Historic Resources Inventory Report

National Western Center Redevelopment

Prepared for

Mayor's Office of the National Western Center

Prepared by

Mead & Hunt

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Abstract

In August 2017 Mead & Hunt, Inc. (Mead & Hunt) undertook documentation and evaluation of historic significance for historic-age properties on the campus of the National Western Center (NWC) for the Mayor's Office of the NWC. Mead & Hunt historians evaluated historic resources for significance and potential eligibility for listing in the National Register of Historic Places (National Register) and State Register of Historic Places (State Register), as well as designation as potential Denver Landmarks.

Field survey of 100 parcels within the program area was conducted between August 28 and September 1, 2017. Forty-three resources were either vacant or had structures that are less than 30 years of age, the benchmark age for Denver Landmark consideration. The remaining 57 properties were documented at the intensive level. Thirty-two properties were found to be eligible for listing in the National Register, State Register, or as potential Denver Landmarks, either as part of earlier historic resource surveys or as part of the current survey.

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Cover Photo: Horse and buggy on Lafayette Street, c.1910, in front of National Amphitheater. Courtesy of the Denver Public Library, Western History and Genealogy, Rh-155.

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1. Introduction

In September 2017 Mead & Hunt, Inc. (Mead & Hunt) submitted a draft Class I inventory for historic properties on the campus of the National Western Center (NWC) for the Mayor's Office of the NWC. The report included a list of the previously surveyed historic properties on the campus, a short description of the physical evolution of the site, and a recommendation for intensive-level survey for historic properties on the campus. As a result, the NWC requested that Mead & Hunt conduct an intensive-level survey, which was done in August 2017. This report provides the results (eligibility determinations) for historic structures, objects, linear features, and districts present on the NWC campus. Prehistoric and historic archaeology will be addressed in a separate report by Alpine Archaeology.

NWC founding partners include the Western Stock Show Association, Colorado State University, the City and County of Denver, History Colorado, and the Denver Museum of Science and Nature. This survey was completed under Task Order 2 of the Master Services Agreement 10381-7-119085 between CH2M and Mead & Hunt, and fulfills a section of the *National Western Center Campus Historic and Cultural Resources Draft Work Plan* (March 22, 2017).

The NWC Program area (defined in Section 2) includes historic and non-historic properties within the stock show grounds, and the western edge of the Elyria neighborhood. The goal of this inventory is to assess the built environment within the Program area and to determine National and State Register, as well as Denver landmark, eligibility for cultural resources.

This inventory identified a total of 57 properties within the Program area. These include historic structures, objects, linear features (railroads, roads, and a sewer), bridges, and potential historic districts within the campus.

A. Project purpose

The NWC Program collaborative project will transform the January National Western Stock Show into a dynamic year-round campus. The NWC Program area will reclaim access to the South Platte River and reestablish connections within the neighborhoods of Elyria, Swansea, and Globeville. The program will deliver new tourist, educational, transportation, agribusiness, and economic opportunities.

B. Project description

In 2012 the National Western Stock Show (NWSS), a fixture in Denver for over 110 years, made a commitment to remain at its longstanding home in the city. The stock show had grown from a modest affair staged at a tent in Elyria to Colorado's most significant western heritage and agricultural convention. The annual event hosts over half a million visitors and contributes approximately $100 million into the Denver economy. The NWSS is a landmark destination that has evolved over time, and the success of the event drives the need to replace the current outdated and inadequate facilities.

In 2013 the City of Denver launched a broad-based collaborative process to transform the NWSS into a year-round campus, the National Western Campus. Founding partners in the process include: the City and County of Denver, Western Stock Show Association, Colorado State University (CSU), the Denver Museum of Nature & Science, and History Colorado, with input from the National Western Center Citizens Advisory Committee consisting of residents of adjoining neighborhoods of Elyria, Swansea, and Globeville. On March 9, 2015, the National Western Center Master Plan was completed, which

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encompasses the National Western Complex, and portions of surrounding neighborhoods Elyria, Swansea, and Globeville. In September 2017 the National Western Center Framework Agreement was executed between the City and County of Denver, CSU, and the Western Stock Show Association, which sets up the process and policies to follow for the Program for the next 100 years.

The NWC Program will develop the National Western Stock Show Complex. The major physical improvements will include construction of new Livestock Center and Stockyards, CSU and Partner Areas, Events Arena, Trade Show/Exhibition Hall, and Equestrian Center. Major transportation and circulation improvements include the construction of two new bridges over the South Platte River, a new light rail line with a station along Brighton Boulevard, and widening of Brighton Boulevard with the addition of a bike/pedestrian path (see National Western Center web page: https://www.denvergov.org/content/denvergov/en/north-denver-cornerstone-collaborative/national-western-center.html).

C. General Program location

The Program area is located northeast of downtown in the larger Denver Metro area, between the historic neighborhoods of Globeville on the west, and Elyria and Swansea on the east and north of the Rino Neighborhood along Brighton Boulevard, south of I-70 (see Figure 1).

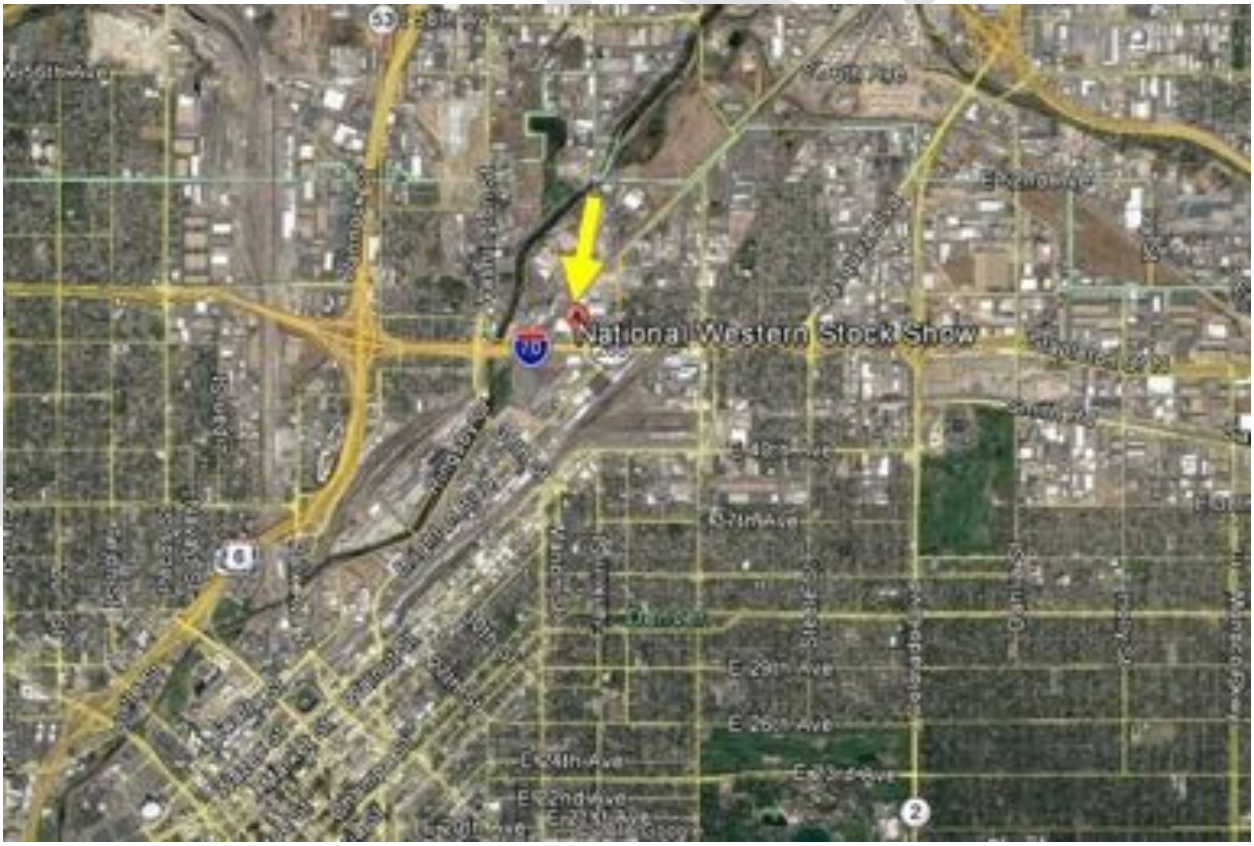

Figure 1. The National Western Center Campus Program location.[1]

[1] Image courtesy of Google Earth.

2. Program Area

The Program area corresponds to Phases 1 and 2 defined in the NWC Master Plan, which was issued by the City and County of Denver in March 2015 and provides a guiding vision of the future of the campus.[2] It is irregularly shaped and located east of the South Platte River, with the exception of two new road bridges that cross the South Platte River to access the west side of the NWC campus. The Program limits do not extend beyond the crossing of the South Platte River. The Program area is generally bounded by the Denver Coliseum and associated parking lots to the south, Brighton Boulevard to the east, the South Platte River to the west, and Race Court to the north. Site information is presented in Table 1, while an overview map of the Program Area is shown in Figure 2 and a detailed map of each location surveyed, including eligibility recommendations, is shown in Figure 3.

Historically and continuing to the present, the stockyards and stock show took place within three major zones of activity: (1) the auctions and business transactions that take place in "the yards," or the maze of wooden pens north of the Livestock Exchange Building and the National Western Livestock Center between the historic Chicago, Burlington & Quincy and Northwestern Terminal Railway lines; (2) the activity that occurs on "the hill," or the booths, shows, events, and competitions that take place in the Stadium Arena and in smaller arenas in the events center; and (3) the activities, events, and booths that occupy the Coliseum on the south side of Interstate Highway (I-) 70 (see Figure 2). Most importantly, these three zones of the show create a conduit and steady stream of activity between the stockyards, the Livestock Exchange building and the surrounding pens, the Stadium Arena, and the Coliseum. Most other stock shows still in operation no longer have this connection to their stockyards, and this is what makes the Denver show unique.

Table 1. Existing Site Information

Legal Description:	Township 3 South, Range 68 West, Sections 14 and 23
USGS Quad:	Commerce City
City and County:	Denver
Adjacent Land Use:	Industrial, Residential, and Commercial
Project Area (acres):	243.18
Major drainageways/Irrigation facilities:	South Platte River

[2] *National Western Center Master Plan,* City and County of Denver, March 9, 2015, Key Site Elements, 7. https://www.denvergov.org/content/denvergov/en/north-denver-cornerstone-collaborative/national-western-center.html.

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Figure 2. Map of Program area showing the three major zones of activity.

Figure 3. Eligibility of properties within the Program area.

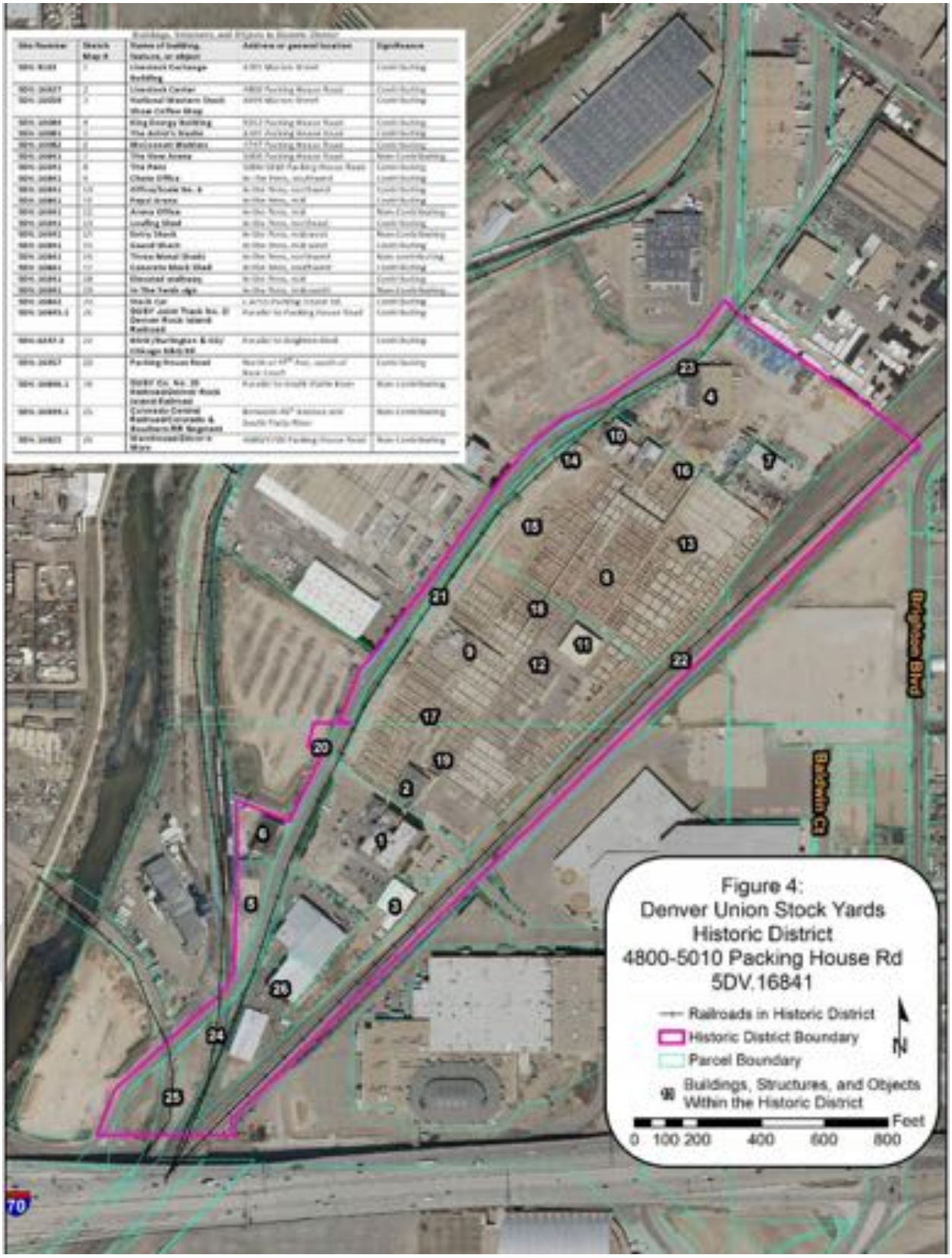

Figure 4. Contributing and noncontributing properties within the Denver Union Stock Yards Historic District boundary (5DV.16841).

3. Historic Context

A. Introduction

The history of the Denver Union Stock Yards (DUSY) is associated with the ranching and livestock industry in Denver and Colorado, as well as the development of railroad, streetcar, and Interstate Highway transportation in Denver. The immigrant neighborhoods of Elyria, Swansea, and Globeville surround the stockyards, and residents of these neighborhoods worked in industries within and near the DUSY. The NWSS, produced on this site since 1906, includes a collection of buildings, objects, linear features, and structures associated with the entertainment, education, competition, and commerce that is part of every stock show.

