterion A, for its significant role in the development of Denver and other Front

Range and Eastern Plains communities. It was the first railroad to provide access to northeastern Colorado as well as the first direct line from Chicago to Denver, an alignment that later became known as the Burlington Route (Hoehn Architects P.C. 2014, 11). The CB&Q was so essential to farmers and ranchers of the Midwest and West for freighting agricultural goods that it was nicknamed the “Granger Railroad.” Likewise, the CB&Q’s success was dependent on freighting agricultural goods (Hoehn Architects P.C. 2014, 12).

The surveyed segment retains sufficient integrity to support the significance of the overall resource under Criterion A. The most critical aspects of integrity necessary to convey the railroad’s significance are its integrity of location, setting, association, and feeling. Because the resource is not eligible for its engineering significance under Criterion C, integrity of materials, workmanship, and design, though important, are of secondary consideration.

The segment follows the original 1882 alignment and retains integrity of location. The railroad’s integrity of association is likewise intact, as it serves its historic purpose of freighting commercial and industrial loads.

The railroad’s integrity of setting and feeling have been compromised with the passage of time. The surrounding area is now developed with modern (post-1975) commercial and industrial complexes, impacting the railroad’s original rural, agricultural setting and feeling, which it maintained as late as 1980. However, the majority of this large-scale development lies north and west of the railroad’s intersection with 88th Avenue. The remainder of the surveyed segment south of 88th Avenue is surrounded primarily by small-scale agricultural, residential, and industrial properties, development that was well underway by the 1960s and 1970s, and does not entirely preclude the historic rural and mountain viewsheds of the railroad. Additionally, the presence of Rocky Mountain Arsenal east of the railroad segment protects the resource from the encroachment of modern development on this side of the railroad, and preserves its historic prairie views and setting.

The most physical change to the segment 5AM.464.20 consists of a siding and associated spurs constructed west of the original alignment along its entire length, between 80th and 96th Avenue, which serve adjacent modern industrial and commercial complexes. Despite considerable modern development that has occurred along the BNSF segment north of 88th Avenue, and lesser development to the south, the original, single-track track alignment remains in place and continuous, undisrupted from the rest of the historic line. Therefore, while integrity of setting and feeling have been compromised, particularly along the north half of the segment, the alignment and much of the setting of 5AM.464.20 remains intact and able to convey the line’s historic significance under Criterion A.

The segment is in use and well maintained. Most of the materials from its original construction have been replaced, but they have been replaced in kind. The overall track segment maintains the general appearance of the historic line and preserves integrity of design, materials, and workmanship.

While impacted by modern development, the railroad segment 5AM.464.20 retains sufficient overall integrity—especially with regards to location, association, setting, and feeling—to

contribute to the significance of the entire linear resource. The surveyed segment is therefore recommended as Supporting of the eligibility of the historic CB&Q (now BNSF) (5AM.464).

5AM477.15 – O'Brian Canal (Segment)

This resource is an approximately 1.75-mile-long segment of the historic O'Brian Canal, which supplies water diverted from the South Platte River to Barr Lake in Adams County. The inventoried segment of the O'Brian Canal extends from the historic bifurcation of the Burlington Ditch approximately 400 feet southwest of the intersection of the canal and Brighton Road, winding north and east to the intersection of the UP (**Figure 33** and **Figure 35**). The canal passes beneath three roadway features: a modern (1992) bridge carrying Brighton Boulevard; a concrete bridge (1970) carrying 88th Avenue; and a modern (2017) UP bridge.

The width of the segment corresponds to the width of the canal corridor containing the excavated canal channel and associated spoil berms/earthen levees and ditch rider roads, all character-defining features for this resource. The total ROW width of the segment appears to correspond to the historic ROW width, inclusive of the ditch rider roads on either bank of the canal, and measuring a total of approximately 115 to 120 feet (35 to 40 meters). The canal by itself is approximately 50 feet (15 meters) in width. The ditch rider roads on either side are unpaved two-track roads, and are intermittently lined with shrubbery and trees.

The following features are associated with 5AM477.15:

Feature 1: O'Brian/Burlington bifurcation diversion structure—only partially extant. Burlington Ditch was buried north of the O'Brian birfucation in the mid-1990s, and c. 2000, the bifurcation gate was removed, leaving only the concrete abutments and diversion box for the Burlington Ditch. The remnants of this feature are poured concrete reinforced with rebar. Since this time, Burlington Ditch has presumably not been operational north of the historic O'Brian/Burlington bifurcation, and the O'Brian Canal flows without interruption through the former bifurcation gate site. Due to its ruinous condition, Feature 1 is non-contributing to the significance of the canal segment.

Feature 2: Two dirt ditch rider (maintenance) roads follow the canal alignment on either side. Ditch rider roads are both present on 1950 USGS aerials, and likely one or both of the road alignments were original to the canal. The two roads closely follow the canal alignment are unpaved dirt, occasionally marked by two tracks. Grassy shoulders flank both roads, and vegetation consisting of shrubbery and trees intermittently lines the roadways. The ditch rider roads are contributing features to the canal segment.

Feature 3: 88th Avenue Bridge (ADA088-008.0047), a concrete bridge dating to 1970. Due to its construction that falls outside the period of significance for the O'Brian Canal, the 88th Avenue Bridge is a non-contributing feature.

Feature 4: Diversion gate to alluvial treatment ponds. The diversion gate was added to the O'Brian Canal in 1992 when the Burlington Ditch was covered and no longer supplied water to the alluvial treatment ponds (built 1988). Due to its non-historic age, the diversion gate to the alluvial treatment ponds is a non-contributing feature.

Feature 5: Brighton Road Bridge (ADA7.2-084.0039), a concrete culvert and bridge structure dating to 1992. Due to its non-historic age, the bridge is a non-contributing feature.

Feature 6: Union Pacific Railroad Bridges, including a non-historic steel plate railroad bridge carrying the historic UP track alignment over the O'Brian Canal, and a modern railroad siding bridge located adjacent to the west. Historic and current aerial imagery indicate that the steel plate bridge was replaced c. 1992 when the siding to the west was originally constructed over O'Brian Canal. Due to their modern construction dates, the UP bridges over the canal are non-contributing features.

Segment access is controlled and the surveyed portion of the canal is surrounded by a chainlink fence including gates on the ditch rider roads where the canal intersects Brighton Road and 88th Ave. The fence is modern and not a historic feature of the canal.

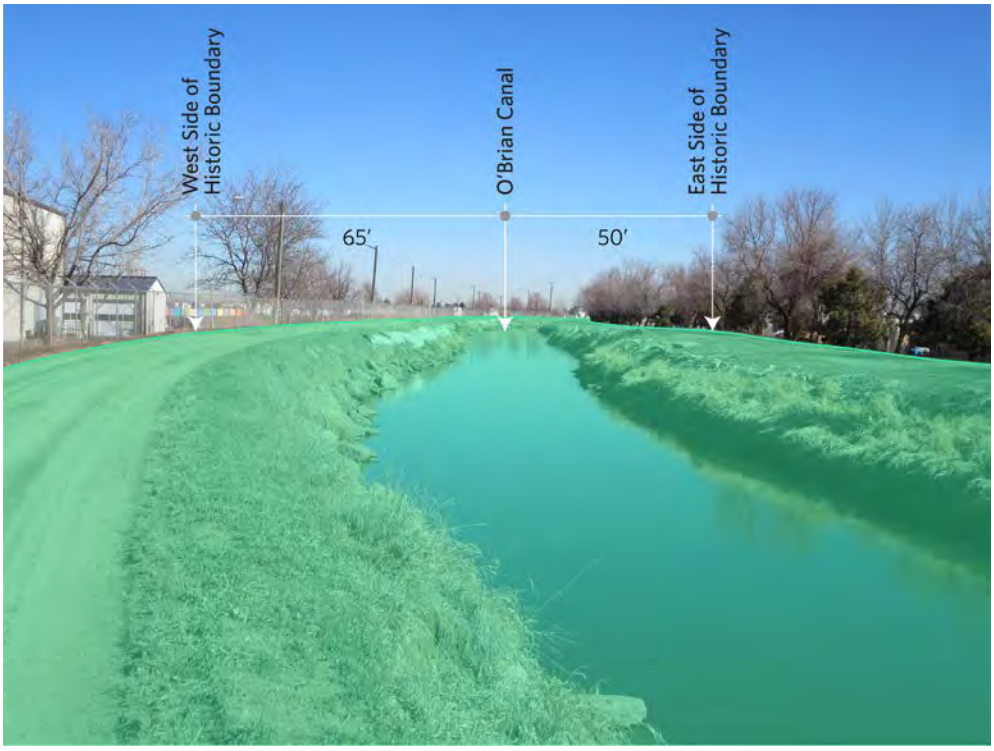


Figure 32. Diagram showing the historic boundary of the O'Brian Canal, view north.

Figure 33. The O'Brian Canal, view south towards 88th Avenue Bridge (Feature 3)

Figure 34. The O'Brian/Burlington Bifurcation site (Feature 1): concrete abutments and diversion box (on left); view to northwest

Figure 35. The O'Brian Canal; view northeast towards the alluvial treatment ponds diversion gate (Feature 4)

In 1988, the O'Brian Canal was determined eligible for listing in the NRHP for its state-level significance under Criterion A as a major engineering structure designed to irrigate the semi-arid Front Range area north of Denver. When completed in 1912, the canal constituted a critical source of irrigation for surrounding farms and ranches. Historically, the canal has been jointly operated by the Burlington Ditch, Reservoir and Land Company; the Henrylyn Irrigation District; and the FRICo, one of the largest irrigation companies in the United States. Construction of irrigation structures was a major and essential industry throughout Colorado during the settlement period (1850s to 1920s). Canals and ditches diverted water from creeks and rivers such as the Platte River, and directed it to towns, mines, industrial complexes, agricultural fields, and reservoirs.

The canal is also eligible for the NRHP at the state level under Criterion C. The canal is significant as a good example of irrigation engineering, notable due to its considerable length and capacity, which historically rendered it the primary supply conduit for Barr Reservoir. Design and construction of O'Brian Canal was a significant engineering feat that incorporated and expanded upon an already complex system of ditches (most notably, the Burlington Ditch) and reservoirs, resulting in a vast irrigation network that successfully irrigated thousands of agricultural acres around Denver, sustaining farming and ranching operations in the Front Range for more than a century.

The surveyed segment of O'Brian Canal retains integrity of materials, workmanship, design, association, and location. Still in active use for its original purpose of irrigation, the canal segment maintains its original alignment and overall form, materials, and general appearance. The ditch's historic earthen banks remain intact, and its historic width remains consistent,

including its flanking unpaved ditch rider roads, which have been present since at least 1950 (per historic aerial imagery) and likely much earlier. While bridges over the canal carrying Brighton Road and 88th Avenue were replaced during the late twentieth century, the replacement bridges do not substantially affect the view of or from the canal and lie on the original alignment of these roadways. The historic setting and feeling of the canal have been impacted by modern development; however, the character-defining features of the canal (primarily, the alignment, earthen banks, and ditch rider roads) and all other aspects of integrity remain fully intact, and the overall integrity of the surveyed segment remains high. The surveyed segment is therefore recommended as Supporting of the eligibility of the historic O'Brian Canal.