B. Environment: natural and cultural

The NWC is within the geographic region of the Colorado Piedmont, defined as the region between the mountainous areas to the west and the plains to the east. The Piedmont today supports the most heavily developed and urbanized part of Colorado including the major cities of Fort Collins, Boulder, Denver, and Colorado Springs on the Front Range of the Rocky Mountains. In a topographic depression, the Piedmont is lower in elevation than the High Plains to the east. The High Plains region receives less than 20 inches of precipitation annually in a semi-arid climate, and is known for extremes in temperature and widely variable climate conditions.

The major waterway of northeastern Colorado is the South Platte River, with its major tributaries in northeastern Colorado that include Cherry Creek, Clear Creek, Boulder Creek, and St. Vrain Creek. Beginning in the mountains of Park County southwest of Denver, the river travels through the foothills and the Piedmont, and then on to the High Plains, where it travels east to join the North Platte River. The river has supported all human, animal, and plant life and has long guided travelers through this region. Often described as a mile wide and a foot deep, and for its tendency to spread out in broad braids across a wide floodplain, the river does not appear impressive, except during high water events when it is known for catastrophic flooding.

Prior to Euro-American settlement, a dynamic succession of Native American peoples traveled through and lived in this part of the Piedmont. Vast herds of bison and other native flora and fauna provided food, clothing, tools, and every other necessity. By the late 1600s and 1700s the Spanish began exploring lands they claimed to the north of Santa Fe. They encountered Comanches, who began to push to the south during the early years of European exploration in the 1700s. Plains Indians tribes had acquired horses, making them able to travel further distances to follow migrating bison. The regions frequented by the tribes began to change. Comanches continued to move south and east, challenging Apaches, who began to move further south as a result. Kiowas also inhabited the same Southern Plains region, sometimes partnering with Comanches to maintain dominance in in the area south of the Arkansas River and east of the mountains.[3]

[3] William Wyckoff, *Creating Colorado: The Making of a Western American Landscape, 1860-1940," (Yale University, 1999),*

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By the early 1800s the Piedmont and mountain streams became more widely known as rich habitats to trap fur-bearing animals, particularly beaver, which attracted growing numbers of European and American trappers and traders. In the early to mid-1800s Cheyennes and Arapahoes, and to a lesser extent Lakota Sioux, began to expand on horseback throughout the Great Plains, including what became eastern Colorado, but originally came from the Dakotas. These groups had moved into the South Platte River region by this time, and were the most likely tribes the trappers and traders interacted with in this region. Rough-hewn trails appeared along the banks of the Arkansas and Platte Rivers as trading caravans traveled between trading centers in St. Louis, Missouri, and Santa Fe, New Mexico, trading with Native American tribes along the way. In 1820 the American explorer Stephen Long traveled along the South Platte and Arkansas Rivers as part of a government-sponsored expedition, announcing the United States intention to lay claim to the region. By the time Mexico declared independence from Spain in 1821, more Mexicans had also started to move north to trap furs, and trade with Native Americans and Euro-American traders.

Trade spawned multi-cultural interactions and the blending of Mexican, American, European, and Native American customs and interests. Much of this activity took place in trading forts established during the 1830s on the South Platte River Trail. These included "Old" Fort Vasquez on Clear Creek, Fort Campbell, and Fort Convenience near Denver, and Forts St. Vrain, Jackson, Vasquez, and Lupton, all located within 15 miles of one another on the South Platte between the present-day cities of Denver and Greeley. These forts were roughly halfway between Bent's Fort on the Arkansas River, about 160 miles to the south, and Fort Laramie on the North Platte River, about 160 miles to the north.[4] They competed with one another during the 1830s and early 1840s, and by the time gold was discovered in 1858, they were all in ruins.

Very little is known of the trading forts near Denver, except for brief mentions of them in early fur trade histories. The forts may have been small cabins or posts that operated for a short time, and their original locations are not known. Louis Vasquez, Ceran St. Vrain, and other traders from Missouri built cabins throughout the Platte and Big Thompson River valleys as shelter during temporary visits, which often included room for their wives, children, and extended families, many of whom were Native Americans or Mexican. Fort Convenience was noted on Glenn Scott's Denver trail map as being located near Welby, a small farming community at 70th Avenue and Washington Street near the mouth of Clear Creek, about 3 miles north of the NWC. Given the likelihood that Native Americans camped along the South Platte River between Cherry Creek and Clear Creek, trading cabins and small settlements probably existed, but their locations may never be known due to periodic floods of the river and development of the region.

C. Early trails in the region

The South Platte River Trail was the Colorado connection of the east-west Overland Trail that connected major trading centers in Missouri with new gold fields as they developed in the West, primarily in California, Washington, Oregon, and Colorado. Most emigrants who ventured west from the settled states came via the Overland Trail, but several other important trails traversed the future state of Colorado. The Arkansas River guided the Santa Fe Trail between Missouri, New Mexico, and into

[4] William B. Butler, *The Fur Trade in Colorado, (Western Reflections Publishing Company, Lake City, 2012),* pp 135-136.

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Mexico. The Smoky Hill Trail, the most dangerous because of the lack of water, left Kansas City and followed the Kansas and Smoky Hill Rivers through eastern Colorado, where streams became harder to find. This was the shortest, but most difficult of the routes. A north-south connecting trail between the Santa Fe and Overland trails, the Cherokee Trail (also known as the Trappers Trail) completed the major and most popular trails. These trails later became the pathways for railroads and major roads and highways throughout Colorado. The South Platte River and Trappers Trails merged at the future site of Denver, east of Cherry Creek and near what became the stock yards of Denver (see Figure 5).

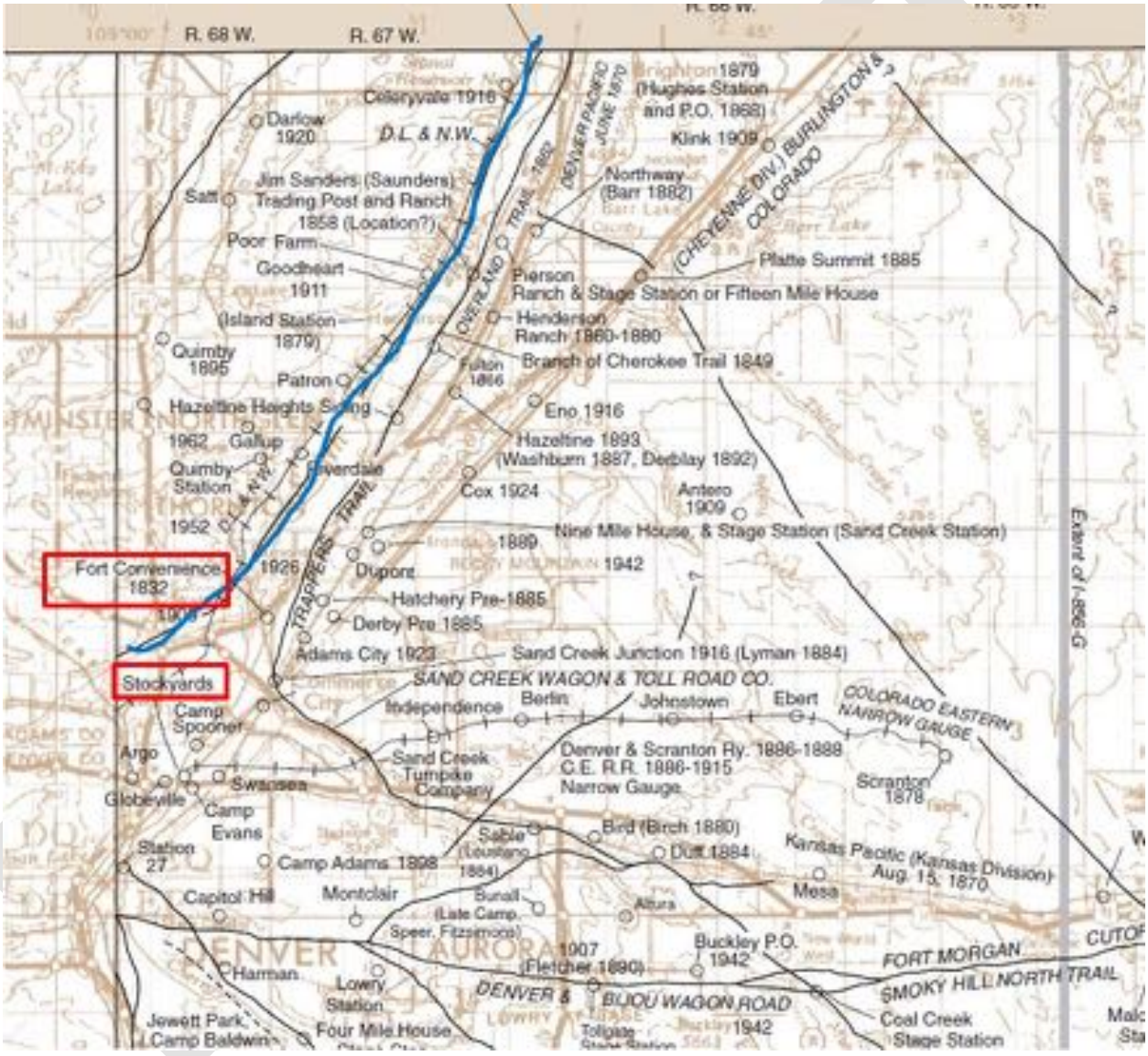

Figure 5. Location of the DUSY and Fort Convenience (in red boxes), and early trails and railroads of the northeast Denver area. The South Platte River is highlighted in blue.[5]

The discovery of gold in the streams near the confluence of Cherry Creek and the South Platte River in 1858 created a lasting wave of settlement in Colorado Territory (1861), which became the State of

[5] Glenn R. Scott, *Historic Trail Map of the Denver Quadrangle, Central Colorado,* 1999.

Colorado in 1876. Many of the first people who ventured to Denver came via the South Platte River Trail. About two-thirds of the gold seekers also returned that way when their hopes for striking it rich were not realized. Plenty of people stayed, however, either to mine gold and other minerals in the mountain camps to the west, or to provide food and other necessities to the growing hordes of miners. Until the early 1880s the area northeast of the confluence remained an open prairie, far removed from settlement.

D. Railroads at the DUSY

Without the lure of hard rock mining and the construction of railroad lines, landlocked Denver would have passed into oblivion. Initially bypassed by the transcontinental railroad lines, Denver businessmen created their own railroads. The first was the Denver Pacific Railroad, a line that connected Denver to Cheyenne and the Union Pacific Railroad in 1870. The tracks were located south and east of what became the DUSY. When the Kansas Pacific Railway came to Denver in 1870, its line connected from the east to the Denver Pacific tracks at Jersey Junction at 40th Avenue and Williams Street, about one-half mile southeast of what became the stockyards. Similarly, the Colorado Central Railroad built east from Golden in 1870 to Jersey Junction, building a spur southwest of the stockyards that became useful for railroads transporting cattle and other stock into the yards. This line became the Colorado & Southern (C&S) in 1898.

After the Denver & Rio Grande began expanding its narrow-gauge tracks, connecting Denver to points south and west in the 1870s, the major lines took notice, and joined in the race to reach the mining camps to the west. The Chicago, Burlington & Quincy Railroad (CB&Q) came to Denver in 1882, and built yards in an unoccupied area about 2 miles northeast of the center of downtown, in the start of an industrialized expanse in the growing city of Denver.[6]

The stockyards continued to grow and large number of animals arrived by rail, which resulted in haggling over railroad rates. Federal assistance soon came with the Interstate Commerce Act of 1887, which regulated railroad rates, created the Interstate Commerce Commission (ICC), and allowed yards like the one in Denver to survive and grow.

Numerous railroads traveled through the stockyards from 1886 to 1970. These included the Denver & Salt Lake, which took over the Denver, Northwestern & Pacific Railroad (DN&P) and its subsidiary, the Northwestern Terminal Railroad, after the DN&P bankruptcy in 1913. The Northwestern Terminal built Stockyard Junction on the northwest side of the yards in 1913 to connect the East Denver Belt Line (York Street and 58th Avenue) and Utah Junction (Pecos Street and West 60th Avenue). The line continued east and south to Franklin Street, where it connected to the existing stockyard tracks. The Chicago, Rock Island & Pacific (Rock Island) connected to this track in 1951 at Belt Junction, and extended its tracks from Stockyard Junction to the Union Pacific tracks at 50th Avenue and York Street.[7] When Rock Island completed this cut-off, the alignment at Stockyard Junction was changed because of a curve reduction

[6] Clayton B. Fraser and Jennifer H. Strand, *Railroads in Colorado 1858-1948 Multiple Property Documentation Form,* (Office of Archaeology and Historic Preservation, 1997) Section E, p. 17.

[7] Kenton Forrest and Charles Albi, *Denver's Railroads: The Story of Union Station and the Railroads of Denver* (Colorado Railroad Museum, 1981), 9, 193-194.

and the high fill that was required. The Atchison, Topeka, & Santa Fe Railway (AT&SF) and Denver & Rio Grande Western (D&RGW) also operated trains through the yards, and the Union Pacific and C&S railroads shared joint tracks that paralleled Packing House Drive (now National Western Drive). Lastly, the DUSY and meatpackers built their own railroad tracks throughout the yards, parallel to the South Platte River and along Packing House Drive, for full access to the meatpacking plants and the yards, resulting in a spider web of steel that connected the facilities through the dense stockyard area. [8]

The DUSY never ran a train, but it owned track that was leased back and forth among railroads. The DUSY frequently designated C&S as interchange operator, but operated the railroad itself for short periods of time. For many years, the rail lines in the National Western Complex functioned as a joint agency, operated by six railroads (AT&SF, CB&Q, Rock Island, Union Pacific, C&S, and D&RGW).[9] The DUSY filed for abandonment of the rail segments for the first time in September 1970. This was denied by the ICC and the Surface Transportation Board. The DUSY ceased being a common carrier in 1976 via a petition to the ICC.[10]

Figure 6. Denver & Rio Grande tracks and off-loading chutes on the west side of the stockyards, along Packing House Drive.[11]

[8] Map of Denver Union Stock Yards, 1929

[9] Forrest & Albi, *Denver's Railroads,* p. 205.

[10] Finance Docket FD-28353, 12-3-76.

[11] Denver & Rio Grande collection, Stephen Hart Library, History Colorado.

E. Smelters develop before the stock yards

The major metals that drove Colorado's mining boom were gold, silver, and lead. Some of the ore was processed into metals in small factories near the mines, but enterprising businessmen realized the need for large-scale processing centers in Denver. The first smelter opened in 1878 near the Kansas Pacific/Union Pacific railroad yards. Smelting requires extreme levels of heat to extract, or smelt, the metals from the rock, and tall brick smokestacks expunged the fumes and grit of the smelters. Major smelters included the Omaha and Grant Smelter south of 46th Avenue (see Figure 7), the Holden Smelter at W. Washington Street and 52nd Avenue, and the Argo Smelter (later the Boston and Colorado) at 50th Avenue and Fox Street. By 1890 smelting was Denver's largest industry. The industry, however, was subject to the whims of the national economy, and the smelters faltered in 1893 with the repeal of the Sherman Silver Purchase Act. Denver had too much precious metal, and mining and smelting took a major hit.[12] Other industries, such as meat packing, also wanted to be near the railroads, and helped soften the economic blow for workers laid off at the smelters.

Figure 7. Smelter workers, Omaha Grant Smelter, c.1902.[13]

F. Elyria, Swansea, and Globeville settlement

As more people arrived to support the new industries, Denver's population surged. Streetcar suburbs northeast of downtown such as Curtis Park became popular with middle- and upper-class families who had the means to escape the dirt and smells of downtown. The smelters, meat packing plants, and other factories, largely removed from the rest of the city, required armies of laborers, many of whom immigrated from Russia and countries in Eastern and Western Europe. Some settled in company-built houses, but

[12] Leonard and Noel, *Denver: Mining Camp to Metropolis* (University Press of Colorado, 1990) 39, 58; Abbott, Leonard, and Noel, *Colorado: A History of the Centennial State* (University Press of Colorado) 130, 199.

[13] Courtesy Denver Public Library Western History and Genealogy, WH2129.

many built their own wooden structures within walking distance of the smelters and factories. These houses included small kitchen gardens, livestock pens, summer kitchens, and shanties and sheds in the backyards. Family members and friends helped one another find work, and families from the same country typically settled near one another, establishing ethnic groupings within neighborhoods, centered around churches, to share and preserve their religious and cultural traditions.[14]

In 1881 A.C. Fisk and the Denver Land & Improvement Company platted the Town of Elyria as a neighborhood for smelter and stockyard workers. The town plat boundaries were east of Lafayette Street, south of 49th and 48th Avenues, west of Elizabeth and Josephine streets, and north of 43rd Avenue on the east side of the town and 46th Avenue on the west. These sections later became known as West Elyria, Elyria, and South Elyria. In 1889 the Globe Smelter and Refining Company bought the Holden Smelter and named the nearby settlement Globeville. The neighborhood occupied a shallow pocket of land between 52nd Avenue on the north, the South Platte River on the east, the railroad yards and 42nd Avenue on the south, and Broadway Street on the west. Separate from Elyria, Swansea was established in 1870, near a short-lived smelter that started near the junction of the Kansas Pacific and Union Pacific Railroads. Swansea was east of Elyria and York Street and north of 46th Avenue. The smelter closed, but the Town of Swansea persisted. Elyria incorporated in 1890, and town ordinances established a fire department, named streets, established plumbing, and provided franchises for water, electricity, and transportation. By 1904 Denver had annexed Elyria, Swansea, and Globeville. Because West Elyria was the next-door neighbor of the stockyards, the neighborhood was directly affected by the expansion of the stock show. At an unknown date, the DUSY purchased the hill on the other side of the tracks, next to west Elyria, and in May 1906 graded it and built a long two-story brick barn on the site.[15]

G. The livestock industry and the development of the DUSY

After the Civil War, the livestock industry followed a cattle-drive model. For example, cowboys from Texas drove cattle to railheads in Kansas to be shipped to larger markets in Chicago, Cincinnati, or St. Louis. This era initiated the development of railroad networks, efficient stockyard companies, and modern meatpacking facilities, all in the same location, which led to the establishment of large stockyards, or terminal markets, within the industry. Stockyard companies were created by those who recognized the economic benefits of terminal markets: local businessmen, the railroads, and the meat packers. New stockyard companies opened in several locations, including Chicago (1865), Kansas City (1871), St. Louis (1872), Denver (1881), Omaha (1884), and Fort Worth (1887). Most of the new companies followed the Chicago model of calling themselves “Union” stockyards, referring to the union of existing small stock pens into one large yard near the railroad.[16]

Within the meatpacking industry, entrepreneurs operated with little competition and created a limited monopoly. Meat packers chose to work together instead of competing and risk their large capital

[14] Rebecca A. Hunt, *Urban Pioneers: Continuity and Change in the Ethnic Communities in two Denver, Colorado neighborhoods: 1875-1998* (Ph.D. Dissertation, University of Colorado, 1999), 52; Daniel Doeppers, “The Globeville Neighborhood in Denver,” *The Geographical Review* 57, No. 4, 1967, 509.

[15] Elizabeth MacMillan, *Elyria: Denver’s Forgotten Suburb, 1881-1941 (*Self-published, 2004), 63.

[16] J’Nell Pate, *America’s Historic Stockyards: Livestock Hotels* (Fort Worth, Texas: TCU Press, 2005), 22.

investments, and as companies consolidated and grew, four (and later five) giant firms emerged. Swift & Company, founded in 1855, and Armour & Company, founded in 1867, were the two largest, and had both become prominent in Chicago by 1880. In addition to buying interest in the stockyards, often a controlling share, the meatpackers sought maximum profits through vertical integration. Firms like Swift and Armour would often own a ranch, the cattle that fed upon it, the railroad cars that transported animals to the stockyards, the stockyards, the packing plant, and, eventually, refrigerated cars carrying processed meat to market, or some combination of these links in the chain.[17]

The availability of lands to graze cattle and sheep made Colorado an ideal place for stock growing, and railroad expansion further transformed Denver into a major hub for the livestock industry. In 1881 a group of Denver businessmen decided to organize the DUSY. At the time there were several scattered stockyards in Denver, such as the Elephant Corral on Wazee Street and a field that later became the site of Union Station. The wafting smells of manure offended nearby residents, so the businessmen consolidated at a new site northeast of downtown, near the smelters and railyards, and on the other side of the South Platte River. The site was a triangular section of land west of Elyria, bordered on the west by the river, on the south by 46th Avenue, on the north by the Denver/Adams county line, and on the east by the Chicago, Burlington and Quincy Railroad tracks (see Figure 8).

Figure 8. c.1886 birds eye view of the Denver Union Stock Yards. The structure at the bottom of the photo is the first Livestock Exchange, which became a hotel after the construction of a larger exchange building in 1898.[18]

In 1885 a group of investors from Kansas City took over the DUSY. They built a four-story red brick Livestock Exchange building at the stockyards in 1898, and livestock pens that expanded to more than

[17] Pate, *America's Historic Stockyards: Livestock Hotels*, 25.

[18] Photo courtesy of National Western Stock Show Archives

100 acres by 1900.[19] However, the majority of the stock in Denver was being sent to other markets for slaughter, something Denver leaders wanted to change. In the 1890s several local meat packing companies opened at the stockyards. One of the largest, established in 1892 by Henry M. Gebhard, was the Colorado Packing and Provision Company (see Figure 9), followed by Charles Boettcher and David C. Dodge, who opened the Western Packing Company, and the Coffin Packing and Provision Company, both of which began in 1904.[20]

Figure 9. Colorado Packing and Provision Company, c.1910.[21]

In 1906 the Union Stock Yards in Chicago purchased controlling interests in the DUSY. The Chicago group consisted of the meat packers Armour & Company; Nelson, Morris & Company; and the Swift Packing Company, which together became the National Packing Company. The new investors, led by president Edward Tilden, announced major changes to the DUSY, including adding a stockmen's hotel, enlarging the bank at the Exchange Building, and increasing the number of wooden pens to stretch between the C&S tracks on the north and the Burlington tracks on the south, and paving these in brick to lessen the problem with mud in the yards. They also incorporated the Denver Live Stock Exchange, a non-profit organization that promoted, regulated, and supervised the cattle business at the yards, including selling $500 memberships to livestock brokers who earned commissions on their sales.[22] Tilden announced that the National Packing Company's master mechanic in Chicago would begin drawing up the plans for the construction of the National Amphitheater (now known as the Stadium Arena) for future

[19] Thomas J. Noel, *Riding High: Colorado Ranchers and 100 Years of the National Western Stock Show* (Golden, Colo.: Fulcrum Publishing, Golden, 2005), 28-30.

[20] Thomas J. Noel, *Riding High,* 2005, 30, 111.

[21] Courtesy Denver Public Library, Western History and Genealogy. CHS.X7823.

[22] Noel, *Riding High,* 2005, 29.

livestock shows. This appears to have been the case, as an architectural trade magazine noted later that year that "architects are preparing the plans for the large $100,000 pavilion of the Denver Stock Show Association, which will be erected at the Union Stock Yards."[23] The site selected for the stadium was a hill on the east side of the CB&Q Railroad tracks, fronted by Lafayette Street and 46th Avenue.

Construction on the livestock pavilion began in the spring and summer of 1908. In return, the DUSY asked Denver businessmen to pledge $100 each for annual memberships, for a total of $50,000, to ensure the stock show would continue for at least the next 10 years. The pledges never reached $50,000 but the stock shows became an annual event. In 1909 the WSSA renamed the show the National Western Stock Show for the inaugural year in the new National Amphitheater (see Figure 10). The structure made possible, for the first time, evening shows within an enclosed arena, with the added benefits of steam heat and a "fireproof" steel structure that wouldn't collapse during a windstorm.

Figure 10. Grand Opening of the Stadium Arena, January 1909.[24]

The 1909 program included parades of cattle and draft horses; Percheron, Clydesdale, and Belgian horses; horse show classes; and six-horse hitches and single-horse harness contests. In later years, entertainment included the Western Baby Contest, Jack Dempsey and Jess Willard wrestling, boxing, Shetland ponies, harnessing contests, ox and cart demonstrations, musical drills, exhibition by Denver Mounted Police, jousting tournaments, and tug of wars.[25] Dignitaries were provided with free tickets,

[23] *American Architect and Builder*, September 1, 1906.

[24] Courtesy National Western Stock Show Archives.

[25] Willard E. Simms, *Ten Days Every January,* (Record Stockmen Publishing Company, Denver, 1980), 51.

including members of the legislature, chamber of commerce, Traffic club, Mayor Speer and city officials, the Denver City Council, and Governor Shafroth and his staff.

With standing-room only shows in 1909, organizers knew they needed more seating, as well as more buildings to shelter the livestock crowded in the stalls underneath the stadium. As a result, in 1910 the DUSY constructed two more brick structures on Lafayette Street and 47th Avenue to the north of the stadium. One was a three-story barn and the other a two-story building for the administration offices and a restaurant. This area of the show grounds stayed the same until the 1931 construction of the Lamont Pavilion east of Lafayette Street, and the 1942 completion of the Works Projects Administration (WPA) barn on the west side of the stadium.

By 1912 several massive meatpacking houses hulked near the Livestock Exchange, including Swift & Company (which replaced the Western Packing Company) and Armour & Company (replacing Colorado Packing and Provision) along Packing House Road, and Cudahy Meat Packing plant (formerly Blaney Murphy) east of the stockyards (see Figures 11 and 12). Numerous smaller packing companies also located near the stockyards. As firms prospered, new buildings and facilities were constructed and continually modernized. The meat packers and other stockyard businesses, including factories that rendered leather, soap, candles, and other items from carcasses, employed skilled and semi-skilled workers, many of whom lived in Elyria, Swansea, and Globeville. The NWSS also offered seasonal employment to the residents of these neighborhoods, creating an important and strong economic connection. Related or support industries lined the stockyards, such as a poultry house and creamery and an auto garage. Other nearby employers included pickle and cracker factories, breweries, and flour mills. According to a local history of Elyria, meat packing provided the greatest number of jobs for nearby residents.[26]

Figures 11 and 12. Interior of the Swift meatpacking plant, c.1920.[27]

[26] MacMillan, *Elyria*:62.

[27] Courtesy Denver Public Library, Western History and Genealogy. MCC-3769 (left) and MCC-3671 (right).

In the 1910s the Big Five meat packing firms were Swift, Armour, Morris, Cudahy, and Wilson, who replaced Schwarzchild & Sulzberger in 1917, and calls for industry reform were starting to take root (see Figures 13 and 14). Outcry against working conditions and unfair competition drove a wave of legislation.[28] Calls for further government regulation came during World War I, when the industry made great profits before America even entered the war. As a result, in 1917 President Wilson bid the Federal Trade Commission (FTC) to study the meat packing industry to determine if monopolistic practices existed. The FTC report indicated the Big Five had obtained a significant competitive advantage through the degree of ownership of the stockyards in which they operated. The DUSY was found to be owned completely by the "Big Five." President Wilson issued a proclamation in June 1918 that all commercial stockyards, commission merchants, and livestock dealers, must have a federal license.[29] Thus, the era of government regulation of the stockyards had begun.

Figures 13 and 14. Two of the large meat packing plants at the stockyards, Cudahy on the east side of the yards in 1934 (x-24336) and Swift, east of the South Platte River, c.1920 (MCC-3770).[30]

The passage of the Packers and Stockyards Act, which regulated interstate and foreign livestock commerce, led to major changes in the meat packing industry. Under the new law, stockyards became semi-public entities that could not deal in the livestock they handled. Further, stockyard officers, agents, and employees were required to register with the government. Meat packers could not own stockyards, control the flow of livestock amongst themselves, control prices, or create a monopoly. The Big Five challenged the act, and stalled in compliance, through the 1920s and 1930s. As a strategy to avoid government regulation at the stockyards, the packers began direct buying from producers.[31]

[28] Meat Inspection Act; Pure Food and Drug Administration.

[29] Pate, *America's Historic Stockyards: Livestock Hotels*, 28.

[30] Photos courtesy Denver Public Library, Western History and Genealogy.

[31] Pate, *America's Historic Stockyards: Livestock Hotels*, 34.

H. The DUSY and the NWSS

In 1896 the first "fat" stock shows began in Fort Worth, Texas, bringing breeders, feeders, and buyers together to share information, thereby improving the business and resulting in "higher quality slaughter animals."[32] The International Livestock Exposition in Chicago also started at the Chicago Union Stock Yards at the same time, as did shows in Houston and Kansas City. Chicago's was the first, the largest, and the most successful of the country's stockyard and livestock shows, and the methods and practices used there were replicated at the DUSY. Chicago business leaders invested in Denver's market with the intention of making it the most profitable in the Rocky Mountain West.