4.2 Historic Architectural Resources

The architectural resources survey identified 43 architectural properties, none of which had been previously recorded. Cultural staff recorded all resources on OAHP 1403 Architectural Inventory Forms, which are provided in Appendix C. Six properties are found eligible for listing in the NRHP. These properties are discussed below. The remaining 37 surveyed resources are all recommended not eligible for listing in the NRHP. Complete survey results are provided in **Table 6,** and with photographs in **Appendix B, Table B-1**.

5AM.3958 – 88 Drive-In Theater, 8780 Rosemary Street

Built in 1971, the 88 Drive-In Theater has all the elements typical of an outdoor drive-in movie theater. The property comprises a large parking lot, a raised projection screen, and four buildings, including the theater's concessions and restroom facility, a theater ticket booth, a mid-twentieth century dwelling, and the dwelling's associated garage.

The concession building is a rectangular-plan, gable-front building, the majority of which stands a single story in height over a concrete foundation (**Figure 36**). A second story with a gable-front roof rises over the southwest end of the building. The building is constructed of concrete block, and the roof is covered in asphalt shingles, with deep overhanging eaves. The primary elevation of the building faces southwest; however, secondary entrances are also located on all other elevations. All gables overhang the walls below and are clad in horizontal synthetic or composite siding.

In addition to the drive-in theater building, the following buildings and structures stand on the property: a concrete block ticket booth (1971); the projection screen (c. 1971); the theater signboard and a separate entrance signboard; the arced and mounded parking lot; speaker poles; the metal border fence; a metal light pole; a one-story Minimal Traditional style dwelling (1947); and the dwelling's associated single-bay garage stand on the property (c. 1947).

The small, concrete-block ticket booth stands due south of the concession building, adjacent to the property's main driveway (**Figure 37**). The building has a gable roof, vinyl slider windows, and a door with upper lights. As an original and historically intact structure on the property, the ticket booth is a contributing feature.

The raised projection screen stands at the opposite (northeast) corner of the property from the concession building and ticket booth, and faces southwest towards the buildings (**Figure 38**). The screen rises approximately 60 to 65 feet in height. The date of construction of the screen is unknown; however, its materials, form, and location all indicate that it is a long-standing and possibly original feature of the property. The screen is therefore a contributing feature to the theater property.

In the northwest corner of the property stands the theater signboard, approximately 20 to 25 feet in height. The sign is composed of two separate boards on three tall metal poles. At the top is a red arrow-shaped sign (arrow facing southwest towards Rosemary Street) with the neon-lit words “88th ave. drive-in THEATRE Enter.” Beneath the neon-lit arrow sign is a metal-frame board with removable letters, used to show the current movies playing at the theater. A separate “Entrance” signboard stands at the southwest corner of the parking area, and consists of the neon-lighted word aligned vertically on a tall metal pole. Both signs appear to be original to the property, and are contributing features.

The parking space is an irregular diamond-shaped, dirt-paved area. Within the diamond, parking spaces are arranged in stacked and mounded arcs, with mounds aligned for the purpose of elevating the fronts of cars. Individual spaces are marked by speaker poles, which consist of round metal poles, approximately 3.5 feet in height, capped by a small rectangular speaker. The parking area and entrance driveways are contributing features to the property. Additionally, the speaker poles in the parking area are contributing to the significance of the property.

The tall metal fence that wraps around the theater space stands approximately six feet in height, and is composed of corrugated metal sheets affixed to vertical wood posts and horizontal 2x4s. It is unknown if the fence materials are original; however, the fence alignment is original, as indicated by historic aerial imagery. The fence line constitutes the original theater boundaries, and as such is a contributing feature.

Two metal light poles flank the north (88th Avenue) exit of the theater. A single sconce is affixed to the top of each pole. The light poles are not contributing features.

A Minimal Traditional dwelling, built in 1947 (25 years prior to the theater’s construction in 1971), stands at the southeast corner of the property, surrounded by a privacy screen of mature deciduous trees. The dwelling and accompanying single-bay, gable-front garage were built prior to the property’s period of significance (1971 to 1976) and are not contributing features.

Figure 36. Concession building, view southeast

Figure 37. Concession stand and ticket booth, view south

Figure 38. View southeast from corner of Rosemary Street and 88th Avenue

The 88 Drive-In Theater was built in 1971 and opened on August 12, 1971. The theater was built on 7.5 acres, which appear in historic aerials (1950 to 1964) to have been included entirely as part of the same property associated with the Minimal Traditional dwelling. The theater was built with an original capacity for 500 parked cars, which it retains today. The 88 Drive-In Theater followed the pattern established by earlier drive-ins: located on the edge of town, away from agricultural practices that might produce odors and residential areas that might find the theater a nuisance (Wolfe 2007, 7). The 88 Drive-In Theater was located on the north edge of Commerce City in an area that had been shifting away from agricultural practices during the decade prior to construction, but which still had minimal residential zoning. It was easy for patrons to access the theater, with I-76 less than 1 mile to the west and Hwy 2 1 mile to the east.

The drive-in theater on E. 88th Avenue is therefore something of an anomaly in its chronology, established when America's drive-in theaters were waning, and steadily operating throughout the drive-in theaters' era of general decline. Many earlier drive-ins were retrofitted with radio-transmitted sound that was introduced in 1970; however, the 88 Drive-In Theater was equipped with individual speaker stands arranged throughout the parking area, a feature that was considered outdated. With the introduction of radio transmission via a coaxial cable laid through the parking lot and providing sound through the each car's individual radio system, most drive-ins could do away with individual speakers. At an unknown date, the speakers at 88 Drive-In Theater were removed and replaced with radio transmission; however, the stands were left in place.

Until 2015, when the Denver Mart Drive-In opened, the 88 Drive-In Theater was metro Denver's only outdoor theater. The theater has remained in family hands since 1976; the Holshues' daughter Susan Kochevar, whose daughter at one time worked at the ticket stand, currently manages and operates it.

The 88 Drive-In Theater is eligible under Criteria A and C at the state level. It is significant under Criterion A for its role in entertainment and recreation in Colorado, and specifically as an intact example of a drive-in movie theater that has been in continuous use since its original establishment in 1971-1972. Additionally, the 88 Drive-In Theater is significant under Criterion C at the state-level, in the area of architecture, for its design that typifies outdoor movie theaters throughout America. This design consists of a large, open-arced parking lot that accommodates 500 cars parked in rows in front of the elevated screen. Speaker poles are arranged evenly throughout the parking lot. A two-story, brightly painted concession and restroom building stands at the rear of the parcel, opposite the screen. The building is typical of early 1970s construction, featuring a concrete block exterior, multi-light and sliding metal-frame windows, and a low-pitch gable roof with horizontal siding in the gables. The two signs on the property, which appear to be original, are typical neon-lit, highly elevated, and colorful theater signs, designed to attract and hold attention from highway passerby.

The facility remains in active use and mostly unaltered since its early 1970s construction. The metal and wood fence that wraps around the theater space may not be entirely original in material, but follows the original fence/border alignment. The suburban setting has increased in commercial and industrial development (primarily on the north/opposite side of E. 88th Avenue) but remains a busy transportation corridor as it was c. 1970. The drive-in theater therefore retains its integrity of setting, feeling, location, association, materials, design, and workmanship, and is Eligible for listing in the NRHP.

5AM.3975 – Irondale School (Ministerios Palabra de Vida), 8702 Rosemary Street

The original portion of the building is a 1937 one- and two-story, square-plan block, which faces west. Between 1952 and 1953 two one-story, rectangular wings were added to the northeast and southeast corners of this original, central block, resulting in a T-shaped plan. All three wings were capped by flat roofs. Circa 1965, a fourth wing was added to the north end of the existing building via an angled, enclosed annex section. The wing addition is a rectangular-plan, gable-front block that also projects to the west, its west elevation aligned approximately with that of the original center wing. Historic aerial imagery shows that between 1971, and 1991, the fourth wing was connected to the rest of the building via a rectangular one-story connector with an angled facade. The resulting composite plan is an inverted "F." The majority of the building is one story in height, with only the original, central wing standing two stories tall. The building is clad primarily in buff brick veneer, with a stucco veneer covering the upper walls of the c. 1965 addition. A visor roof covered in asphalt shingles wraps around the flat roof of the center two-story block, an original configuration, but modified by replacement of original clay tiles.

Figure 39. 8702 Rosemary Street, view east.

Figure 40. Original 1937 wing, view southwest

Figure 41. View northeast towards north wings.

The former Irondale School is locally significant under Criterion A for its historic role as a rural, PWA-funded school and community center in Adams County, Colorado. The period of significance for this association is 1937-1969, which includes the year of the school's construction and ends in 1969 when the building ceased functioning as a school. The school played a significant role in local education, succeeding the original Irondale School building that was established in 1892. A school functioned continuously at the 8702 Rosemary Street location until the closure of the school operations at the current building in 1969 (after which the property has continued to function in various, non-educational purposes; today, as a church). Historically one of the rural community's few public buildings, the Irondale School was a key venue for extracurricular community activities and gatherings. Records dating from 1952 to 1962 show that the Irondale School served as a precinct center for voting and hosted school-related meetings and functions. As a rare example of a rural school in Adams County, and one which predates the incorporation of Commerce City, the property is highly significant at the local level for its association with the historic Irondale community and local education.

Though the former rural school at 8702 Rosemary Street has undergone considerable physical alteration since the historic period, it retains sufficient physical traits to identify it as a 1930s public school building. Furthermore, aspects of integrity that are more essential to convey the former school's significance under Criterion A include its historic setting, location, association, and feeling. Despite modern commercial and industrial development surrounding the property, the former school property maintains an open, rural feeling and setting, as well as its original location. Though the property has suffered a loss of integrity of workmanship, materials, design, and association, it retains overall sufficient integrity of setting, location, and feeling to convey its significance under Criterion A, and is Eligible for listing in the NRHP.

5AM.3976 – 8705 Rosemary Street

The building at 8705 Rosemary Street was originally a Hipped-Roof Box building type built in 1901. It sits on a raised and is capped by a hipped roof. It is clad in stucco veneer, and the roof has open overhanging eaves that feature exposed rafter tails. The roof over the original wing is covered with asphalt shingles. An exterior chimney stands against the south (side) elevation of this wing. Windows rest in original openings and are replacement 1/1 vinyl sash. In 2005 a large addition was added to the rear (west) elevation. The modern addition at the rear of the building rises a single story over a raised concrete foundation, with its gabled roof line rising several feet above the hipped roof of the original wing, and its north side elevation projecting beyond the north elevation of the 1901 wing.

The building stands in the semi-rural setting of northern Commerce City at the southwest corner of E. 88th Avenue and Rosemary Street. The trapezoidal parcel is bound by E. 88th Avenue on the north; the railroad on the west; and Rosemary Street on the east. The parcel is 5.5 acres, level, and covered primarily by a dirt surface, grassy lawn areas surrounding the house and associated outbuildings in the southeast section of the property. The grassy, southeast corner of the property is surrounded by mature cottonwoods, and accessed by an asphalt and concrete-paved driveway.