In January 1898 between 700 and 1,000 delegates of the National Stock Growers Convention convened in Denver and successfully formed the National Live Stock Association. With members coming from Texas, Nebraska, and Utah, each state wanted to host the convention, so it was considered a coup when the convention chose Denver as the permanent headquarters and announced a lavish and free barbecue, with beer, for both conventioneers and the general public. The barbecue that year resulted in a riot due to an overabundance of tickets being distributed. In 1899 Denver hosted a more sedate convention, but in 1900 it went off to Fort Worth and it did not seem likely to return to Denver.[33]

Denver leaders knew the importance of having a stock show to bring visitors to the city ready to spend their hard-earned wages, but also to support and educate farmers and livestock growers and provide an opportunity for leisure and entertainment at the same time. This new stock show had the enthusiastic support of the DUSY, industry groups, and farmers and ranchers. The preferred dates, at the end of January, coincided with the annual conventions that already met in Denver at that time, including the Colorado Cattle and Horse Growers, National Dry Farmers, and National Agronomists and Grain Growers during a time when there was no planting, harvesting, or calving at home.[34]

In 1906 a new group formed, the Western Stock Show Association (WSSA), helmed by Elias M. Ammons (state senator and governor of Colorado from 1913 to 1915), meat packing plant owner Henry Gebhard, and other leaders to encourage the production of "finer grades of stock and horses," and promote Denver as an ideal distribution center (see Figure 15).[35] The investors in Chicago dispatched Colonel William E. Skinner to Denver to help boost the local stock show, as he had previously managed the International Live Stock Show in Chicago. Meetings took place in Chicago, according to local Denver newspapers, to plan for the inaugural 1906 show in Denver.[36]

[32] Jimmy M. Skaggs, *Prime Cut: Livestock Raising and Meatpacking in the United States, 1607-1983* (Texas A&M University Press, 1986), 69.

[33] Noel, Riding High, 40.

[34] Simms, Ten Days Each January, 16.

[35] "Thousands to Better the Yards," *The Denver Post*, October 30, 1906, 1, 5.

[36] "Live Stock Show to be the Greatest," *The Denver Post*, December 23, 1906, 3.

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Figure 15. National Western Stock Show founders, left to right: Assistant Manager W. S. Guilford, Secretary-Treasurer Fred P. Johnson, President Elias M. Ammons, and Manager Henry Petrie.[37]

As the first show was being advertised, organizers also announced that the DUSY would build a permanent pavilion to hold the annual livestock shows on an empty lot south of the CB&Q Railroad tracks.[38] For the 1906 stock show, a canvas tent was erected next to the Union Stock Yards Hotel, in between the tracks and the maze of wooden pens in the yards. Determined to make it an annual event, the DUSY and WSSA raised a "monster" canvas tent for the 1907 and 1908 shows, located on the same site as the future livestock pavilion (see Figure 16). However, when high winds destroyed the tent in 1907, the organizers knew the construction of a permanent stadium, which became known as the National Amphitheater and, later, the Stadium Arena, was critical to keeping the stockyards running and profitable.

[37] Courtesy of the Stephen Hart Library, History Colorado.

[38] "Denver to be Hub of Big Livestock Wheel," *Rocky Mountain News*, Feb 3, 1906.

Figure 16. "Monster" canvas tent of the 1907 show, on the site of the future Stadium Arena.[39]

I. The City Beautiful Movement and the Stadium Arena

Although (and possibly because) the architect for the National Amphitheater is not known, the structure is not commonly numbered among the notable Denver buildings associated with the City Beautiful Movement. Yet City Beautiful ideals and connections are clear, both in the location of the amphitheater and in its architecture. After being elected as Denver's mayor in 1904, Robert Speer undertook an ambitious program to remake the city (see Figure 17). The City Beautiful Movement advocated creating central civic districts, usually by razing older, deteriorating buildings, and constructing monumental Neoclassical buildings in their place. One of Speer's greatest accomplishments by way of enhancing the cultural life of the city was the City Auditorium (Municipal Auditorium), which opened in 1908 to host the Democratic Convention.[40] In a July 1908 article about the National Amphitheater, the *Denver Post* noted the connection between the two: "When the building is completed, Denver will have two auditoriums and will be at the front rank of amusement towns."[41]

[39] Courtesy of the Stephen Hart Library, History Colorado.

[40] Thomas J. Noel and Barbara Norgren, *Denver: The City Beautiful* (Historic Denver, second printing, 1993), 10.

[41] "Great $200,000 Stock Pavilion for Denver Now," *Denver Post*, July 14, 1908, 4.

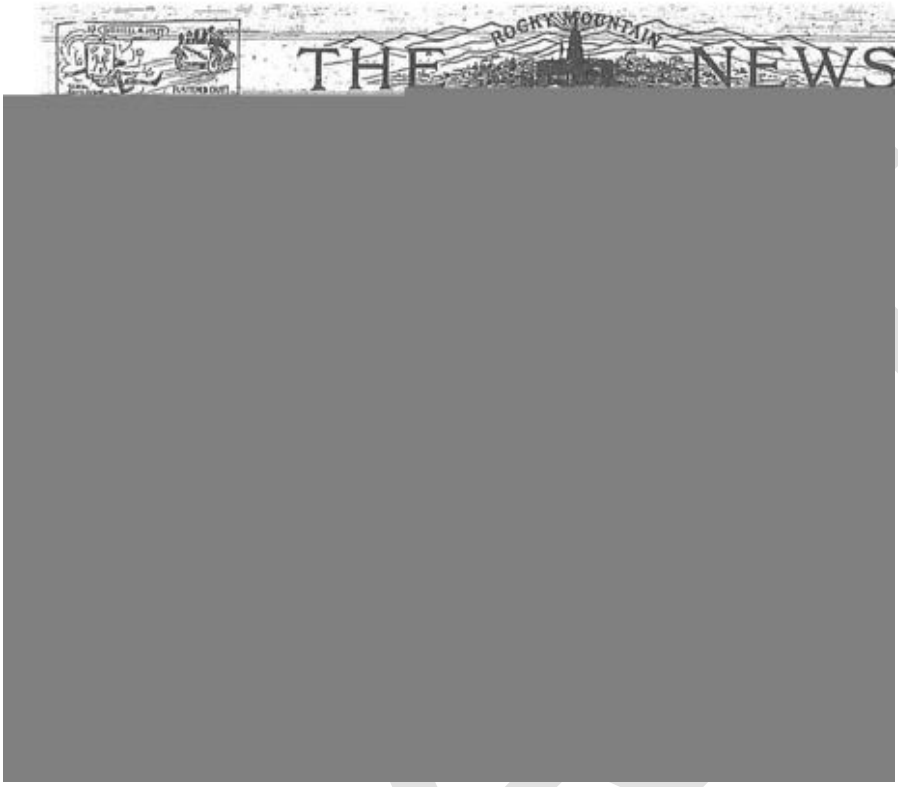

Figure 17. Cartoon boasting about the Municipal Auditorium and the National Amphitheater (Livestock Pavilion), two major City Beautiful projects undertaken by Denver mayor Robert Speer.[42]

Another important part of Speer's plan included connecting the central city to radiating suburban neighborhoods via wide parkways and boulevards. Speer hired nationally known landscape architect George Kessler in 1907 to design a parkway system for Denver, which included connecting the city's parks via a system of parkways. On the northern edge of the city, Kessler included a parkway along 46th and 48th Avenues, connecting Argo Park (at Pennsylvania Street in Globeville, built in 1906) with City Park to the south and Berkeley Park to the west. Kessler's 1907 plan informed later plans designed by landscape architect Saco DeBoer in 1929 for the Denver Planning Commission. DeBoer's proposed park and boulevard system included a connection between Colorado Boulevard and Washington Street along West 46th Avenue in front of the Stadium Arena.[43] This same parkway later became the path of I-70.[44]

The NWSS worked to make the shows as entertaining for urban dwellers as they were profitable for area ranchers and farmers. In later years, one of the most popular nights at the stadium for the city of Denver was "Society Night," when the denizens of Denver Society, known as the Sacred Thirty-Six and their

[42] *Rocky Mountain News,* cartoon, January 17, 1909, 1.

[43] Rollandet, Edward, *Park and Boulevard System of Denver*, (Map c. 1894); S.R. DeBoer, McCrary, Culley & Carhart, *Proposed Park and Boulevard System Denver, Colorado.* (Map, Denver Planning Commission, 1929).

[44] Dianna Litvak, *Freeway Fighters in Denver, 1948-1975.* Master's Thesis, University of Colorado, Denver, 2007), 20-24.

debutante daughters, dressed in their finest clothing, jewels, and furs and attended the stock show. It also become customary for the women to wear fancy Easter Sunday hats to the evening show, as well as white gloves.[45]

The National Western added the first rodeo to the roster of entertainment in 1931. That year, for the first time in 10 years, the show turned a profit. The addition of this event became a popular draw for people who did not already attend the stock show, but it also changed the atmosphere of the show. The horse shows were usually attended by gentlemen and gentlewomen ranchers, while the cattle shows and auctions brought meat packers, businessmen, and ranchers. Now the live-action rodeo offered a more visceral experience, and attracted a different type of sports spectator.[46]

In the 1930s the stockyards extended through most of the open land north and south of the Livestock Exchange Building to Race Court. The NWSS continued to grow through the 1940s and 1950s, and was especially revered for the pen and carload shows that allowed ranchers to offload 10 or more animals for showing to potential buyers. Denver is one of the few stock shows that maintained its yards and continued to hold pen and carload shows every year.

Mid-century developments at the south end of the stockyards included the construction of the Denver Coliseum in 1951 (see Figure 18). This large events venue became the primary location for the rodeo and other major crowd-pleasing events, while smaller events and livestock auctions still took place in Stadium Arena to the north. Designed by architect Roland Linder, the Coliseum is a large concrete barrel vault structure with external ribs.[47] Under an agreement with the City of Denver, since its opening the Coliseum has been used for shows, circuses, the annual Native American Pow-Wow, and numerous other events such as graduations for local schools.

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[45] Frances Melrose, Rocky Mountain News, January 6, 1945, 19.

[46] Noel, *Riding High,* 73-74.

[47] SlaterPaull Architects, "National Western Historic Preservation Study, Denver, Colorado," Final Report, August 25, 2014, 25.

Figure 18. 1950 photo of the Denver Coliseum under construction. Note the animal and pedestrian bridge connecting the new building to the Stadium Arena that was constructed over busy 46th Avenue. The I-70 viaduct built over 46th Avenue bisected the connection between the two buildings.[48]

The DUSY continued to underwrite the National Western and retained ownership of the land and buildings used by the stock show through the 1950s. However, by then the livestock business had changed radically and the DUSY was no longer a prime player. Meat packing had moved to rural plants due to the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. As proof that the balance of control was shifting away from the DUSY, in 1958 the WSSA bought the original brick barns from the DUSY for $135,000. The giant meat packers started to leave Denver as business migrated to rural meat packers such as Monfort in Greeley, which began in the 1930s, and by the 1970s was the largest feedlot in the United States. Monfort slaughtered cattle from its feedlots, thereby bypassing the need to transport cattle to the big meat packers at the DUSY.

As a result, the rise of rural meat packers like Monfort forced the big companies, such as Swift, Armour, Wilson, and Cudahy, to close their plants. In the 1960s the DUSY made efforts to streamline market facilities and procedures, to strengthen the position of the Denver livestock market. Measures taken included reducing the area needed for livestock sales by centering the operation in the southern end of the yards, with the surplus area available for other uses. About 50 acres of land on the north end of the yards were sold for development, with a focus on drawing food processing and distributing industries to

[48] Unknown, *Denver Coliseum Under Construction*, Photograph, c 1950, National Western Stock Show.

the site. The DUSY worked with the Denver Urban Renewal Authority and planners from the city to plan for timely development.

In the mid-1960s the DUSY changed operations from combined private treaty and auction to straight auction, with all sales conducted by the Denver Livestock Market, Inc. (subsidiary of the DUSY). For this operation, the DUSY opened a newly constructed sales arena (the National Western Livestock Center). In 1966 the two-story air-conditioned arena opened next to the Exchange Building to help boost the business that took place during the stock show, but this was a last-ditch effort to strengthen Denver's livestock market and retain some influence over the stockyards. Eventually, most of the giant meat packing plants were demolished to make way for parking lots for the NWSS. In 1970 the DUSY reorganized as a landholding company, the Denver Union Company, and began to cut ties with the livestock business. The DUSY went out of business in 1983, leaving the WSSA on its own to continue to operate the show.[49]

The NWSS has continued to grow, breaking its own records for visitors each year, and continues to attract people from across the United States to participate in and attend the shows. The event showcases commerce, agriculture, history, culture, education, entertainment, and competition in a way that is accessible for anyone, at any age, regardless of their understanding of agriculture. Now stretching to 20 days, the schedule of events includes an array of horse, cattle, sheep, hog, dog, and exotic animal shows and exhibits, junior livestock competitions and auctions, as well as the rodeos and auctions that uphold the site's Western heritage (see Figure 19). The show also includes celebration of Mexican horsemanship and rodeo traditions and the Martin Luther King Jr. African American Heritage rodeo that highlights the history of African American cowboys.

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[49] Noel, *Riding High,* 112-113.

Figure 19. Junior Livestock Competition, Hall of Education, 1997.[50]

J. Evolution of transportation networks at DUSY

The stockyards are directly associated with the history of transportation in Denver. The DUSY initially chose the site because of its proximity to major railroad connections. As the site grew, it became part of one of the busiest and most congested locations in the metro area. Historian J'Nell Pate, who researched the history of stockyards in the United States, observed "the triumvirate of rail lines, stock pens, and slaughtering facilities dominated livestock marketing in America."[51] This was particularly true before 1950, when stockyards required rail transportation, slaughter houses, and a reliable stream of animals to prosper. Stockyard companies typically had financial interests in railroads, and clustered these industries together for efficient transportation.

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[50] Courtesy Denver Public Library, Western History and Genealogy, AUR-498.

[51] Pate, 2005: xi.

Figure 20. Lafayette Street looking north from 46th Avenue in 1929.[52]

As increased numbers of personal automobiles and trucks created congestion and bottlenecks on nearby streets, the site experienced direct physical changes to alleviate the congestion. Commuter, passenger, and freight rail transportation began to decline in the U.S. after World War II, as more Americans bought cars and American companies gravitated toward highways for freight transportation, particularly after the federal government made tremendous investments in Interstate Highways. At the same time, the big meat packers at the DUSY were suffering because they could not compete with modern slaughter houses built next to rural feedlots that had streamlined the process of meat packing. Trucks provided a much more flexible method of transportation to and from these rural locales, and limited-access Interstate Highways made truck transportation even more efficient. At the same time the plants were being dismantled, the show struggled to find enough parking, even after the construction of the Denver Coliseum in 1951, which had a massive parking lot. The huge lots that had once been meat packing plants (which started to be demolished in the 1960s and 1970s) provided more vacant land for parking. By the early 1970s the railroads had discontinued livestock service at the stockyards and all animals and other products came in and out via trucks.