Figure 42. Façade of 8705 Rosemary, view west. The rear addition is barely visible from this angle.

Figure 43. 8705 Rosemary, view south. The large parcel still conveys the feeling of a semi-rural truck farm.

In 1908 John W. Tillett was released from a Deed of Trust on Blocks 15, 16, 17, and 18 of Irondale, taking full ownership of that property. Tillett, who died in 1911, left Blocks 15-18 to his heirs: Lillian Carpenter, William H, Ray W. and Melvin E. Tillett, and Ada Hope. The heirs sold Blocks 15 and 16 of Irondale in 1919 to Antonio Agazio. Agazio, originally from Italy, arrived to Irondale via Boulder, where he had worked as a coal miner. He married his wife Marie in 1913 in Denver and became an American citizen in 1924. The Agazio family operated a truck farm on the land at 8705 Rosemary (Pankratz 2010). Agazio sold Block 16 to Lloyd and Thelma Young in 1958, thus halving their property. The 10 acres at 8705 Rosemary remains in the Agazio family today (Ancestry.com).

This building represents an intact example of a 1901 Hipped Roof Box building type and as an early truck farm in this area. The house does have a modern addition off the rear elevation, however, the addition does not overwhelm the original house form and is not easily visible from the front. The modern garage occupies the same location as the historic age garage and does not overwhelm the house. Furthermore the property still contains a large open field and similar tree pattern to the historic windbreak, conveying a sense of an early 20th century property. This property is significant under Criterion C at the local level.

Integrity of setting has been diminished somewhat with the development of the parcel to the south. However, the 88 Drive In to the east, the large not north of the house, and canal to the west give the property a wide open, rural feeling, and the property maintains integrity of setting, feeling and association. The house itself has been little altered, and maintains integrity of

design, workmanship and materials. Though the house has a modern rear addition, the placement of the addition does not overwhelm the historic building and is not easily visible from the front. Furthermore, the modern garage is located in the same position as the historic age garage that once stood in its place. Based on historic aerials, the garage is similar in plan to the original and does not overwhelm the house. 8705 Rosemary Street overall retains good integrity and is recommended as Eligible for listing in the NRHP.

5AM.3990 – Wikiup Mobile Home Park, 6500 E. 88th Avenue

Wikiup Estates is located in the suburban setting of Commerce City, southeast of the intersections of E. 88th Avenue, US 85/US 6, and Brighton Road. Industrial and commercial development border the park on the west and south; post World War II residential development lies to the immediate east; and E. 88th Avenue forms the north boundary of the property, on the opposite side of which lies the Mile High Flea Market. The mobile home park is mostly flat in topography. Narrow, grassy yards and mature deciduous trees are interspersed among the rows of mobile homes, and concrete drainage curbs line each street.

The clubhouse stands at the front center of the parcel, facing north into the main park entrance off 88th Avenue **(Figure 44)**. The clubhouse has an irregular plan composed of three wings: a center rectangular wing flanked by two rectangular wings angled at 45 degrees off either end. The building is a Ranch type that is one story in height and covered by a side gable roof. The lower wall is clad in brick veneer, and the upper wall is clad in vinyl siding. The roof has deep overhanging eaves with closed soffits and is covered in modern raised metal seam. The main entrance is a glazed, single-leaf door with two, wide sidelights that is centered on the façade (north elevation). Replacement vinyl slider windows are arranged evenly across the façade of all three wings. The front of the west wing contains three continuous bays filled with metal mailboxes. A concrete sidewalk wraps around the building, and an in-ground pool, also constructed in 1964, is located at the rear (south).

The mobile home entrance way maintains its original configuration. Vehicular entrance to the park consists of a two-way entrance/exit roadway, separated by a central planter-median. Historic aerial imagery indicates that location, dimensions, and form of the planter-median and the entrance/exit roadway are original, dating to 1964. The median is bound by a low concrete curb, and extends approximately 60 feet in length (north-south) by 20 feet in width (east-west). The median is filled with mulch and ornamental stone, and is planted with mid-size evergreen trees and shrubs. A tall metal light pole stands on a concrete footer in the south end of the median. The date of the light pole installation is unknown. The existing Wikiup sign is a modern addition, and was added after 2012, according to Google imagery. A rendering of the property published in a local news source in 1964 (**Figure 25**) includes a prominent Googie-esque sign marking the new mobile home park (“Rainbow Park”) at the location of the existing median; however, there is no evidence to indicate that this large, vertically-oriented sign was ever built. The entrance way is a contributing feature to the property.

The mobile homes are arranged on an asymmetrical grid that radiates outwards—east, west, and south—from the clubhouse. Mobile homes are arranged in rows along each street and angled off the street. **Figure 45** through **Figure 47** show the mobile home park and associated buildings. Yards are typically narrow and grassy, and some are divided by metal-link fences. Asphalt-paved driveways extend off the road to the front of the mobile homes. The typical mobile home at the Wikiup Estates is a standard, single-wide with a rectangular plan, clad in metal or vinyl siding, and capped by a low-pitch, side gable, barrel, or flat roof. Metal or synthetic panels cover the chassis—a regulation often mandated by the homeowners' association. Entrances usually consist of a single-leaf door that opens off-center onto a raised wood entry porch, sometimes covered under a flat or shed awning. Windows include metal or vinyl sliders and 1/1 metal or vinyl sash; frequently, windows are accented with ornamental fixed shutters. Roofs have flush or narrow overhanging eaves, and are covered in asphalt shingles or metal. Some homes have attached carport additions on their façade. Small drop-down sheds in the narrow side/front yards are also relatively common. Several double-wide homes are also present but were likely later additions to the park.

Figure 44. The original Rainbow (now Wikiup) Mobile Park Club Building; view south

Figure 45. View northeast from club building, towards Wikiup Park entrance and 88th Avenue

Figure 46. Street view west from intersection of Kiowa Street and Osage Avenue

Figure 47. Typical street view in Wikiup Park

Figure 48. Typical barrel-roof single-wide with original carport and storage shed

Figure 49. Single-wide with porch addition and original carport/shed

Figure 50. Single-wide with uncovered driveway and drop-down shed

The construction of Wikiup Mobile Home Park—originally called “Rainbow Mobile Park”—reflected a widespread, major new trend of mobile home park development occurring throughout the nation during the 1960s and 1970s. The large-scale planning of these temporary-style housing communities introduced the American public to benefits of this simple, inexpensive, and flexible mode of living; in the 20 years following World War II, the sale of mobile homes increased ten-fold (Lawrence 2014, 25).

In 1961, Herb Hast, a Colorado native and owner of Hast Lumber Company and “Swede” Henderson, who had developed other mobile home parks in the Denver area, began planning Rainbow Park, a “luxury” mobile home park designed to accommodate up to 412 mobile homes (**Figure 23**). Rainbow Mobile Park (later renamed Wikiup Mobile Home Park) officially opened on June 1, 1964, but many homes were not moved onto the site until 1965. The park, advertised as a “luxury park,” reflected much of the FHA’s guidance. Rainbow Park promised “a new concept of mobile living” with recreation centers, a small yard and carport for every lot, and an easy commute into Denver given its location at 88th Avenue and US 85 (now I-76). While planned to provide some 400-plus trailer sites, historic aerials and other accounts indicate that the park initially only accommodated fewer than 100 home sites.

In 1965, just a year after Rainbow Park opened, the real estate firm Hickey-Friedman Company purchased the property. Partners James D. Hickey and Don Friedman announced plans to expand the park from 82 spaces to a “major 229-space mobile home park with a large recreation building, swimming pool, and laundry room” by spring 1965. Hickey-Friedman also planned to rename the park “Wikiup Mobile Home Club”; however, “Rainbow Park” remained the community’s name until at least the late 1970s. The park worked with Denver Fence Company to secure chain-link fences that were designed to contain pets, but could also be transported if owners should move. Home sites averaged 3,000 square feet, with cement foundations, patio areas, walkways, landscaped lawns, and built-in barbecue pits. The park was divided into an adult section and a family section, and separate recreation buildings were provided for the different sections. Water was provided free of charge, pumped from an artesian well on the property. All other utilities were underground and individually metered. The center of the park community was the clubhouse. Organized community activities held at the club house included dances, potlucks, pancake breakfasts, gym classes, arts and crafts classes, and swimming and dancing lessons. Some time after 1977, the name of the mobile home park was changed to Wikiup Estates.

The property is significant at the local level under Criteria A and C, in the areas of community planning and development and landscape design. The period of significance for the property is 1964 to 1965, the years during which the park was developed. Rainbow Mobile Park demonstrated the nationwide, post World War II trend of developing mobile home courts and planned-unit communities. During the population surge and corresponding suburbanization that occurred at an unprecedented rate during the mid-twentieth century in and around Denver—and in cities throughout the United States—mobile home parks were established as means of providing inexpensive, low maintenance, and flexible (i.e., permanent or temporary) living arrangements for all demographics. Rainbow Mobile Park was initially planned with some of the original tenets undergirding early mobile home park construction in 1950s and 1960s, particularly as expressed by the FHA and MHMA. The park concept was designed to foster a sense of community, security, convenience, and affordability. These aspects were represented by the cohesive and curvilinear street grid, central clubhouse and office, and community amenities that included a pool, barbecue pits, laundry facility, and community events and activities. The mobile home park additionally was laid out with some design elements characteristic of mid-century subdivisions, including cul-de-sacs, curvilinear streets, and individual grassy lawns and patios. Home sites were angled against the street, an intentional

divergence from the previous perpendicular arrangement, which resulted in a lack of privacy and constricted views. Design of Rainbow Mobile Park likewise embraced the burgeoning enthusiasm for incorporating natural features. The historic alignment of the nineteenth century Burlington Ditch forms an irregular southern boundary of the park, which follows the (now abandoned) waterway's contour, maximizing use of the parcel and avoiding disruption of the existing geography.

In Commerce City and Adams County, Wikiup Mobile Home Park is a distinct and noteworthy example of a 1960s trailer home park designed purposefully and methodically, with clear and evident regard to the official and nationwide standards of the FHA and MHMA. The property's considerable size, cohesive character, and relative longevity have rendered it a distinctive landmark along this stretch of 88th Avenue that is otherwise populated by less methodically-planned neighborhoods of early and mid-twentieth-century bungalows, Minimal Traditional homes, and Ranch homes as well as large-scale commercial and industrial development to the north.

While infill and home replacements characteristic of mobile home parks have occurred in the Wikiup Mobile Home Park, the park's layout remains fully intact and nearly unchanged since its completion in 1965. All original streets and cul-de-sacs remain in place, and the original community center, pool, and playground/park retain their original footprints, locations, and functions. Some double-wide homes have replaced original single-wide trailers, but this development is an anticipated and planned-for development in mobile home parks generally and has a minimal impact on the overall appearance or design of the park. The vast majority of homes in the park retain their lawns, patios, carports, and storage sheds; many homes are also original to the park, and retain original features such as cantilevered ends, metal siding and windows, and entry porches. Wikiup Mobile Home Park therefore retains its overall integrity of setting, association, feeling, location, workmanship, materials, and design. The property is recommended Eligible for listing in the NRHP for its local significance under Criteria A and C.

5AM.3994 – Country Cottages Quonset Park, 8721 Xenia Street

The Country Cottages Quonset Park is a small Quonset home park that contains four Quonsets and one small Minimal Traditional office/dwelling. According to Adams County assessor data, the Quonset huts were constructed in 1942; however, historic aerial imagery shows that none of the buildings were present at this site in 1950. The five buildings were present at 8721 Xenia Street by 1963. The buildings maintain the same arrangement as in 1963, with the four Quonsets arranged in a square pattern, two facing east, and two facing north. The Ranch-type dwelling stands east of the Quonsets, in the southeast corner of the parcel, facing north. Each building is surrounded by a private yard enclosed partially or fully by a wood or metal fence. A gravel driveway loops around the property, providing access to each building.

The Minimal Traditional dwelling, constructed on site in 1954 per assessor data, is a one-story, rectangular-plan building that sits on a raised concrete foundation and is capped by a side gable roof (**Figure 51**). The building is clad in vinyl siding, and the roof is covered in asphalt shingles. All fenestration appears to be replacement. The façade (north elevation) contains a modern single-leaf door in the west bay, and three pairs of vinyl slider windows, all of differing sizes. A

large, one-story addition with a stucco exterior and a flat roof extends off of the rear (south) elevation of the building, opening into a wood fence-enclosed backyard. The addition was built c. 1975.

The Quonsets sit at-grade on a rectangular plan, with a barrel roof extending to the ground (**Figure 52**). Though the south and west elevations of the huts were not fully visible during survey, available imagery suggests that they match the north and east elevations, respectively, and that the huts are double homes, containing two living units each. The wall ends of each hut are clad in replacement synthetic panels and siding, and the roofs are covered with corrugated metal. Multiple metal ventilation pipes protrude from the roof. Each wall end features a small shed-roof entry porch covering an off-center, single leaf doorway. All visible doors are modern paneled composite. Some porch roofs are supported on narrow wood posts, and others are suspended on wood brackets. Adjacent to each doorway is a large, modern vinyl slider window. Along the barrel-roofed sides of each hut are arranged rows of sliding vinyl windows covered under metal hatch awnings. The vinyl windows are replacements, but the openings and awnings appear to be original. Additionally, several Quonsets feature shed roof dormers with vinyl sliders. Dormers are likely later additions.

Figure 51. View southwest towards main dwelling/office (left) and southeast Quonset.

Figure 52. View northwest towards northeast Quonset.

Figure 53. The earliest appearance of the Country Cottages at 8721 Xenia Street on a USGS aerial, 1963. The configuration remains the same today.

The Adams County Assessor identifies the Quonset huts as built in 1942, but historic aerial imagery shows they were not present at their current Xenia Street location until between 1950

and 1963 (**Figure 53**). Adams County deed records are ambiguous with regards to the property. Records indicate that the property at 8721 Xenia Street was sold by Harold L. Townsend, Jr. in 1952 to John and Dorothy Bartholme; prior to this, historic records indicate only that Townsend, Jr.'s father, Harold L. Townsend Sr., purchased property from the U.S. Army in 1939. Given that Quonsets were not manufactured in the U.S. until 1941, it is unlikely that the U.S. Army-Townsend transaction of 1939 included the sale of the present Quonset huts. Additionally, whether Townsend Sr.'s purchase in 1939 concerned the same property that was sold by his son 13 years later is unconfirmed by available data. The year following Townsend Jr.'s sale of the property to the Bartholmes in 1952, the Bartholmes sold the property to Edward and Mildred Johnson. The Johnsons sold the property again in 1954, and the Quonset park passed through new ownership at least six additional times until its purchase by the current owners in 2014.

Though its origins remain unclear, the assemblage of residential Quonset huts known as "Country Cottages" demonstrates local significant under Criterion C as an example of this distinctive post-WWII residential type. The established period of significance (1955-1960) reflects the likely year(s) of the property's development, as indicated by historic aerial imagery and deed research. The small collection of huts on Xenia Street represent the Quonset-style and form that characterized many such structures that were adapted—and occasionally purpose-built—for residential use in the postwar period. The barrel roof, metal construction, and bump-out windows/awnings are all definitive features of this architectural type. The arrangement of the huts is additionally typical of the manner in which residential Quonsets were situated during the mid-century: Quonset dwellings were frequently grouped in a cohesive, community-style park, rather than existing as stand-alone structures.

Though the Quonsets exhibit replacement materials including vinyl windows and modern doors, these modifications are not atypical for this residential architectural type that was historically adaptive and rehabilitative in character. The buildings retain their most salient materials and design elements, including the corrugated metal exterior, barrel-roof form, and fenestration pattern. The collection of dwellings additionally retains its historic configuration, residential association, location, and overall setting. The property's integrity is therefore intact, and it is Eligible for the significance it conveys under Criterion C.

5AM.3983 – 8686 Laurel Drive

The basement house at 8686 Laurel Drive stands mostly sub-grade, with approximately half of one floor rising above ground-level (**Figure 54 - Figure 55**). The building has a rectangular plan with a front gable roof, which is staggered so that the roof over the front bay of the house (south) is stepped up over the north (rear) three-quarters of the building. The building has a concrete block exterior and plywood panels in the gables. The roof has overhanging, open wood eaves and raking cornice, and is covered with asphalt shingles. Multiple metal ventilation pipes rise over both slopes.

The south gable end of the building constitutes the façade and contains a central, single-leaf door fronted by a storm and flanked by two metal slider window that sit just above-grade. The west (side) elevation contains three evenly-spaced metal or vinyl slider windows just above-grade. The east (side) elevation is not visible from ROW. The rear (north) gable end contains

two metal or vinyl sliders, also situated just above grade. There are five associated outbuildings. The garage and barn appears to be original to the property (c.1953) as well as two small sheds. A mobile home was added to the property between 1971 and 1991.

Figure 54. 8686 Laurel Drive, view northeast.

Figure 55. Garage at 8686 Laurel, view east.

Basement houses, originally built in the West during the settlement period as temporary, dug-out type homes surrounded by barns and an agricultural operation, experienced a small resurgence of popularity following World War II. These sub-grade or “expansible” dwellings were considered efficient and economical, and as such were advertised as suitable homes for returning war veterans. Dubbed “Hope Houses,” basement homes were considered a kind of starter-home, one which could be expanded upwards into a standard one- or two-story dwelling over time. The concept of a small, inexpensive new home that was sustainable on its own but which could also be enlarged logically and economically should the need arise, was a popular one during the housing and baby boom of the late 1940s and 1950s.

One advantage of the basement variation of expansible dwellings was the sub-grade nature of the living space, which found efficiency in the natural cooling and warming effects of the earthen encasement. Postwar basement homes have not been extensively studied, but research for this investigation suggests that they may have been more of a Western and/or Midwestern phenomenon. This possibility follows from the tradition of pioneer dug-outs that proliferated throughout that region during the late nineteenth and early twentieth century, a building concept that was still extant and memorable by residents in Nebraska, the Dakotas, Colorado, and other western states. Basement houses of the postwar era differed from their homesteader precedents by their frequent concrete block construction and windows banded across the sides, allowing for additional daylight. Roofs of basement houses were often originally flat and designed to support a subfloor. Because many basement homes were indeed built up, this type of home is infrequently found in its original form.

The basement house on Laurel Street is significant under Criterion C as a rare local example of a mid-century basement house that embodies the typical architectural features of that residential form. These features include the sub-grade construction, simple rectangular plan, windows and primary doorway opening at-grade, a concrete exterior (other examples are stuccoed), and a pitched roof. Other basement homes that have been documented in Colorado, including one in Arvada (5JF.1711) and one in Weld County (5WL.4870) exhibit similar features. The basement house on Laurel Drive is therefore significant locally in the area of architecture.

Though the building contains some replacement materials (vinyl slider windows in place of original metal sliders) and what appears to be a modern fiberglass door, its historic form, materials, and general appearance remain intact and recognizable, and the building is clearly expressive of the basement house type. The building retains sufficient integrity of materials, design, workmanship, association, setting, and location, to convey its historic significance under Criterion C, and is therefore Eligible for the NRHP.

4.3 Historic District Evaluation

The National Park Service defines a historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects historically or aesthetically united by plan or physical development. Individual resources that may not be considered individually significant may be considered contributing to a district that would be eligible for listing in the NRHP as a district.” In other words, an NRHP-eligible historic district, if one exists, would require both historic significance that meets one or more evaluation criteria and historic integrity that conveys this significance as well as a significant concentration, linkage, or continuity of resources that are united by plan or physical development through their historic context or appearance.

Cultural staff considered historic district potential for the surveyed buildings in the Project APE. Of the 48 surveyed properties, 43 are residential in type, spanning construction dates from 1901 to 1966. Residential properties are located primarily on north-south neighborhood streets extending south of 88th Avenue—Laurel Drive, Tamarac Street, Ulster Street, and Willow Street are the most densely populated residential corridors in the APE. Therefore, cultural staff considered, in particular, neighborhoods on these streets as well as the sparse collection of dwellings located along 88th Avenue for historic district potential. The remaining surveyed buildings include two railroads, one roadway, two irrigation ditches, a drive-in movie theater, and a former school (now religious facility). While representative of the general spread of development that occurred north of Denver in Adams County, particularly during the post-World War II era, the surveyed buildings collectively lack architectural significance, cohesiveness, and physical integrity. Extant (mostly mid-twentieth century) homes laid out in neighborhoods, including Irondale (1927) and Irondale Gardens (1948), present no unified or patterned sense of style, type, or method of construction; nor do they represent a good example of a post-World War II subdivision in the Denver metro area. Many of the buildings have been resided with vinyl or asbestos materials, doors and windows have been replaced with vinyl and infill materials, and porches have been enclosed or replaced in part or whole. Modern infill additionally is present, diluting the early- and mid-twentieth century character of the area.

The buildings in these residential neighborhoods and those standing along 88th Avenue do not convey collective significance under Criteria A, B, C, or D; therefore there is no historic district potential in the Project area.