Denver's streetcar era started in 1871 and was over by 1950, when the streetcars stopped running. The streetcar came to Elyria in 1892, as part of a line built by the Metropolitan Railroad Company to Riverside Cemetery on Brighton Boulevard. Visitors hopped on a tramway at Denver Union Station or at stations on Stout Street or Downing Street, and continued on E. 40th Avenue to Josephine Street, then turned north, crossing the Union Pacific mainline. The trolleys stayed on Josephine Street to 47th Avenue, Elyria's main street, where they turned west, crossing the Union Pacific again, and continued west to Lafayette Street, the main stop for the stadium. The Elyria line continued north to Race Street and

[52] Courtesy of the Denver Public Library, Western History and Genealogy, X-22671.

Brighton Boulevard, the entrance of Riverside Cemetery, on what was called Cemetery Loop at E. 51st Avenue. In 1908 Globeville, on the other side of the river, also received streetcar service that connected the neighborhood to the center of downtown.

While the tramway continued to carry the majority of visitors, beginning in the 1910s wealthy stock show attendees who had purchased personal automobiles started to change the traffic patterns at the stock show. By 1912 the city paved Champa Avenue to Downing Street and many other local streets, to make it easier to navigate by car. As cars became more affordable, more people bought them, and streetcar ridership declined. The streetcars, which ran in the middle of the street, also became an impediment to auto traffic. The increase in numbers of personal automobiles created severe bottlenecks, and the stockyard roads were among the most congested in the city. Brighton Boulevard was part of U.S. Highway 85, a busy truck route between Denver, Commerce City, and Brighton. The major arterial on the east side of Broadway Street was 46th Avenue, with 48th Avenue carrying most of the traffic on the west. Severe congestion at the stockyards and meat packing plants was exacerbated by the at-grade railroad crossings that halted car traffic. The city planned to build a limited access freeway to alleviate the congestion, and between 1948 and 1958 constructed the Valley Highway, which is now I-25, to roughly follow the South Platte River between 52nd Avenue on the north and Evans Avenue on the south. The new highway cut through the middle of Globeville less than a mile from the stadium and stockyards. An important component of the Valley Highway plan was a future connecting freeway along E. 46th and W. 48th Avenues (the path of I-70) that would separate local traffic from vehicles using the streets as cross-town thoroughfares.

Beginning in 1962, the Department of Highways (predecessor to the Colorado Department of Transportation, CDOT) started building I-70 on a viaduct between Colorado Boulevard and Inca Street (see Figure 21). The viaduct was necessary to pass over the railroad lines and lessen residential impacts in Globeville, Elyria, and Swansea, along 46th Avenue, all of which were bisected by the new highway. I-70 also crossed over the covered concrete pedestrian/livestock walkway built between the stadium and the Denver Coliseum in 1951, effectively splitting the site in half. NWSS general manager Willard Simms remembered, "We were doomed to take the good (access) with the bad (a dividing monster) in the grounds and alongside the Stadium."[53] The new viaduct loomed over the two venues that had been carefully designed to complement one another and created logistical issues for moving animals, vehicles, and people during the stock shows. In 2000 the viaduct on the west side of Brighton Boulevard to the junction of I-25 was rebuilt, further changing the historic setting and increasing the massive width of the structure between the two buildings. Even though the Interstate resulted in physical changes to the buildings and local streets, the highway also became an important part of the city's connectivity to the NWSS complex.

[53] Simms, *Ten Days,* 165.

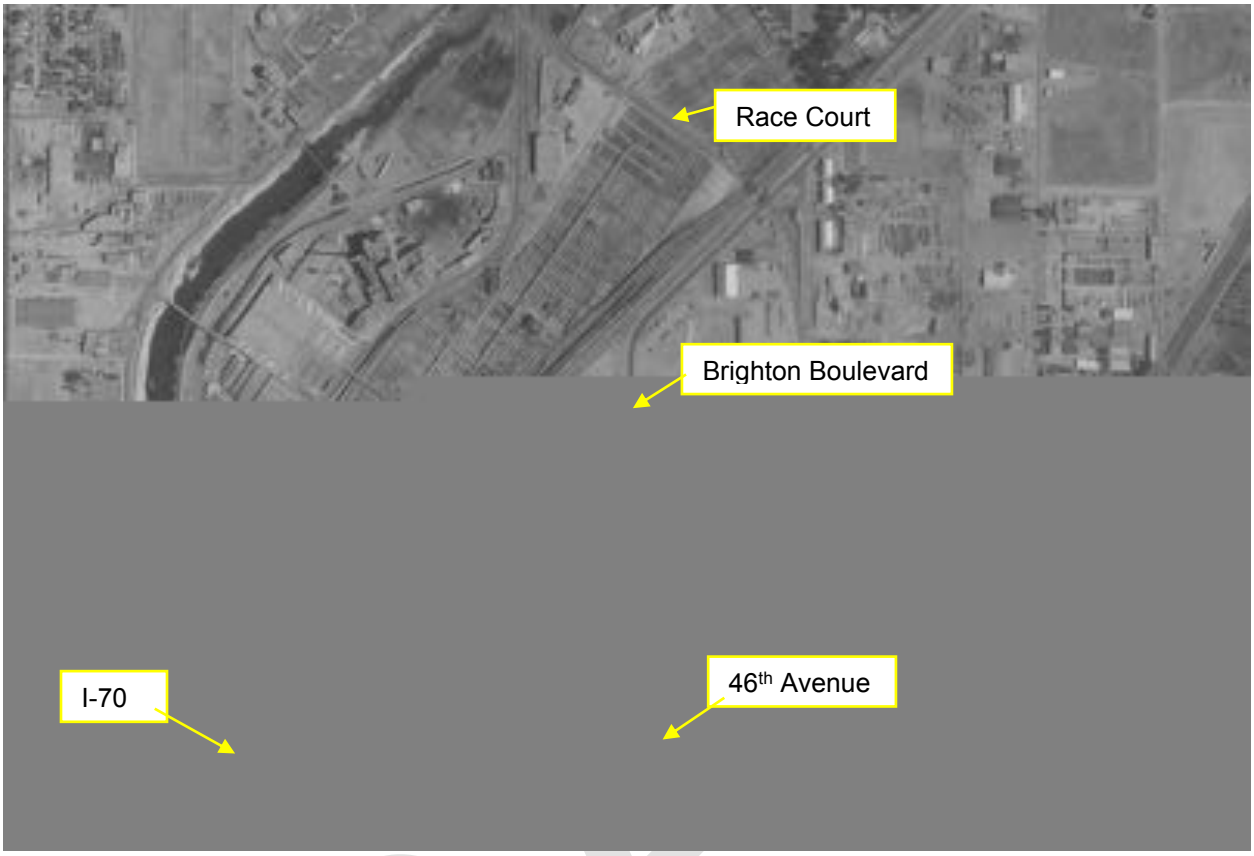

Figure 21. 1964 aerial image showing the I-70 Viaduct under construction.[54]

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[54] U.S. Geological Survey, "Denver, Colorado, 3-64" (U.S. Geological Survey, May 18, 1963), USGS Earth Explorer, https://earthexplorer.usgs.gov/.

4. Research Design and Methodology

The objective of the historic resource investigations for the NWC redevelopment was to identify and assess historic cultural resources within the campus that carry sufficient significance to be eligible for the National Register, State Register, or as local Denver landmarks. These documentation and significance assessments are intended to facilitate future interpretation of the site, aid in determining effects to historic properties, and fully document the current structures on the site before the redevelopment process begins in the spring of 2018.

The historic resource investigation included intensive-level survey, followed by archival research and preparation of Office of Archaeology and Historic Preservation (OAHP) Architectural Inventory Forms (OAHP forms 1403 or 1405) or Management Data and Linear Component forms (OAHP form 1400 and 1418) for each property surveyed, with results documented in the survey report. The study was carried out in accordance with the guidelines of the Colorado Historical Society (CHS)/OAHP, as published in the *Colorado Cultural Resource Survey Manual* (1998). The methods employed in the investigation are detailed below.

A. Field inventory methods

Historians conducted fieldwork in Denver between August 28 and September 1, 2017. All properties were documented with permission of access granted by property owners or their representatives. Architectural documentation included noting important architectural characteristics such as form and massing, materials, style, and fenestration; assessing exterior alterations and modifications; and evaluating exterior condition and historic physical integrity. Objects and landscape elements such as animal pens, elevated walkways, paving materials, and retaining walls were also documented. Other resources were also recorded, including railroad lines, roads, and bridges. In the event an informant was present on-site, historical information was noted.

Photographs

Primary buildings at each property were photographed in color from at least two angles to show multiple sides of the building or structure. In cases where sight lines and topography permitted, all four elevations and two oblique angles of the primary buildings were photographed. Ancillary buildings were photographed at least once, from the clearest angle. In addition, any unique or noteworthy architectural details were photographed. Photographs were also taken of the start and end points of the linear resource segments and any significant features were noted. Photographs were taken using a digital SLR camera.

GIS Data

GIS data and architectural data was collected using the ArcGIS Collector application on iPads. Points were dropped to note the locations of objects, structures, and other features that were to be recorded on the site forms. Several fields were loaded into the software to complete during the survey, including site type, wall material, roof material, style, and other descriptions. GIS data was used to note features on the sketch maps for the site forms and to record the location and direction of photographs.

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B. Archival research methods

Historical information about the project area and about specific historical resources was collected through the Denver Public Library Western History and Genealogy Division, Colorado Railroad Museum, Western Stock Show Association Archives, Stephen Hart Library of History Colorado, or from other sources listed on inventory forms. Web-based resources were consulted, including the United States Census records, city directories, newspaper articles available through Ancestry.com, and Genealogy Bank. In addition, web searches often revealed additional sources specific to individual surveyed resources, such as newspaper articles, and these are listed on the source field in the OAHP inventory form. Other sources consulted included existing site forms and survey reports on file at the OAHP in Denver. Dates of construction, ownership, lot size, and other information about the inventoried buildings were obtained from property records maintained by the Denver County Assessor's Office. When appropriate, grantor-grantee records were obtained from online records of the Denver County Clerk and Recorder's Office.

C. Evaluation of significance

All cultural resources identified within the Area of Potential Effect (APE) for the project area were evaluated for eligibility for inclusion in the National Register, State Register, and as local Denver landmarks.

(1) National Register of Historic Places

The National Register was established in 1966 as part of the National Historic Preservation Act, and is administered by the National Park Service. The criteria properties must meet to be eligible for listing on the National Register are specified in the Code of Federal Regulations, Title 36, Part 60, which reads, in part:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. That are associated with the lives of persons significant in our past; or
>
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. That has yielded, or may be likely to yield, information important in prehistory or history.

Integrity considerations

To be eligible for inclusion in the National Register a resource must exhibit sufficient physical integrity to convey its significance, in addition to being associated with one or more of the National Register criteria listed above. All cultural resources identified within the project area were evaluated for the seven aspects of integrity as outlined specifically in the federal regulations. These are:

- **Location:** The place where the historic property was constructed or the historic even occurred.

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- **Design:** The combination of elements that create the form, plan, space, structure, and style of a property.

- **Setting:** The physical environment of a historic property.

- **Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

- **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

- **Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time.

- **Association:** The direct link between an important historic event or a person and a historic property.

(2) Colorado State Register of Historic Places

The Colorado State Register is a listing of the state's significant cultural resources. Properties listed in the National Register are automatically placed in the Colorado State Register. Properties may also be nominated separately to the State Register without being listed in the National Register. The criteria for nomination and inclusion in the Colorado State Register includes:

A. The association of the property with events that have made a significant contribution to history.

B. The connection of the property with persons significant in history.

C. The apparent distinctive characteristics of a type, period, method of construction, or artisan.

D. The geographic importance of the property.

E. The possibility of important discoveries related to prehistory or history.

Determining integrity for State Register properties is similar to the integrity considerations provided above for the National Register.

(3) Denver Local Landmarks

Denver's local landmark designation program is a public process that recognizes properties of historical, architectural and geographical importance to the City and County of Denver. The categories and criteria include:

Category 1: History: To have historical importance, the structure shall be more than 30 years old or have extraordinary importance to the architectural or historical development of Denver, and shall:

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(a) Have direct association with the historical development of the city, state, or nation; or

(b) Be the site of a significant historic event; or

(c) Have direct and substantial association with a person or group of persons who had influence on society.

Category 2: Architecture: To have architectural importance, the structure or district shall have design quality and integrity, and shall:

(a) Embody distinguishing characteristics of an architectural style or type; or

(b) Be a significant example of the work of a recognized architect or master builder, or

(c) Contain elements of architectural design, engineering, materials, craftsmanship, or artistic merit which represent a significant or influential innovation; or

(d) Portray the environment of a group of people or physical development of an area in an era of history characterized by a distinctive architectural style.

Category 3: Geography: To have geographical importance, the structure shall:

(a) Have a prominent location or be an established, familiar, and orienting visual feature of the contemporary city, or

(b) Promote understanding and appreciation of the urban environment by means of distinctive physical characteristics or rarity; or

(c) Make a special contribution to Denver's distinctive character.

To be eligible for designation, a district or structure must maintain its historic and physical integrity and meet criteria in two of three categories: history, architecture, and geography.

Determining integrity for Denver landmarks is similar to the integrity considerations provided above for the National Register.

D. Inventory form preparation

Architectural Inventory Forms (OAHP 1403) were completed for each property that contained historical architectural resources. If a property had been previously surveyed and retained its boundary and eligibility determination, it was recorded on a Cultural Resource Re-Evaluation Form (OAHP 1405). Management Data Forms and Linear Component Forms (OAHP 1400 and 1418) were completed for each linear property, which included segments of highways and railroads. The forms were created using an Access database, with the exception of the Denver Union Stock Yards Historic District which was prepared using a Word file for the main form and continuation sheets. Site-specific historical and

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architectural information collected during the investigation was summarized on these inventory forms. Forms also included topographic maps and site sketch maps, as well as digital photographs. Narrative architectural descriptions, historical summaries, and significance assessments for each resource are found in Appendix A—Site Forms attached to this report.

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5. Results

A. Inventory results

Numerous sites were recorded prior to the commencement of this historical survey for the NWC redevelopment. These are included in Table 2 along with new sites that were surveyed as part of this inventory. Table 2 includes eligibility determinations and criteria (if applicable) for individual eligibility and contributing/non-contributing status within a proposed historic district. Table 3 is a list of the properties organized by the OAHP site number (5DV.XXXX).

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
BALDWIN COURT								
5DV.9660	Torres Residence	4656 Baldwin Court	Eligible	Eligible – Criterion A and Criterion C	160755761	1891	N/A	1, 2
5DV.1614	Krier Property	4660 Baldwin Court	Not eligible	Not eligible	160755753	1906	N/A	N/A
5DV.9807	House	4667 Baldwin Court	Not eligible	Not eligible	160755672	1886	N/A	N/A
5DV.1247	Kosik Residence	4681-4683 Baldwin Court	Eligible	Eligible – Criterion A and Criterion C	160755681	1889	N/A	1, 2
5DV.9808	Mueller Saloon/Elyria Apartments	4700 Baldwin Court/1655 E. 47th Avenue	Eligible	Eligible – Criterion A and Criterion C	160755346	1894, 1958	N/A	1, 2
5DV.9809	Haynes-Yuhasz Residence	4712 Baldwin Court	Eligible	Eligible – Criterion A and Criterion C	160755265	1896	N/A	1, 2
BRIGHTON BOULEVARD								
5DV.9817	4701-4705 Brighton Boulevard	4701, 4703, 4705 Brighton Boulevard	Not eligible	Not eligible	160755354	1902	N/A	1, 3
5DV.9818	4709-4715 Brighton Boulevard	4709, 4711, 4715 Brighton Boulevard	Eligible	Eligible – Criterion C	160755281	1890	N/A	2
5DV.9811	4717 Brighton Boulevard	4717 Brighton Boulevard	Not eligible	Not eligible	160755338	1886	N/A	N/A
5DV.9813	4727 Brighton Boulevard	4727 Brighton Boulevard	Eligible	Eligible – Criterion C	160755290	1905	N/A	2

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
5DV.9819	4741, 4747 Brighton Boulevard	4741, 4747 Brighton Boulevard	Eligible	Eligible – Criterion C	160755311	1898, 1946	N/A	2
5DV.9816	Brannan Sand and Gravel	4800 Brighton Boulevard	Not eligible	Not eligible	160645729	1959	N/A	N/A
5DV.16822	DPS Bus Facility	4850 Brighton Boulevard	Not evaluated	Not eligible	162417196	1983	N/A	N/A
5DV.10607	Post Office	4910 Brighton Boulevard	Not eligible	Not eligible		1970	N/A	N/A
5DV.9293	JB Auto Crusher	4980 Brighton Boulevard	Not Evaluated	Not eligible	162665718	1960	N/A	N/A
5DV.9284	Transport Equipment, AC, Refrig, and Trailer Repair	5040 Brighton Boulevard	Not eligible	Not eligible		1960	N/A	N/A
E. 47TH AVENUE								
5DV.11033	Events Center/Horse Barn/Paddock	1515 E. 47th Avenue	Not eligible	Not eligible	162407247	1995	N/A	N/A
5DV.9805	E.G. Trading Post	1632, 1643 E. 47th Avenue	Eligible	Eligible – Criterion A and Criterion C	160755699	1898, 2000-2006	N/A	1, 2
5DV.16823	Cindy Lynn Café, MJ Edibles	1650 E. 47th Avenue	Not evaluated	Not eligible	160755915	1986	N/A	N/A
5DV.16799	7-Eleven Filling Convenience Store and Gas Station	1670 E. 47th Avenue	Not evaluated	Not eligible	162792264	1987	N/A	N/A

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
FRANKLIN STREET								
5DV.16835	NWSS Employment Office	4695/5125 Franklin Street	Not evaluated	Not eligible	160758574	1968, 1976, c.1990, c.2010	N/A	N/A
5DV.16836	Ship Art Denver	5130 Franklin Street	Not evaluated	Not eligible	163391586	1983	N/A	N/A
5DV.16837	Food Production/Biodiesel	5300 Franklin Street	Not Evaluated	Not eligible	214100010000	1951	N/A	N/A
HUMBOLDT STREET								
5DV.9162	Denver Coliseum	4600 Humboldt Street	Eligible	Eligible – Criterion A and Criterion C	160757985	1951	N/A	1, 2
5DV.3815	Stadium Arena	4655 Humboldt Street	Eligible/Listed Denver Landmark	Eligible – Criterion A and Criterion C	162230908	1908, 1973, 1991	N/A	Listed
5DV.10447	Livestock Bridge and flyover	1325 E 46th Ave.	Eligible/ Contributing	Eligible – Criterion A		1951	N/A	1
MARION STREET								
5DV.10059	National Western Stock Show Coffee Shop/K-M Building Café	4699 Marion Street	Eligible	Eligible – Criterion A and Criterion C	160758019	1917	Contributing	1, 2
5DV.9163	Livestock Exchange Building	4701 Marion Street	Eligible	Eligible – Criterion A and Criterion C	160758078	1898, 1916, 1919, c.1951	Contributing	1, 2

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
Proposed Denver Union Stock Yards Historic District: Packing House Road (National Western Drive)								
5DV.16841	Stockyard pens, Barn Office, Scale No. 6, shacks, Pepsi Arena, Chute Office, Loafing Shed, other sheds	5000-5010 Packing House Road	Not evaluated	Eligible – Criterion A	160644153	Period of significance: 1886-1987	Contributing	1
5DV.10081	Artist Studio	4701 Packing House Road	Eligible	Eligible – Criterion A and Criterion C	160758191	1918	Contributing	1, 2
5DV.10082	McConnell Welders	4747 Packing House Road	Eligible	Eligible – Criterion A and Criterion C	160758043	1930	Contributing	1, 2
5DV.16827	National Western Livestock Center	4800 Packing House Road	Not evaluated	Eligible – Criterion A and Criterion C	160757993	1967-MID 1970S	Contributing	1, 2
5DV.10084	King Energy Inc.	5012 Packing House Road	Eligible	Eligible – Criterion A and Criterion C	160644234	1929, 1959	Contributing	1, 2
5DV.16842	Stock Car	c.4755 Packing House Road	Not Evaluated	Eligible – Criterion A and Criterion C		1904	Contributing	1, 2
5DV.16825	Warehouse/Décor n More	4680/4700 Packing House Road	Not evaluated	Not eligible	160758221	1978	Non-contributing	N/A
Packing House Road (National Western Drive) outside of proposed district								
5DV.16824	McDonald Farm Enterprises	4647 Packing House Road	Not evaluated	Not eligible	160758230	1971	N/A	N/A

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
5DV.10078	Historic Sheep Pens/Le Mouton Noir, Bio Energy Building, Animal/Sheep Bridge	4875-4877 Packing House Road	Not evaluated	Eligible – Criterion A and Criterion C	160644226	1922, 1929, c.1951	N/A	1, 2
5DV.10083	Former Armour Office Building. Armour Water Tower	5000/5001/ 5011 Packing House Road	Eligible	Eligible – Criterion A and Criterion C	164050027	1917	N/A	1, 2
5DV.16828	Brands Building (former CDOT Maintenance)	5000 Packing House Road	Not Evaluated	Eligible – Criterion A		1929, 1959	N/A	1
5DV.16839	Green Shed	c.4775 Packing House Road	Not Evaluated	Not eligible		1920	N/A	N/A
RACE COURT								
5DV.16832	Robert Mann Oriental Rugs	5115 Race Court	Not evaluated	Not eligible	160645486	1978	N/A	N/A
5DV.16833	Rocky Mountain Colby/BSI Building	5125 Race Court	Not evaluated	Not eligible	163391594	1978	N/A	N/A
5DV.16834	Rocky Mountain Colby/BSI Building	5131 Race Court	Not evaluated	Not eligible	160645575	1985	N/A	N/A
5DV.16800	International Paper Warehouse	5135 Race Court	Not evaluated	Not eligible	160645583	c.1960, c.1975, 1979	N/A	N/A
W. RIVER DRIVE								
5DV.16838	Denver Rock Island Railroad Industrial Buildings	5055 W. River Drive	Not evaluated	Not eligible	160644498	1955-1965	N/A	N/A

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
LINEAR								
5DV.16846.1	DUSY Co. No. 20 Railroad/Denver Rock Island Railroad	Parallel to South Platte River north of I-70 to Franklin St	Segment not evaluated	Eligible/ Supporting Segment – Criterion A		1903	Non-contributing	1
5DV.16845.1	DUSY Joint Track No. 2/Denver Rock Island Railroad	North of I-70 parallel to Packing House Rd (National Western Dr) and Franklin St	Segment not evaluated	Eligible/ Supporting Segment – Criterion A		1903	Contributing	1
5DV.16849.1	Colorado Central Railroad/Colorado & Southern Railroad Segment	North of I-70 northwest across South Platte River	Segment not evaluated	Eligible/Non-supporting segment – Criterion A		1870	Non-contributing	1
5DV.7057	Railroad Bridge over 46th Street	46th Street just north of I-70 and Burlington Northern Railroad	Field Not eligible	Not eligible		1937	N/A	N/A
5DV.10617.3	Brighton Boulevard/SH 65 - South	Brighton Boulevard/ SH 65 beginning at 44th Street	Segment not evaluated	Eligible/ Supporting segment – Criterion A		1914, 1930	N/A	1

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Table 2. Inventory Results Organized by Address

Site No.	Site Name	Address	Previous NRHP Eligibility	Current NRHP/SRHP* Individual Evaluation and Criteria	PIN	Construction Date	District Status	Denver Landmark Status and Criteria
5DV.10617.1	Brighton Boulevard/SH 65 - North	Brighton Boulevard/SH 65 beginning at 4900 Brighton Blvd	Eligible/ Supporting segment	Eligible/ Supporting segment – Criterion A		1914, 1930	N/A	1
5DV.7059	Race Street Overpass	Brighton Boulevard over Race Court	Field Not Eligible	Not eligible		1924	N/A	N/A
5DV.4725.7	Delgany Street Sewer Extension	East side of South Platte River between I-70 and 5055 W. River Drive	Segment not evaluated	Eligible/Non-supporting segment – Criterion D		c.1892, 1937, 1979	N/A	3
5DV.16857	Packing House Road/National Western Drive	Packing House Road	Segment not evaluated	Eligible (Entire Resource surveyed) – Criterion A		1886	Contributing	1
5DV.6247.9	Chicago Burlington & Quincy Railroad Bridge over Race Court	Railroad bridge over Race Court	Not Evaluated	Eligible – Criterion A and Criterion C		ca. 1920	N/A	1, 2
5DV.6247.3	BNSF Railway/Burlington & Colorado/Chicago Burlington & Quincy Railroad	West side of and parallel to Brighton Boulevard, between 45th and 52nd Avenues	Eligible/ Supporting segment	Eligible/ Supporting segment – Criterion A		1882-2017	Contributing	1

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Table 3. Inventory Results by OAHP Site Number

Site Number	Site Name	Address/Location
5DV.1247	Kosik Residence	4681-4683 Baldwin Court
5DV.1614	Krier Property	4660 Baldwin Court
5DV.3815	Stadium Arena	4655 Humboldt Street
5DV.4725.7	Delgany Street Sewer Extension	East side of South Platte River between I-70 And 5055 W River Dr
5DV.6247.3	BNSF Railway/Burlington & Colorado/Chicago Burlington & Quincy Railroad	West side of and parallel to Brighton Boulevard, between 45th Ave. and 52nd Ave.
5DV.6247.9	Chicago Burlington & Quincy Railroad Bridge over Race Court	Railroad Bridge over Race Ct
5DV.7057	Railroad Bridge over 46th Street	46th Street just north of I-70 and Burlington Northern Railroad
5DV.7059	Brighton Boulevard Overpass	Brighton Boulevard over Race Court
5DV.9162	Denver Coliseum	4600 Humboldt Street
5DV.9163	Livestock Exchange Building	4701 Marion Street
5DV.9284	Transport Equipment, AC, Refrig, and Trailer Repair	5040 Brighton Boulevard
5DV.9293	JB Auto Crusher	4980 Brighton Boulevard
5DV.9660	Torres Residence	4656 Baldwin Court
5DV.9805	E.G. Trading Post	1632, 1643 E 47Th Ave.
5DV.9807	House	4667 Baldwin Court
5DV.9808	Mueller Saloon/Elyria Apartments	4700 Baldwin Court/1655 E 47th Ave
5DV.9809	Haynes-Yuhasz Residence	4712 Baldwin Court
5DV.9811	4717 Brighton Boulevard	4717 Brighton Boulevard
5DV.9813	4727 Brighton Boulevard	4727 Brighton Boulevard
5DV.9816	Brannan Sand and Gravel	4800 Brighton Blvd
5DV.9817	4701-4705 Brighton Boulevard	4701, 4703, 4705 Brighton Boulevard
5DV.9818	4709-4715 Brighton Boulevard	4709, 4711, 4715 Brighton Boulevard
5DV.9819	4741, 4747 Brighton Boulevard	4741, 4747 Boulevard
5DV.10059	National Western Stock Show Coffee Shop/K-M Building Café	4699 Marion Street
5DV.10078	Historic Sheep Pens/Le Mouton Noir, Bio Energy Building, Animal/Sheep Bridge	4875-4877 Packing House Rd
5DV.10081	Artist Studio	4701 Packing House Road
5DV.10082	McConnell Welders	4747 Packing House Road
5DV.10083	Former Armour Office Building	5000/5001/5011 Packing House Rd
5DV.10084	King Energy Inc.	5012 Packing House Road
5DV.10447	Livestock Bridge and flyover	1325 E 46th Ave.
5DV.10607	Post Office	4910 Brighton Boulevard
5DV.10617.1	Brighton Boulevard/SH 65 - North	Brighton Blvd./SH 65 beginning at 4900 Brighton Blvd

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Table 3. Inventory Results by OAHP Site Number

Site Number	Site Name	Address/Location
5DV.10617.3	Brighton Boulevard/SH 65 - South	Brighton Boulevard between Race Court and 44th Avenue
5DV.11033	Events Center/Horse Barn/Paddock	1515 E 47Th Ave.
5DV.16799	7-Eleven Filling Convenience Store and Gas Station	1670 E 47Th Ave
5DV.16800	International Paper Warehouse	5135 Race Ct
5DV.16822	DPS Bus Facility	4850 Brighton Blvd
5DV.16823	Cindy Lynn Café, MJ Edibles	1650 E 47th Ave
5DV.16824	McDonald Farm Enterprises	4647 Packing House Rd
5DV.16825	Warehouse/Décor n More	4680/4700 Packing House Rd
5DV.16826	Décor n More	4700 Packing House Rd
5DV.16827	National Western Livestock Center	4800 Packing House Rd
5DV.16828	Brands Building	5000 Packing House Rd
5DV.16832	Robert Mann Oriental Rugs	5115 Race Ct
5DV.16833	Rocky Mountain Colby/BSI Building	5125 Race Ct
5DV.16834	Rocky Mountain Colby/BSI Building	5131 Race Ct
5DV.16835	NWSS Employment Office	4695/5125 Franklin St
5DV.16836	Ship Art Denver	5130 Franklin St
5DV.16837	Food Production/Biodiesel	5300 Franklin St
5DV.16838	Denver Rock Island Railroad Industrial Buildings	5055 W River Dr
5DV.16839	Green Shed	C.4775 Packing House Rd
5DV.16841	Barn Office, Scale No. 6, shacks, Pepsi Arena, Chute Office, Loafing Shed, other sheds	5000-5010 Packing House Rd
5DV.16842	Stock Car	C.4755 Packing House Rd
5DV.16845.1	DUSY Joint Track No. 2/Denver Rock Island Railroad	Parallel to Packing House Road/National Western Drive
5DV.16846.1	DUSY Co. No. 20 Railroad/Denver Rock Island Railroad	Parallel to South Platte River
5DV.16849.1	Colorado Central Railroad/Colorado & Southern Railroad Segment	West of Packing House Rd north of I-70
5DV.16857	Packing House Road/National Western Drive	Packing House Road: north of 46th Ave. to Race Court

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A. Proposed Denver Union Stock Yards Historic District (5DV.16841)

In addition to recommending individual eligibility determinations in Table 2, the survey resulted in a proposed National Register, State Register, and local landmark eligible district: The Denver Union Stock Yards Historic District (5DV.16841).