Table 6. Surveyed Properties in Project Primary APE

Site No.	Address	Resource Type	Date of Construction	NRHP Eligibility Determination
5AM.3958	8780 Rosemary St.	Drive-In Theater	1970	*Eligible*
5AM.3959	8674 Laurel Dr.	Residence	1958	Not Eligible
5AM.3960	8721 Willow St.	Residence	1947	Not Eligible
5AM.3961	8701 Willow St.	Residence	1937 & 2017	Not Eligible
5AM.3962	8300 E. 88th Ave. Buildings 1-4	Residence	1951, 1941, 1951, & 1951	Not Eligible
5AM.3963	8190 E. 88th Ave.	Residence	1964	Not Eligible
5AM.3964	8796 Ulster St.	Residence	1949	Not Eligible
5AM.3965	8741 Ulster St.	Residence	1955	Not Eligible
5AM.3966	8751 Ulster St.	Residence	1957	Not Eligible
5AM.3967	8771 Ulster St.	Residence	1959	Not Eligible
5AM.3968	8781 Ulster St.	Residence	1959	Not Eligible
5AM.3969	8796 Tamarac St.	Residence	1930	Not Eligible
5AM.3970	8790 Tamarac St.	Residence	1958	Not Eligible
5AM.3971	8750 Tamarac St.	Residence	1959	Not Eligible
5AM.3972	8740 Tamarac St.	Residence	1953	Not Eligible
5AM.3973	8730 Tamarac St.	Residence	1955	Not Eligible
5AM.3974	7840 E. 88th Ave.	Residence	1952	Not Eligible
5AM.3975	8702 Rosemary St.	School/Church	1937	*Eligible*
5AM.3976	8705 Rosemary St.	Residence	1901	*Eligible*
5AM.3977	7330 E. 88th Ave.	Residence	1941	Not Eligible
5AM.3978	6950 E. 88th Ave.	Residence	1954	Not Eligible
5AM.3979	8790 Laurel Dr.	Residence	1949	Not Eligible
5AM.3980	8760 Laurel Dr.	Residence	1941	Not Eligible

Site No.	Address	Resource Type	Date of Construction	NRHP Eligibility Determination
5AM.3981	8740 Laurel Dr.	Residence	1956	Not Eligible
5AM.3982	8730 & 8736 Laurel Dr.	Residence	1953	Not Eligible
5AM.3983	8686 Laurel Dr.	Residence	1953	*Eligible*
5AM.3984	8681 Laurel Dr.	Residence	1955 & 1979	Not Eligible
5AM.3985	8701 Laurel Dr.	Residence	1952	Not Eligible
5AM.3986	8769 Laurel Dr.	Residence	1966	Not Eligible
5AM.3987	8777 Laurel Dr.	Residence	1949	Not Eligible
5AM.3988	8781 Laurel Dr.	Residence	1953	Not Eligible
5AM.3989	6840 E. 88th Ave.	Residence	1940	Not Eligible
5AM.3990	6500 E. 88th Ave.	Mobile Home Park	1964 – 1965 (date of original park design and construction)	*Eligible*
5AM.3991	8790 Brighton Rd.	Commercial	1934	Not Eligible
5AM.3992	8800 Brighton Rd.	Residence	1901	Not Eligible
5AM.3993	8810 88th Ave.	Mobile Home Park	c. 1963	Not Eligible
5AM.3994	8721 Xenia St.	Residence – Quonset Park	1942	*Eligible*
5AM.3995	8680 E. 88th Ave.	Residence	c. 1945	Not Eligible
5AM.4029	8731 Willow St.	Residence	c. 1955	Not Eligible
5AM.4026	7520 E. 86th Ave.	Residence	1959	Not Eligible
5AM.4027	8496 Rosemary St.	Residence	c. 1960	Not Eligible
5AM.4028	8581 Rosemary St.	Residence	1901	Not Eligible
5AM.4029	8731 Willow St.	Residence	c. 1955	Not Eligible
5AM.4030	8740 Willow St.	Residence	1957	Not Eligible

Site No.	Address	Resource Type	Date of Construction	NRHP Eligibility Determination
5AM.477 • 5AM.477.15	N/A	O'Brian Canal • Segment	1910–12 • 1910 - 1912	*Eligible* • *Supporting*
5AM.459 • 5AM.459.19	N/A	UP Railroad • Segment	1868 - 1870 • 1868	*Eligible* • *Supporting*
5AM.464. • 5AM.464.20	N/A	BNSF Railroad • Segment	1881-1882 • 1882	*Eligible* • *Supporting*
5AM.465 • 5AM.465.19	N/A	Burlington Ditch • Segment	1888–1912 • 1888	Eligible • Non-supporting
5AM.3996 • 5AM.3996.1	N/A	88th Avenue • Segment	c. 1889–1940 • c. 1889	Eligible • Non-supporting

5 Conclusion

In total, the survey identified a total of 61 architectural and linear resources located within the two-tiered Project APE: 48 of these are located in the primary APE, and 15 are located within the extended noise buffer tier. Five of the 48 surveyed resources were linear segments; the remaining 43 were architectural properties. Three linear segments (5AM459.19; 5AM464.20; 5AM477.15) are recommended as supporting the eligibility of the entire resource: the UP, the BNSF, and the O'Brian Canal. Of the 43 surveyed architectural resources, four properties are recommended individually eligible for listing in the NRHP under Criteria A and/or C: the 88 Drive-In Theater at 8780 Rosemary Street (5AM3958); the former Irondale School at 8702 Rosemary Street (5AM.3975); 8705 Rosemary Street (5AM.3976); the Wikiup Mobile Home Park at 6550 E. 88th Avenue (5AM3990); 8686 Laurel Drive (5AM.3983); and Country Cottages Quonset Park at 8721 Xenia Street (5AM.3994). All 15 architectural resources in the noise buffer area were treated as eligible for the purposes of this Project. Cultural staff also considered the surveyed Project area for historic district potential. Based on survey and research, they concluded that due to an overall lack of significance and integrity, the survey area possesses no historic district potential.

In total, 22 properties are considered eligible as a result of this investigation. Seven of these resources are found to be eligible as a result of research and survey, which indicated sufficient significance and integrity to merit individual or supporting (in the case of linear resources) NRHP eligibility. The remaining 15 properties were not investigated or recorded on site forms, but are assumed eligible for the purposes of this Project. All 22 properties should be treated as NRHP-eligible during all subsequent phases of the Project.

Included at the end of this report are three appendices: Appendix A contains the survey results map; Appendix B contains photographic tables of all cultural resources identified in the Project APE; and Appendix C contains OAHP site forms for all (48) surveyed properties in the APE.

6 References Cited

Almanac, The

1964 “412 Trailer Park under Construction.” Newspaper clipping, on file at Commerce City Historical Society. Commerce City, CO.

Associated Cultural Resource Experts

2002 "Highways to the Sky: A Context and History of Colorado's Highway System." Prepared for the Colorado Department of Transportation. April 24, 2002.

Athearn, Frederic J.

1992 A Forgotten Kingdom: The Spanish Frontier in Colorado and New Mexico 1540 to 1821. BLM, Colorado State Office.

Autobee, Robert and Deborah Dobson-Brown

2003 “Colorado State Roads and Highways.” National Register of Historic Places Multiple Property Submission, Office of Archaeology and Historic Preservation, Colorado Historical Society.

Ayers, Jim

1978 “Irondale Changed.” *The Commerce City News.* May 25, 1978.

Bullock, Debra

2019 Debra Bullock (Commerce City Historical Society), interviewed by Alexandra Kosik, Commerce City, CO, April 2019.

2010 *Commerce City.* Colorado: Arcadia Publishing.

Burlington Route Historical Society

n.d. “Introducing the Chicago, Burlington & Quincy Railroad 1849-1970.” Accessed April 2019. http://www.burlingtonroute.org/Qrailroad/index.php. Colorado, Burlington & Quincy Railroad (CB&Q) p.7 Misc. Bx. #4, Newberry Library.

City of Commerce City

2015 “Commerce City Historic Preservation Plan.” Commerce City, Colorado.

2014 “City of Commerce City C3 Vision: Comprehensive Plan.” Commerce City, Colorado.

City and County of Denver, Department of Aviation

n.d. “Now & Then.” City and County of Denver Department of Aviation. Accessed April 2019. https://www.flydenver.com/den20/then_now

Colorado Daily Chieftain

1890 "For Sale by Holland & Miles." *Colorado Daily Chieftain.* November 3, 1890.

Colorado Department of Transportation (CDOT)

n.d. "About CDOT: Interstate 76." Accessed April 19, 2019. https://www.codot.gov/about/CDOTHistory/50th-anniversary/interstate-76.html

2014 The Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in Colorado.

Colorado Exchange Journal

1889 "Denver's Great Industrial Suburb." *Colorado Exchange Journal Supplement*. October 1, 1889.

Colorado Springs Gazette-Telegraph

1977 "Flea Market." *Colorado Springs Gazette-Telegraph*. August 6, 1977.

Cox, James

2001 "Roadside Americana still visible throughout Colorado." *Denver Post*. February 25, 2001. http://extras.denverpost.com/life/rdside0225.htm

Daily Sentinel, The

1930 "Population Figures are Made Public". *The Daily Sentinel.* May 16, 1930.

1936 "Eight Million in PWA Grants Approved by F.R.". *The Daily Sentinel.* October 23, 1936.

Denver Post, The

1973 "Theater Sues Area Residents for Trying to Barricade Entry." March 7, 1973.

1973 "Weather Bill Brought Back to Life in Senate." April 18, 1973.

1973 "Porn Movie Bill Questioned by McCormick." April 25, 1973.

Denver Regional Council of Governments

2004 Beebe Draw Watershed Map. Electronic document. Accessed August 2019.http://www3.drcog.org/documents/archive/BeebeDraw.pdf

Doggett, Suzanne and Holly Wilson

1999 "Rural School Buildings in Colorado." National Register of Historic Places Multiple Property Documentation Form. Denver CO: Colorado Historical Society.

Endo, Russell

1978 “Persistence of Ethnicity: The Japanese of Colorado.” University of Colorado. Boulder, Colorado.

Federal Housing Administration (FHA)

1957 *Minimum Property Requirements for Mobile Home Courts*. Washington. D.C.: U.S. Government Printing Office.

1962 *Minimum Property Requirements for Mobile Home Courts*. Washington, D.C.: U.S. Government Printing Office.

Fraser, Clayton and Jennifer Strand

1998 “Railroads in Colorado 1858-1948.” National Register of Historic places Multiple Property Documentation Form. National Park Service.

Gantt, Erik, Stephen R. Anderson, and Kristin A. Gensmer

2009 Suncor Energy (U.S.A.) Pipeline Company Rocky Mountain Crude System Expansion Pipeline Project: Class III. On file with OAHP.

Gantt, E., A. Herron, and R. McElhoe

2007 “Denver Pacific/Union Pacific Railroad. 5AM.459.7.” Colorado Cultural Resource Survey Management Data Form and Linear Component Form. Office of Archeology and Historic Preservation. Colorado.

Hartwell, Paul C.

1980 The Road from Emeryville, a History of Greyhound Racing. California Research Publishing.

Hays, Heidi G.

2006 Class III Cultural Resource Inventory of the State Highway 2 Intersection. On file with OAHP.

2005 “Burlington Northern Railroad. 5AM.464.13.” Colorado Cultural Resource Survey Management Data Form and Linear Component Form. Office of Archeology and Historic Preservation. Colorado.

Holleran, Michael

2005 “Historic Context for Irrigation and Water supply Ditches and Canals in Colorado.” Colorado Center for Preservation Research University of Colorado at Denver and Health Sciences Center.

Hoehn Architects P.C.