(1) Boundary

The boundary reflects the location of structures, objects, and linear resources associated with the historic significance of the DUSY. It is bound on the east by the Burlington Northern Rail Line (5DV.6247.3), on the south by 46th Avenue, and on the west by Packing House Road, the western border of 4701 and 4747 Packing House Road (McConnell Welding and the Artist Studio). The western boundary returns to Packing House Road (now known as National Western Drive) and veers northeast. The boundary curves around the Denver & Rio Grande Western stock car before continuing north/northeast to the northern boundary of 5000 Packing House Road (King Energy), and continues east to the point of origin at the Burlington Northern Rail line.

(2) Environment/setting

The Denver Union Stock Yards Historic District is located on flat terrain on the east side of the South Platte River. The setting is mostly industrial with agricultural uses within the stockyards to move animals and people through the animal pens. Further east and west of the South Platte River are mixed residential and commercial property of the Globeville, Elyria, and Swansea neighborhoods. The eastern historic district boundary consists of the northeast-southwest oriented Burlington Northern Railroad line (5DV.6247.3). The west is bound by Packing House Road, now known as National Western Drive. The northern edge of the historic district on Race Court is a collection of industrial warehouses and facilities.

(3) Associated buildings, linears, and objects

The district contains 17 associated buildings, five linears, two structures, and two objects (see Table 4 for a summary) as shown on the Denver Union Stock Yards Historic District Sketch Map (see Figure 4 and Colorado Cultural Resource Survey Architectural Inventory Form 5DV.16841). Eight of these properties are noncontributing to the district. For the most part, these are buildings built for agricultural purposes that support the current use of the yards. Several buildings within the district boundary have been previously surveyed and have resource numbers. Descriptions of these buildings can be found on each respective Colorado Cultural Resource Survey Architectural Inventory Form. A description and assessment of significance of each newly surveyed building, feature, and object is included in Continuation Sheets 7-19 for 5DV.16841 in Appendix A.

Table 4. Summary of Buildings, Structures, and Objects within the Proposed Denver Union Stock Yards Historic District

Site Number	Name of building, feature, or object	Sketch Map #	Year built or established	Address or general location	Significance
5DV.9163	Livestock Exchange Building	1	1898, 1916, 1919	4701 Marion Street	Contributing
5DV.16827	Livestock Center	2	1967	4800 Packing House Road	Contributing

Table 4. Summary of Buildings, Structures, and Objects within the Proposed Denver Union Stock Yards Historic District

Site Number	Name of building, feature, or object	Sketch Map #	Year built or established	Address or general location	Significance
5DV.10059	National Western Stock Show Coffee Shop	3	1917	4699 Marion Street	Contributing
5DV.10084	King Energy Building	4	c.1900, 1929, 1959	5012 Packing House Road	Contributing
5DV.10081	The Artist's Studio	5	1918	4701 Packing House Road	Contributing
5DV.10082	McConnell Welders	6	1930	4747 Packing House Road	Contributing
5DV.16841	The New Arena	7	1989	5000 Packing House Road	Noncontributing
5DV.16841	The Pens	8	1886, c.1960	5000-5010 Packing House Road	Contributing
5DV.16841	Chute Office	9	c.1920	In the Pens, southwest	Contributing
5DV.16841	Office/Scale No. 6	10	c.1920, c. 1990	In the Pens, northwest	Contributing
5DV.16841	Pepsi Arena	11	c.1980	In the Pens, mid	Contributing
5DV.16841	Arena Office	12	c.2010	In the Pens, mid	Noncontributing
5DV.16841	Loafing Shed	13	c.1975	In the Pens, northeast	Contributing
5DV.16841	Entry Shack	14	c.2010	In the Pens, mid-west	Noncontributing
5DV.16841	Guard Shack	15	c.1925	In the Pens, mid-west	Contributing
5DV.16841	Three Metal Sheds	16	c.2010	In the Pens, northwest	Noncontributing
5DV.16841	Concrete Block Shed	17	c.1975	In the Pens, southwest	Contributing
5DV.16841	Elevated walkway	18	c.1955	In the Pens, mid	Contributing
5DV.16841	In The Yards sign	19	c.2006	In the Pens, mid-south	Noncontributing
5DV.16842	Denver & Rio Grande Western stock car	20	1904	c.4755 Packing House Rd.	Contributing
5DV.16845.1	DUSY Joint Track No. 2/Denver Rock Island Railroad	21	1903-1970	Parallel to Packing House Road	Contributing
5DV.6247.3	BNSF/Burlington & CO/Chicago B&Q RR	22	1882-2017	Parallel to Brighton Blvd.	Contributing
5DV.16857	Packing House Road	23	c.1886	North of 47th Ave, south of Race Court.	Contributing
5DV.16846.1	DUSY Co. No. 20 Railroad/Denver Rock Island Railroad	24	1905-1970	Southern end of district	Noncontributing

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Table 4. Summary of Buildings, Structures, and Objects within the Proposed Denver Union Stock Yards Historic District

Site Number	Name of building, feature, or object	Sketch Map #	Year built or established	Address or general location	Significance
5DV.16849.1	Colorado Central Railroad/Colorado & Southern RR Segment	25	1870	Southwest corner of historic district	Noncontributing
5DV.16825	Warehouse/Décor n More	26	1978	4680/4700 Packing House Road	Noncontributing

(4) Period of significance

The period of significance is 1886-1967, in keeping with the 50-year guideline for National Register consideration and 1886-1987, as per the 30-year cut-off for Denver Landmark consideration. Although some are less than 50 years old, these buildings are agricultural in nature, in active use, and support the historic use of the DUSY. However, these buildings do not rise to the significance to qualify for National Register *Criteria Consideration G: Properties that Have Achieved Significance in the Last 50 Years* and would be considered noncontributing for the National Register.

Site numbers 5DV.16845.1 (DUSY Co. Track No. 2), 5DV.6247.3 (Chicago, Burlington, Quincy) and 5DV.16857 (Packing House Drive) are the three linear resources that contribute to the historic significance of the proposed district. These linear segments extend beyond the boundaries of the historic district, into areas that were redeveloped after the DUSY ceased historic activities. While they are individually eligible, and considered to be supporting segments, the historic district does not extend to include the segments in their entirety.

Site numbers 5DV.16846 (DUSY Co. No. 20) and 5DV.16849 (Colorado Central/Colorado & Southern Railroad segment) are both significant for their association with the early development of Denver and meat processing industry at the site. 5DV.16846.1 supports the eligibility of the entire resource, while 5DV.16849.1 does not support the eligibility of the overall resource. For more details, please refer to the site forms in Appendix A for these resources. Only the very southern end of these segments (approximately 300 feet for both railroads) cross the historic district boundary and the majority of the segments have no relationship to the rest of the district.

(5) Construction history

The DUSY moved to the present site in 1886. Chutes, pens, ramps, and catwalks were constructed to allow circulation of people and animals around the stockyards. These structures were expanded with growth of the yards in the twentieth century. Wood catwalks and livestock pens have been replaced over the years, but the re-use of materials is evident in the current pens on the site. From 1909 to the 1950s the pens within the yards continued to take up most of the open ground between the large meatpacking plants. Sometime prior to 1956 a north-south concrete catwalk was constructed in the stockyards to promote circulation and optimal viewing for people. Buildings and structures were constructed within the stockyards over time to serve specific functions. These include a number of storage and equipment sheds, hay barns, scale houses, and loafing sheds. Available construction records of some of the newly surveyed structures within the stockyards are scarce (see Continuation Sheets to the inventory form in Appendix A).

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Several buildings within the Denver Union Stock Yards Historic District have been previously surveyed. Individual construction history of previously surveyed buildings may be found on Colorado Cultural Resource Survey Architectural Inventory Forms: Livestock Exchange Building (5DV.9163), Livestock Center (5DV.16827), National Western Stock Show Coffee Shop (5DV.10059), King Energy Building (5DV.10084), Livestock Center (5DV.16827), The Artist's Studio (5DV.10081), McConnell Welders (5DV.10082), and Warehouse/Décor n More (5DV.16825). Previously surveyed forms for linear resources can be found on Colorado Cultural Survey Linear Resource Inventory Forms: DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1), DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1), Colorado Central Railroad/Colorado & Southern Railroad Segment (5DV.16849.1), BNSF/Burlington & CO/Chicago B&Q RR (5DV.6247.3), and Packing House Road (5DV.16857).

(6) Significance statement

The Denver Union Stock Yards Historic District is locally significant under National Register *Criterion A* for its direct association with the historical development of Denver and Colorado. The district consists of an irregularly shaped area in northeast Denver that became an industrial and agricultural center in the city. Since it was established in 1886, the district has remained a core of livestock activities in Denver. The DUSY are associated with one of the largest and oldest stock shows still in operation in the United States, the NWSS, which has been held in January in Denver since 1906. The DUSY and associated buildings, structures, and objects, are also directly associated with the history of transportation in north Denver (railroads, streetcars, roads, and highways); the development of agriculture (stock raising, farming, and meat packing); and the economic history (tourism, entertainment, and sports competitions) of the city. As such, the Denver Union Stock Yards Historic District has significance under *Criterion A: History*.

The Denver Union Stock Yards Historic District is also locally significant under National Register *Criterion C: Architecture*. The district contains an eclectic mix of architectural styles that embody the characteristics of almost a century of commercial and agricultural buildings. Architectural styles represented within the district include Neo-Classical Revival, Denver Terrace, Late-Nineteenth- and Early-Twentieth-Century American Movements, and Modern. Varied architectural styles are unified through common materials, massing, design, and use, which results in a visually cohesive grouping of commercial and agricultural buildings in the architectural styles popular between 1886 and 1967. The district is characterized by predominantly brick, concrete, and frame, one- to three-story buildings in the stockyard setting near several rail lines.

(7) Assessment of historic physical integrity related to significance

The Denver Union Stock Yards Historic District retains good physical integrity related to its ability to convey significance as a working agricultural site designed for the efficient movement of people, animals, and vehicles. The site continues to serve the same function as when the DUSY was established here in 1886. The present configuration of the yards was established in the 1880s and, while some buildings and structures have been altered, added, or removed over the years, the site retains its original location and setting, and enough materials, design, association, and feeling to relate to the period of significance (1886-1987). The pens themselves have been continuously rebuilt and reconfigured as actively used animal pens requiring constant maintenance and replacement of materials through the years. The basic

configuration and workmanship of the pens has been maintained. Significant changes have occurred outside of the period of significance but within the proposed boundary. Numerous railroad lines, off-loading chutes, and concrete docks were removed along Packing House Drive after the closure of the major meat packers on the west side of Packing House Drive. Walkways that used to cross the site from east to west to efficiently move animals from the loading chutes of the CB&Q Railroad have been removed. An exception to these removals is the loading chutes for the CB&Q on the east side of the site, which remain in their historic location and configuration. The loss of the packing plants and these features have diminished the historic setting and it no longer conveys the level of activity that used to take place at the larger site. New construction of buildings within the yards and on its periphery, where pens used to be located but were sold off by the DUSY and replaced with industrial buildings in the 1970s and 1980s, have changed the setting. See Continuation Sheets (or Colorado Architectural Inventory Forms for previously surveyed buildings) for more individual integrity assessments of associated buildings, features, or objects.

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6. Conclusions and Recommendations

Mead & Hunt conducted an intensive-level survey of historic resources for the NWC Redevelopment Program. The purpose was to fully document the current condition of the site prior to the initiation of the re-development of the NWC, which will begin in early 2018. In addition, the survey forms will be useful for a future public interpretation program of the site and discussions with stakeholders as to the potential for preservation of individually eligible properties, as well as contributing properties within the proposed historic district, the Denver Union Stock Yards Historic District (5DV.16841).

Previously recorded historic resources were noted and field documentation was performed on resources that were intact and visible from the right-of-way, and the appropriate OAHP site form for each resource was completed. Of these resources, 26 properties and six linear resources were determined eligible for the National and State Registers and as potential local landmarks. Following guidance provided by the OAHP, the linear resources were also assessed as supporting or non-supporting of the eligibility of the overall resource. Four support the overall eligibility of the linear resource, while two do not support the overall eligibility.

Mead & Hunt recommends that any activities associated with this project take eligible properties into account, including discussions with stakeholders and other partners invested in the site, and that measures to avoid, minimize, or mitigate effects to significant properties are considered and implemented.