2014 "Historic Derby District Survey." Colorado: History Colorado – State Historical Fund.

Karp, Leslie

1998 "Tru-Vu Drive In." Colorado State Register of Historic Properties Nomination Form. Office of Archeology and Historic Preservation. Colorado.

Keating, Dan

1964 "Rainbow Park: A New Concept in Mobile Living." Newspaper clipping from *The Almanac* (Commerce City, CO), filed at Commerce City Historical Society. June 1964.

Lawrence, Parker Clifton

2014 "Home Sweet Mobile Home Park: Developing a Historic Context for a Modern Resource." Thesis prepared for the University of Georgia. Athens, GA.

Litvak, Dianna

2012 Historic Resources Inventory Report for the South Platte River/Bull Seep Bridge Replacement Project, Thornton, Adams County, Colorado. On File with OAHP.

Marmor, Jason

2008 96th Ave/State Highway 2 Intersection Adams County, CO Intensive-Level Cultural Resource Survey (STU-0021-032). On file with OAHP.

Mead & Hunt, Inc. and Dill Historians, LLC

2016 "Colorado State Historic Highways Inventory. National Register of Historic Places Significance Evaluations." Prepared for Colorado Department of Transportation, November 2016.

Mile High Flea Market, Inc.

n.d. "The History of the Mile High Flea Market." Accessed April 16, 2019. https://milehighfleamarket.com/en/about/history/

Moss, Irv

2011 "Colorado greyhound racing flourished before casinos, pro sports." *The Denver Post*. August 9, 2011. https://www.denverpost.com/2011/08/09/colorado-greyhound-racing-flourished-before-casinos-pro-sports/

Noel, Thomas J.

2018 "E-470: More than a Highway, The Story of a Global Tolling Industry Pioneer." E-470 Public Highway Authority.

Noel, Thomas J., Paul F. Mahoney, and Richard E. Stevens

1994 *Historical Atlas of Colorado*. Norman: University of Oklahoma Press.

Norgren, Barbara

1982 "Old Dumont Hatchery (State Fish Hatchery) 5AM.144." Colorado Cultural Resource Survey Inventory Record. Office of Archeology and Historic Preservation. Colorado.

Office of Archaeology and Historic Preservation (OAHP)

n.d. *Where to Draw the Line: The Truth about Linears as We Know It.* Electronic document. Accessed June 2019. https://www.historycolorado.org/sites/default/files/media/document/2017/Forms_Linears.pdf

2008 "The New Deal in Colorado 1933-1942" Colorado Historical Society.

Olmanson, Eric D.

2011 "Promotion and Transformation of Landscapes along the CB&Q Railroad." Environment and Society Portal. Virtual Exhibitions 2011, No.1. Accessed April 2019. http://www.environmentandsociety.org/exhibitions/railroad/settlement-promotion-burlington-railroad

Perez, Bernadette Jeanne

2018 "The Sugar Beet Industry." *Colorado Encyclopedia,* last modified December 28, 2018. Accessed September 9, 2019. https://coloradoencyclopedia.org/article/sugar-beet-industry

Ralston, Larry

2018 "David H. Moffat, Jr." Electronic document. Accessed May 2019. https://historicdenver.org/wp-content/uploads/2018/02/David-Moffat_Railroad-history.pdf

Reid, Robin T.,

2008 "The History of the Drive-In Movie Theater: The continued attraction of viewing movies under the stars". *Smithsonian Magazine.* May 27, 2008.

Reeves, Gary

1995 "Heritage of DIA." *Inside DIA: Original Souvenir Guide.* Spring 1995.

Rocky Mountain Arsenal

1980 "History of Rocky Mountain Arsenal Commerce City, Colorado." Rocky Mountain Arsenal Colorado.

Robertson, Donald B.

1991 Encyclopedia of Western Railroad History: The Mountain States. Vol. 2. Dallas: Taylor Publishing Company.

Sanders, Don and Susan Sanders

1997 *The American Drive-In Movie Theater.* Osceola: Motorbooks International Publishers & Wholesalers.

Scott, Glen

1999 Historic Trail Map of the Denver 1" X 2" Quadrangle, Central Colorado. USGS. U.S> Department of the Interior.

Sherow, James, Laurie Simmons, and Christine Whiteacre

1988a "Historic American Engineering Record: Burlington Ditch. HAER No. CO-45." National Park Service.

Sherow, James, Laurie Simmons, and Christine Whiteacre

1988b "Historic American Engineering Record: O'Brian Canal. HAER No. CO-46." National Park Service.

Short, C.W., and R. Stanley-Brown

1939 Public Buildings: Architecture under the Public Works Administration, 1933 to 1939. Washington, D.C.: U.S. Government Printing Office.

Simmons, Thomas H.

2014 "Comanche Drive-in." National Register of Historic Places Registration Form. National Park Service.

Thayer, Gwyneth Anne

2013 Going to the Dogs, Greyhound Racing, Animal Activism, and American Pop Culture. University Press of Kansas.

U.S. Army Bases

n.d. "Rocky Mountain Arsenal, CO" Accessed April 16, 2019. http://armybases.org/rocky-mountain-arsenal-co-colorado/

U.S. Geological Survey (USGS)

1950 September 1950 USGS Aerial. Accessed May 2019. https://earthexplorer.usgs.gov/

1953 September 1953 USGS Aerial. Accessed May 2019. https://earthexplorer.usgs.gov/

1963 May 1963 USGS Aerial. Accessed May 2019. https://earthexplorer.usgs.gov/

1971 August 1971 USGS Aerial. Accessed May 2019. https://earthexplorer.usgs.gov/

1978 August 1978 USGS Aerial. Accessed May 2019. https://earthexplorer.usgs.gov/

1991 May 1991 USGS Aerial. Accessed May 2019. https://earthexplorer.usgs.gov/

1993 June 1993 USGS Aerial. Accessed May 2019. http://www.earth.google.com

2003 October 2003 USGS Aerial. Accessed May 2019. http://www.earth.google.com

Valdés, Dennis

1990 "Settlers, Sojourners, and Proletarians: Social Formation in the Great Plains Sugar Beet Industry, 1890-1940." *Great Plains Quarterly.* January 1990.

Van Bibber

2008 “Cinderella Twin Drive-In.” Cinema Treasures. Online database, http://cinematreasures.org/theaters/8780. Accessed May 2019.

Wagner, Albin

1977 *Adams County: Crossroads of the West. Vol. I*. Colorado: Board of County Commissioners, Adams County, Colorado.

Wagner, Albin

1977 *Adams County: Crossroads of the West. Vol. II*. Colorado: Board of County Commissioners, Adams County, Colorado.

Wagner, Albin

2002 *Adams County, Colorado: A Centennial History 1902-2002.* Virginia Beach: The Donning Company Publishers.

Westminster Journal

1952 “Certified List of Registration and Receiving Judges.” October 3, 1952. Page 5.

1954 “District 14 Voters Approve 2 Million Dollar School Bond Issue, 406 to 116” *Westminster Journal, Volume VIII, Number 19*. December 23, 1954.

1954 “Precincts and Polling Places.” September 3, 1954. Page 4.

1958 “Polling and Registration Places and Registration Committees.” August 7, 1958. Page 4.

1960 “Adams County Council of P-TA will Elect Officers Next Monday.” March 10, 1960. Page 14.

1962 “Legal Notices: Adams County Polling Places.” October 4, 1962. Page 15.

Whaley, Monte

2010 "Family holds strong to Denver metro area's last drive-in movie theater." *The Denver Post.* August 28, 2010. https://www.denverpost.com/2010/08/28/family-holds-strong-to-denver-metro-areas-last-drive-in-movie-theater/

Willit, Warren C.

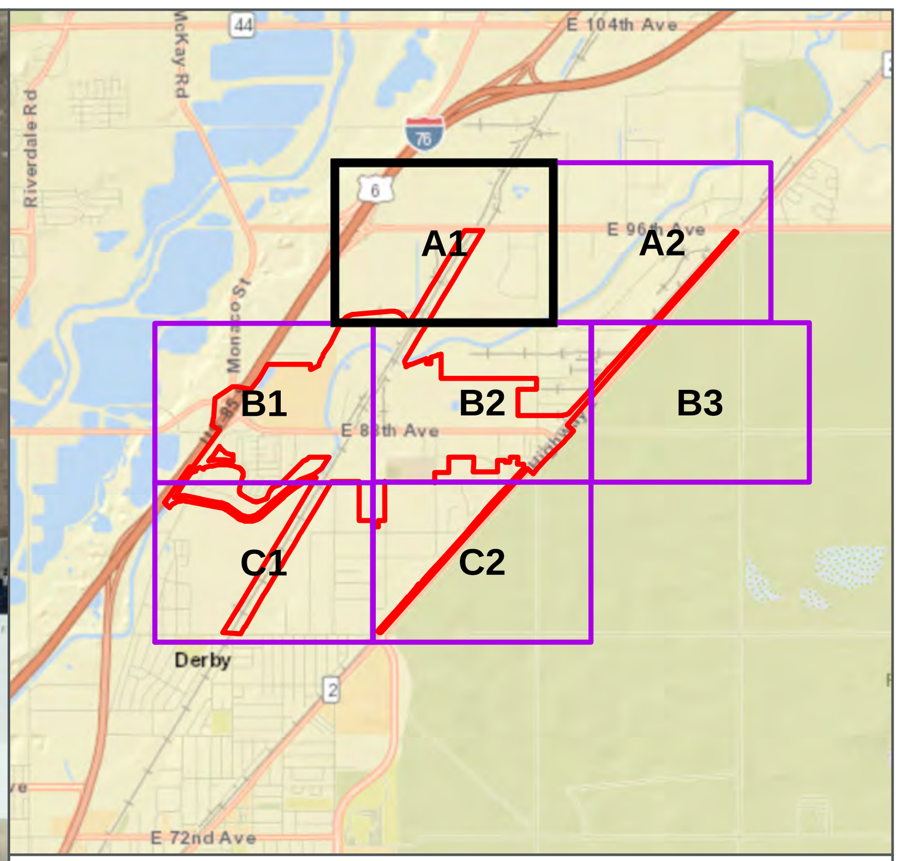
1899 "Willits Farm Map." *Denver Public Library Digital Collections.* Call No. CG4312 .N61 1899 .W5. Accessed April 2019.

Wolfe, Mark

2007 "Silver Screens Under Starry Skies: Drive-in Theaters at Colorado's Corners." *Colorado Heritage.* Winter 2007.

Appendix A.
Survey Result Map

This page intentionally left blank.



LEGEND

NRHP Eligible
Property Boundary
Secondary Noise Study Area APE
Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

88TH AVENUE
ADAMS COUNTY, COLORADO

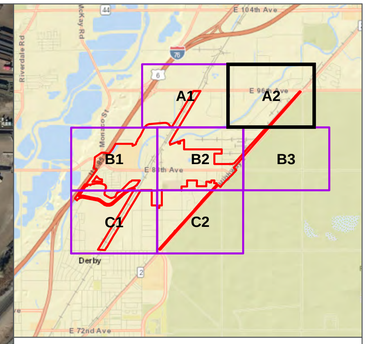
SURVEY RESULTS MAP

APE MAP A1
PAGE 1 OF 7

N

0 250 500 750
FEET

HDR



LEGEND

- NRHP Eligible
- Property Boundary
- Secondary Noise Study Area APE
- Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

88TH AVENUE
ADAMS COUNTY, COLORADO

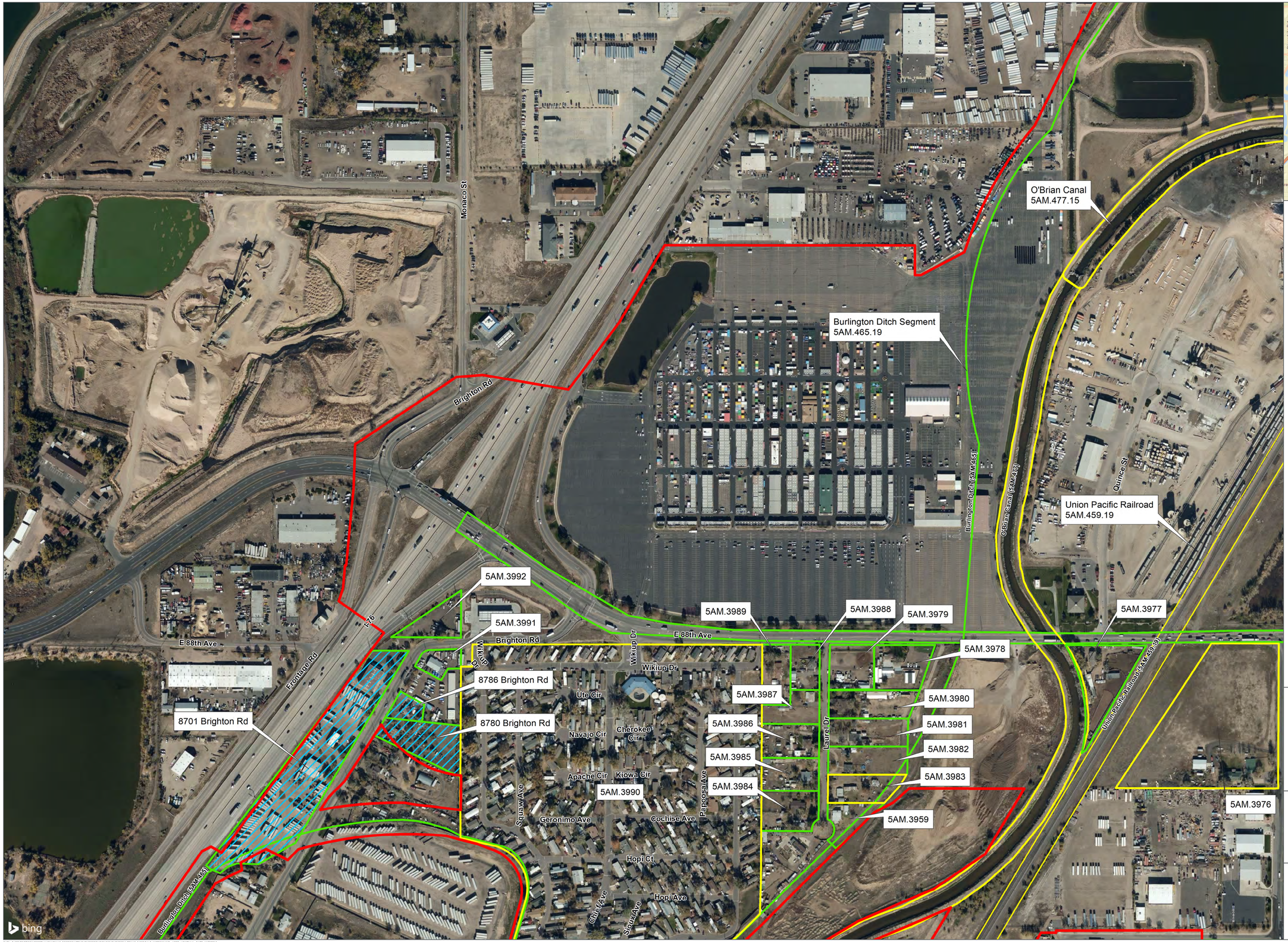
SURVEY RESULTS MAP

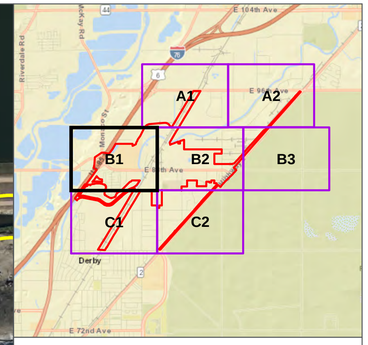
APE MAP A2
PAGE 2 OF 7

N

0 250 500 750
FEET

PATH: G:\CDC\DOT\DENVERBETHAVENUE\MAP_DOCS\DRAFT\NOVEMBERREVISIONS\SURVEYRESULTSMAP_2.MXD SCALE: 1:1222019 MXD - USER: LSMITHHA - DATE: 11/25/2019





LEGEND

- NRHP Eligible
- Property Boundary
- Secondary Noise Study Area APE
- Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

88TH AVENUE
ADAMS COUNTY, COLORADO

SURVEY RESULTS MAP

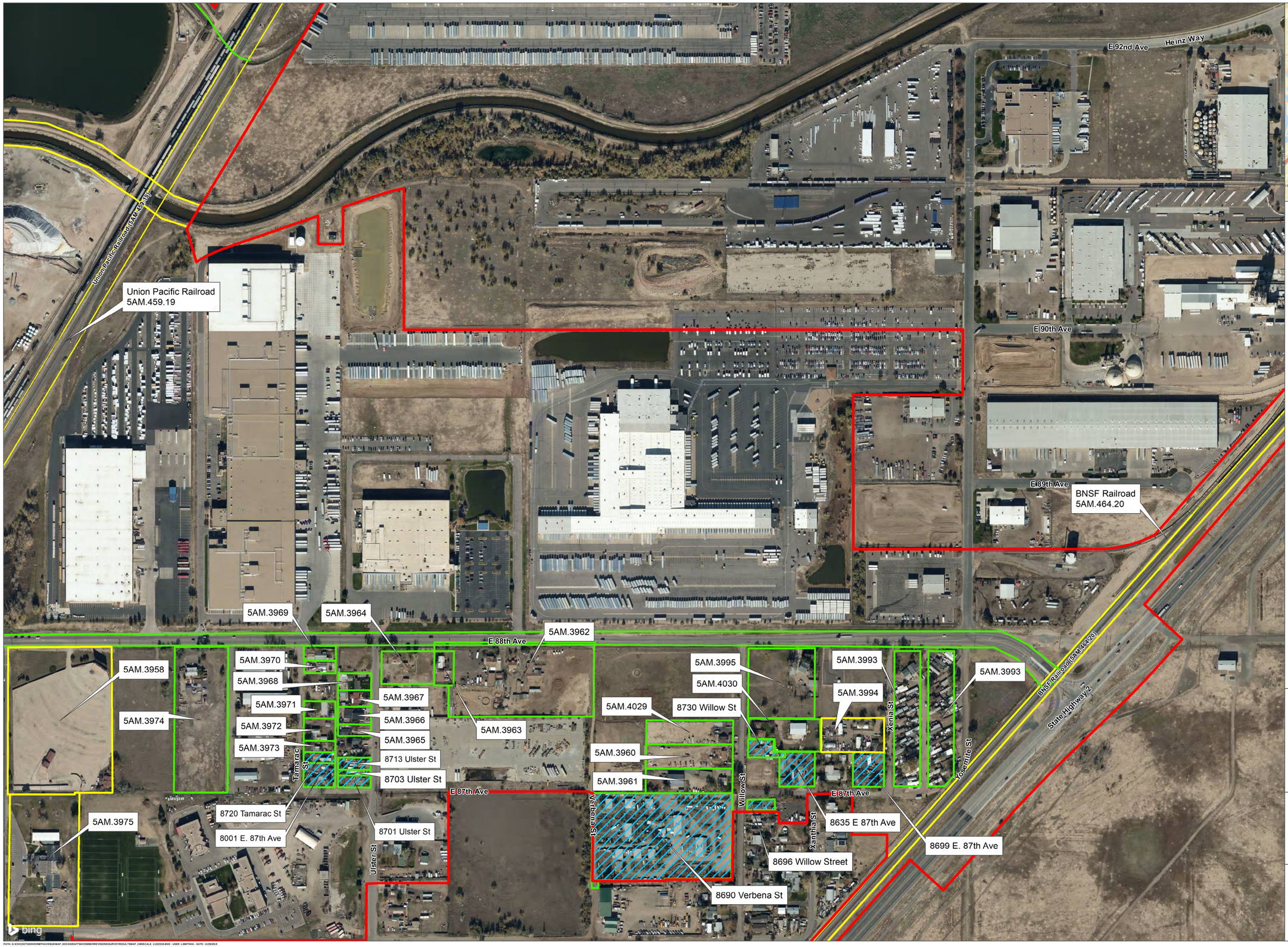
APE MAP B1
PAGE 3 OF 7

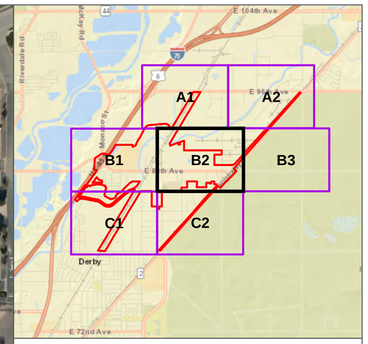
N

0 250 500 750
FEET

HDR

PATH: G:\DOCS\DOTDENVER\BTHAVENUE\MAP_DOCS\DRAFT\NOVEMBER\REVISIONS\SURVEYRESULTSMAP_2400SCALE_11222019.MXD - USER: LSMITHHA - DATE: 11/25/2019





LEGEND

- NRHP Eligible
- Property Boundary
- Secondary Noise Study Area APE
- Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

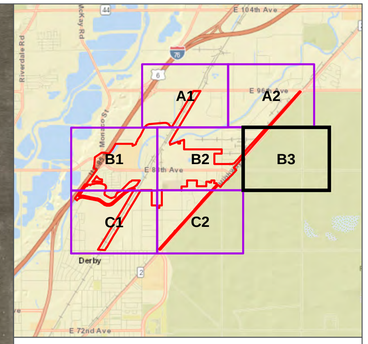
88TH AVENUE
ADAMS COUNTY, COLORADO

SURVEY RESULTS MAP

APE MAP B2
PAGE 4 OF 7

N

0 250 500 750
FEET



LEGEND

- NRHP Eligible
- Property Boundary
- Secondary Noise Study Area APE
- Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

88TH AVENUE
ADAMS COUNTY, COLORADO

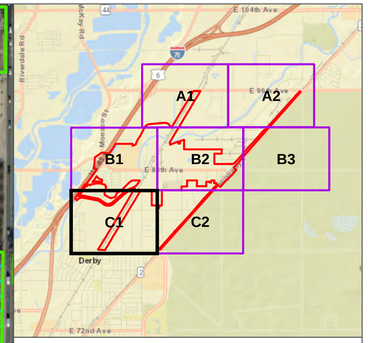
SURVEY RESULTS MAP

APE MAP B3
PAGE 5 OF 7

N

0 250 500 750
FEET

PATH: G:\DOCDOT\DENVER\88THAVENUE\MAP_DOCS\DRAFT\NOVEMBERREVISIONS\SURVEYRESULTSMAP_24X60CALLE_11222019.MXD - USER: LSMITHHA - DATE: 11/25/2019



LEGEND

- NRHP Eligible
- Property Boundary
- Secondary Noise Study Area APE
- Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

88TH AVENUE
ADAMS COUNTY, COLORADO

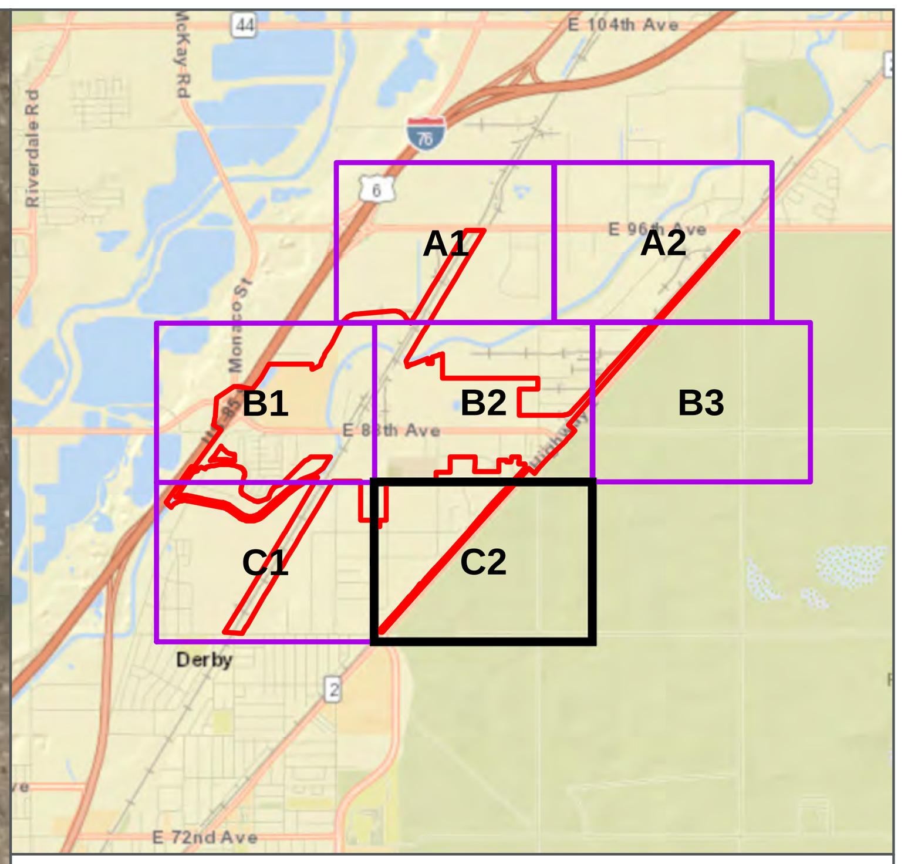
SURVEY RESULTS MAP

APE MAP C1
PAGE 6 OF 7

N

0 250 500 750
FEET

PATH: G:\CDC\DOT\DENVER\88THAVENUE\MAP_DOCS\DRAFT\NOVEMBER\EVIDENCE\SURVEYRESULTSMAP_2400SCALE_11222019.MXD - USER: LSMITHHA - DATE: 11/25/2019



LEGEND

- NRHP Eligible
- Property Boundary
- Secondary Noise Study Area APE
- Primary APE

PROJECTION: NAD 1983 UTM ZONE 13N
Scale 1:2,400

DATA SOURCES: ESRI, BING, USGS, CDOT

88TH AVENUE
ADAMS COUNTY, COLORADO

SURVEY RESULTS MAP

APE MAP C2
PAGE 7 OF 7

N

0 250 500 750
FEET

HDR

Appendix B.
Survey Results Tables

This page intentionally left blank.

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8780 Rosemary St.	5AM.3958	Drive-In Theater	1970	*Eligible – Criteria A, C*	
8674 Laurel Dr.	5AM.3959	Residence	1958	Not Eligible – Lack of Significance under NRHP Criteria A-D	
8721 Willow St.	5AM.3960	Residence	1947	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8701 Willow St.	5AM.3961	Residence	1937 & 2017	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8300 E 88th Ave., Buildings 1-4	5AM.3962	Residence	1951, 1941, 1951, & 1951	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8190 E 88th Ave.	5AM.3963	Residence	1964	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8796 Ulster St.	5AM.3964	Residence	1949	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8741 Ulster St.	5AM.3965	Residence	1955	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8751 Ulster St.	5AM.3966	Residence	1957	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8771 Ulster St.	5AM.3967	Residence	1959	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8781 Ulster St.	5AM.3968	Residence	1959	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8796 Tamarac St.	5AM.3969	Residence	1930	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8790 Tamarac St.	5AM.3970	Residence	1958	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8750 Tamarac St.	5AM.3971	Residence	1959	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8740 Tamarac St.	5AM.3972	Residence	1953	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8730 Tamarac St.	5AM.3973	Residence	1955	Not Eligible - Lack of Significance under NRHP Criteria A-D	
7840 E 88th Ave.	5AM.3974	Residence	1952	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8702 Rosemary St.	5AM.3975	School/Church	1937	*Eligible – Criterion A*	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8705 Rosemary St.	5AM.3976	Residence	1901	*Eligible – Criterion C*	
7330 E 88th Ave.	5AM.3977	Residence	1941	Not Eligible - Lack of Significance under NRHP Criteria A-D	
6950 E 88th Ave.	5AM.3978	Residence	1954	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8790 Laurel Dr.	5AM.3979	Residence	1949	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8760 Laurel Dr.	5AM.3980	Residence	1941	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8740 Laurel Dr.	5AM.3981	Residence	1956	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

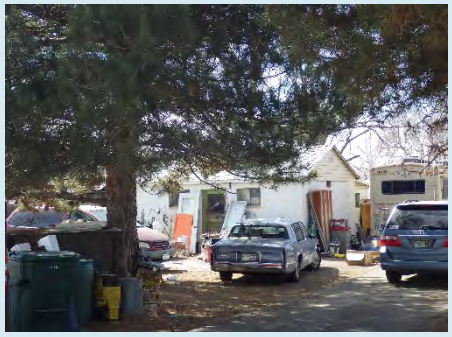
Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8730 & 8736 Laurel Dr.	5AM.3982	Residence	1953	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8686 Laurel Dr.	5AM.3983	Residence	1953	*Eligible – Criterion C*	
8681 Laurel Dr.	5AM.3984	Residence	1955 & 1979	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8701 Laurel Dr.	5AM.3985	Residence	1952	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8769 Laurel Dr.	5AM.3986	Residence	1966	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8777 Laurel Dr.	5AM.3987	Residence	1949	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8781 Laurel Dr.	5AM.3988	Residence	1953	Not Eligible - Lack of Significance under NRHP Criteria A-D	
6840 E 88th Ave.	5AM.3989	Residence	1940	Not Eligible - Lack of Significance under NRHP Criteria A-D	
6500 E 88th Ave.	5AM.3990	Mobile Home Park	1996 (individual mobile homes vary)	*Eligible – Criteria A, C*	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8790 Brighton Rd.	5AM.3991	Commercial	1934	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8800 Brighton Rd.	5AM.3992	Residence	1901	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8810 88th Ave.	5AM.3993	Mobile Home Park	c. 1963	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8721 Xenia St.	5AM.3994	Residence – Quonset Park	1942	*Eligible – Criterion C*	
8680 E. 88th Ave.	5AM.3995	Residence	c. 1945	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8731 Willow St.	5AM.4029	Residence	c. 1955	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8740 Willow St.	5AM.4030	Residence	1957	Not Eligible - Lack of Significance under NRHP Criteria A-D	
7520 E. 86th Ave.	5AM.4026	Residence	1959	Not Eligible - Lack of Significance under NRHP Criteria A-D	
8496 Rosemary St.	5AM.4027	Residence	c. 1960	Not Eligible - Lack of Significance under NRHP Criteria A-D	

Table B-1. Surveyed Properties

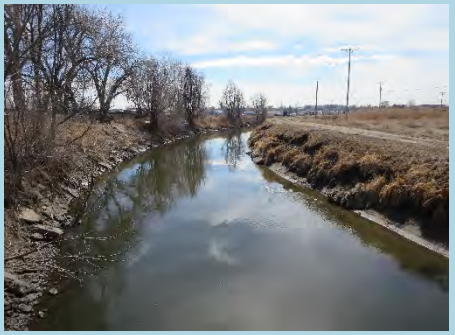
Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
8581 Rosemary St.	5AM.4028	Residence	1901	Not Eligible - Lack of Significance under NRHP Criteria A-D	
N/A	5AM.477.15	O'Brian Canal Segment	1910–1912	*Eligible – Supporting*	
N/A	5AM.459.19	UP Railroad Segment	1868	*Eligible – Supporting*	

Table B-1. Surveyed Properties

Address	Site No.	Resource Type	Date of Construction	NRHP Eligibility Recommendation	Photograph
N/A	5AM.464.20	BNSF Railroad Segment	1882	*Assumed Eligible – Supporting*	
N/A	5AM.465.19	Burlington Ditch Segment	1888–1912	*Assumed Eligible - Non-supporting*	
N/A	5AM.3996.1	88th Avenue Segment	c. 1889–1940	Assumed Eligible – Non-supporting	

This page intentionally left blank.

Table B-2. Noise Buffer Properties – Treated as NRHP-Eligible

Resource	Property Type	Date	Photograph
8720 Tamarac St.	Residential	1966	
8001 E 87th Ave.	Residential	1952	
8713 Ulster St.	Residential	1952	

Resource	Property Type	Date	Photograph
8703 Ulster St.	Residential	1953	
8701 Ulster St.	Residential	1949	
8690 Verbena St.*	Residential/ Agricultural	1964	*Property was not accessible during right-of-way survey, and no photographs were taken.
8730 Willow St.	Residential	1940	

Resource	Property Type	Date	Photograph
8696 Willow St.	Residential	1940	
8635 E. 87th Ave.	Residential	1942	
8699 87th Ave.	Residential	1953	

Resource	Property Type	Date	Photograph
8491 Rosemary St.	Residential	1952	
8450 Rosemary St.	Commercial/ Industrial	1972	
8701 Brighton Rd.	Commercial/ Industrial	c. 1960	

Resource	Property Type	Date	Photograph
8786 Brighton Rd.	Residential	1956	
8780 Brighton Rd	Residential	1952	

Appendix C.
Site Forms

This page intentionally left blank.