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Appendix A. Site Forms

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OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____ Initials _____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5DV.16841
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Denver Union Stock Yards (DUSY), National Western Campus
6. Current building name: Denver Union Stock Yards Historic District
7. Building address: 4800-5000 Packing House Road, Denver, CO
8. Owner name and address: Various, see Continuation Sheets (or Colorado Architectural Inventory Forms for previously surveyed buildings) for individual information on associated buildings, features, or objects

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 68W
   _____ ! of _____ ! of SE ! of SW ! of section 14
   P.M. 6th Township 3S Range 68W
   _____ ! of _____ ! of SW ! of SE ! of section 14
   P.M. 6th Township 3S Range 68W
   _____ ! of _____ ! of NE ! of NW ! of section 23
   P.M. 6th Township 3S Range 68W
   _____ ! of _____ ! of NW ! of NW ! of section 23
10. UTM reference
    Zone 13 S ; 5 0 2 5 4 9 mE 4 4 0 3 8 7 1 mN
11. USGS quad name: Commerce City, Colorado
    Year:____ Map scale: 7.5' X 15'___ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification: The boundary reflects the location of structures, objects, and linear resources associated with the historic significance of the Denver Union Stock Yards (DUSY) . It is bound on the east by the Burlington Northern Rail Line (5DV.6247.3), on the south by 46th Avenue, and on the west by Packing house road, the western border of 4701 and 4747 Packing House Road (McConnell Welding and the Artist Studio) . The western boundary returns to Packing House Road (now

27. Builder/Contractor: Unknown

    Source of information: N/A

28. Original owner: Denver Union Stock Yard Company

    Source of information: City and County of Denver Assessor Records

29. Construction history (include description and dates of major additions, alterations, or demolitions): The Denver Union Stock Yards moved to the present site in 1886. Chutes, pens , ramps, and catwalks were construct ed to allow circulation of people and animals around the stock yards . These structures were expanded with growth of the yards in the twentieth century. Wood catwalks and livestock pens have been replaced over the years, but the re-use of materials is evident in the current pens on the site. From 1909 to the 1950s the pens within the yards continued to take up most of the open ground between the large meatpacking plants. Sometime prior to 1956 a north-south concrete catwalk was construct ed in the stockyards to promote circulation and optimal viewing for people. Buildings and structures were constructed within the stockyards over time to serve specific functions. These include a number of storage and equipment sheds, hay barns, scale houses, and loafing sheds. Availabl e construction records of some of the newly surveyed structures within the Stockyards are scarce (s ee Continuation Sheets).

    Several buildings within the Denver Union Stock Yards Historic District have been previously surveyed. Individual construction history of previously surveyed buildings may be found on Colorado Cultural Resource Survey Architectural Inventory Forms: Livestock Exchange Building (5DV.9163) , Livestock Center (5DV.16827), National Western Stock Show Coffee Shop (5DV.10059) , King Energy Building (5DV.10084), Livestock Center (5DV. 16827), The ArtistÔs Studio (5DV. 10081), McConnell Welders (5DV.10082), and Warehouse/DŽcor n More (5DV.16825) . Previously surveyed forms for linear resources can be found on Colorado Cultural Survey Linear Resource Inventory Forms: DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1) , DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1), Colorado Central Railroad/Colorado & Southern Railroad Segment (5DV.16849.1), BNSF/Burlington & CO/Chicago B&Q RR (5DV.6247 .3), and Packing House Road (5DV.16857).

30. Original location __X__ Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Agriculture Subsidence: Animal Facility (Stockyard)

32. Intermediate use(s): Agriculture Subsidence: Animal Facility (Stockyard)

33. Current use(s): Agriculture Subsidence: Animal Facility (Stockyard)

34. Site type(s): Agricultural/Industrial

35. Historical background: The history of the DUSY is closely associated with the ranching and livestock industry in Denver and Colorado, as well as the immigrant neighborhoods of Elyria, Swansea, and Globeville, which surround the stockyards . The stockyards, including the buildings and structures within the district bo undary, are associated with the entertainment, competition, and commerce that is part of the National Western Stock Show, which began in 1906. The location is also associated with the development of transportation networks, starting with the construction of the first railroad, the Chicago, Burlington & Quincy, in 1882, followed by the Union Pacific, Colorado & Southern, and tracks constructed by the DUSY along the river and Packing House (National Western) Drive. Streetcar lines branched into West Elyria to bring people to the show grounds and for business at the stockyards. Later the transportation network evolved to accommodate increasing numbers of automobiles and the construction of Interstate Highway (I-)

70 in the 1960s, which bisected the Stadium Arena and Denver Coliseum, the primary entertainment, auction, and judging venues of the stock show.

Founded in 1881, the Denver Union Stock Yard Company moved to the present location in 1886, drawn to the site by the proximity of the South Platte River and railroads. Chutes and ramps were constructed for the easy offloading of animals shipped in by rail, and stockyard pens began to proliferate on the site. Meatpackers and businesses that processed soap, tallow, and other products from animal carcasses also flourished near the stockyards. The meatpacking industry started with small factories that opened in the 1890s near the smelters, including Smith Brothers on Washington Street on the west side of the river, and Walters and Aicher, and Hoffer Brothers on the east side of the river (within the project area boundaries). Colorado Packing and Provision Company opened in 1892 on the east side of the river as the first large- scale Denver-owned factory. The amount of business being conducted at the stockyards required a central office building, and the DUSY constructed a four-story Livestock Exchange Building in 1898. By 1900 the stocky ards had expanded to 105 acres, spreading north of the exchange building and roughly parallel with W. 48th Avenue. The Western Packing Company opened in 1904, another large packinghouse established by prominent local businessmen (Noel, 2005:29-30) (see Figures 1 and 2).

The meat packers and other stockyard businesses, including factories that rendered leather, soap, candles, and other items from carcasses, employed skilled and semi-skilled workers, many of whom lived in Elyria, Swansea, and Globeville. The NWSS also offered seasonal employment to the residents of these neighborhoods, creating an important and strong economic connection. Other nearby employers included pickle and cracker factories, breweries, and flour mills. According to a local history of Elyria, meat packing provided the greatest number of jobs for nearby residents (MacMillan, 2004:62).

Association with the National Western Stock Show

In 1896 the first ÑfatÒ stock shows began in Fort Worth, Texas, bringing breeders, feeders, and buyers together to share information, thereby improving the business and resulting in Ñhigher quality slaughter animalsÒ (Skaggs, 2000: 69). The International Livestock Exposition in Chicago also started at the Chicago Union Stock Yards at the same time, as did shows in Houston and Kansas City. ChicagoÔs was the first, the largest, and the most successful of the countryÔs stockyard and livestock shows, and the methods and practices used there were replicated at the Denver Union Stock Yards. Chicago business leaders invested in DenverÔs market with the intention of making it the most profitable in the Rocky Mountain West.

In January 1898 between 700 and 1,000 delegates of the National Stock Growers Convention convened in Denver and successfully formed the National Live Stock Association. Members from Texas, Nebraska, and Utah, each state wanted to host the convention, so it was considered a coup when the convention chose Denver as the permanent headquarters and announced a lavish and free barbecue, with beer, for both conventioneers and the general public. The barbecue that year resulted in a riot due to an overabundance of tickets being distributed. In 1899 Denver hosted a more sedate convention, but in 1900 it went off to Fort Worth and it did not seem likely to return to Denver (Noel, 2005:40).

Denver leaders knew the importance of having a stock show: to bring visitors to the city ready to spend their hard-earned wages, but also to support and educate farmers and livestock growers and provide an opportunity for leisure and entertainment at the same time. This new stock show had the enthusiastic support of the DUSY, industry groups, and farmers and ranchers. The preferred dates, at the end of January, coincided with the annual conventions that already met in Denver at that time, including the Colorado Cattle and Horse Growers, National Dry Farmers, and National Agronomists and Grain Growers during a time when there was no planting, harvesting, or calving at home (Simms, 1980: 16).

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In 1906 a new group formed, the Western Stock Show Association (WSSA), helmed by Elias M. Ammons (state senator and governor of Colorado from 1913-1915), Henry Gebhard, and other leaders to encourage the production of ÑFiner grades of stock and horses,Ò and promote Denver as an ideal distribution center (Denver Post , October 30, 1906). Also in 1906, the Union Stock Yards in Chicago purchased controlling interests in the DUSY. The Chicago group consisted of the meat packers Armour & Company, Nelson, Morris & Company, and the Swift Packing Company, which together became the National Packing Company. The new investors, led by president Edward Tilden, announced major changes to the DUSY, including adding a stockmenÕs hotel, enlarging the bank at the Exchange Building, and increasing the number of wooden pens to stretch between the Colorado & Southern tracks on the north and the Burlington tracks on the south and paving these in brick to lessen the problem with mud in the yards.

The investors in Chicago dispatched Colonel William E. Skinner to Denver to help boost the local stock show, as he had previously managed the International Live Stock Show in Chicago (Denver Post , December 23, 1906 sec 2, p. 3). Meetings took place in Chicago, according to local Denver newspapers, to plan for the inaugural 1906 show in Denver. A canvas tent was erected next to the Union Stock Yards Hotel (nonextant) , in between the tracks and the maze of wooden pens in the yards. Determined to make it an annual event, the DUSY and WSSA raised a ÑmonsterÒ canvas tent for the 1907 and 1908 shows, located on the same site as the future livestock pavilion. However, the organizers knew that the construction of a permanent stadium was critical to keeping the stockyards running and profitable. The success of the NWSS drove the construction of the National Amphitheater (now known as the Stadium Arena) on a high point accessed by Lafayette Street on the east side of the Chicago, Burlington & Quincy Railroad tracks, which was completed in time for the January 1909 show (see Figures 3 and 4) . The stockyards and related industries continued to grow and develop in the 1920s, and by 1929 the pens extended north to Race Court and south of the Livestock Exchange Building to 46 th Avenue (see Figures 5-7).

The DUSY continued to underwrite the National Western and retained ownership of the land and buildings used by the stock show through the 1950s. However, by then the livestock business had changed radically and the DUSY was no longer a major player. Meat packing had moved to rural plants due to the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. As proof that the balance of control was shifting away from the DUSY, in 1958 the WSSA bought the original brick barns from the DUSY for $135,000. The giant meat packers started to leave Denver as business migrated to rural meat packers such as Monfort in Greeley, which began in the 1930s, and by the 1970s was the largest feedlot in the United States. Monfort slaughtered cattle at its feedlots, thereby bypassing the need to transport cattle to the big meat packers at the DUSY (Noel 2005: 112-113).

As a result, Swift, Armour, Wilson, and Cudahy closed their massive plants on the east side of the South Platte River . Between 1960 and 1970 the major meat packers at DUSY shrank from 6,000 to 1,200 employees. In the 1960s the DUSY made efforts to streamline market facilities and procedures, to strengthen the position of the Denver livestock market. Measures taken included reducing the area needed for livestock sales by centering the operation in the southern end of the yards, with the surplus area available for higher use. About 50 acres of land on the north end of the yards were made available for development, with focus on drawing food processing and distributing industries to the site (see Figure 8) . The DUSY worked with the Denver Urban Renewal Authority and planners from the city to plan for timely development (Crew 1966: 3-7).

In the mid-1960s the DUSY changed operations from combined private treaty and auction to straight auction, with all sales conducted by the Denver Livestock Market, Inc. (subsidiary of DUSY). For this operation, the DUSY opened a newly constructed sales arena (the National Western Livestock Center) . In 1966 the two-story air-conditioned arena opened next to the exchange building to help boost the business that took place

during the stock show, but this was a last-ditch effort to strengthen DenverÔs livestock market and retain some influence over the stockyards. Eventually, most of the giant meat packing plants were demolished to make way for parking lots for the NWSS. In 1970 DUSY reorganized as a landholding company, the Denver Union Company, and began to cut ties with the livestock business (see Figure 9) . The DUSY went out of business in 1983, leaving the WSSA on its own to continue to operate the show (Noel 2005: 112-113).

The NWSS has continued to grow, breaking its own records for visitors each year, and continues to attract people from across the United States to participate in and attend the shows. The event showcases commerce, agriculture, history, culture, education, entertainment, and competition in a way that is accessible for anyone, at any age, regardless of their understanding of agriculture. Now stretching to 20 days, the schedule of events includes an array of horse, cattle, sheep, hog, dog, and exotic animal shows and exhibits, junior livestock competitions and auctions, as well as the rodeos and auctions that uphold the siteÔs Western heritage. The show also includes celebration of Mexican horsemanship and rodeo traditions and the Martin Luther King Jr. African American Heritage rodeo that highlights the history of African American cowboys.

Association with Transportation

The DUSY are directly associated with the history of transportation in Denver. The DUSY initially chose the site because of its proximity to major railroad connections. As the site grew, it became part of one of the busiest and most congested locations in the metro area. Historian JÔNell Pate, who researched the history of stockyards in the United States, observed Ñthe triumvirate of rail lines, stock pens, and slaughtering facilities dominated livestock marketing in AmericaÒ (Pate, 2005: xi). This was particularly true before 1950, when stockyards required rail transportation, slaughter houses, and a reliable stream of animals to prosper. Stockyard companies typically had financial interests in railroads, and clustered these industries together for efficient transportation. Railroads in the livestock transportation business often erected stock pens and loading chutes at locations where animals were loaded with any regularity.

As increased numbers of personal automobiles and trucks created congestion and bottlenecks on nearby streets, the site experienced direct physical changes to alleviate the congestion. Commuter, passenger, and freight rail transportation began to decline in the U.S. after World War II, as more Americans bought cars and American companies gravitated toward highways for freight transportation, particularly after the federal government made tremendous investments in Interstate Highways. At the same time, the big meat packers at the DUSY were suffering because they could not compete with modern slaughter houses built next to rural feedlots that had streamlined the process of meat packing. Trucks provided a much more flexible method of transportation to and from these rural locales, and limited-access Interstates made truck transportation even more efficient. By the early 1970s the railroads had discontinued livestock service at the stockyards and all animals and other products came in and out via trucks.

DenverÔs streetcar era started in 1871 and was over by 1950, when the streetcars stopped running. The streetcar came to Elyria in 1892, as part of a line built by the Metropolitan Railroad Company to Riverside Cemetery on Brighton Boulevard. The tramway carried the majority of visitors to the stock show, but beginning in the 1910s wealthy stock show attendees who had purchased personal automobiles started to change the traffic patterns at the stock show. By 1912 the city paved Champa Avenue to Downing Street and many other local streets, to make it easier to navigate by car. As cars became more affordable, streetcar ridership declined. The streetcars, which ran in the middle of the street, also became an impediment to auto traffic. The increase in numbers of personal automobiles created severe bottlenecks and the stockyard roads were among the most congested in the city. Brighton Boulevard was part of U.S. Highway 85, a busy truck route between Denver, Commerce City, and Brighton. A major arterial on the east side of Broadway Street was 46 th Avenue, with 48th Avenue carrying most of the traffic on the west side. Severe congestion at the stockyards and meat packing plants was exacerbated by the at-grade railroad crossings that halted car

traffic. The city planned to build a limited- access freeway to alleviate the congestion, and between 1948 and 1958 constructed the Valley Highway, which is now I-25, to roughly follow the South Platte River between 52nd Avenue on the north and Evans Avenue on the south. The new highway cut through the middle of Globeville less than a mile from the stadium and stockyards. An important component of the Valley Highway plan was a future connecting freeway along E. 46th and W. 48th Avenues (the path of I-70) that would separate local traffic from vehicles using the streets as cross-town thoroughfares.

Beginning in 1962, the Colorado Department of Highways (predecessor to the Colorado Department of Transportation, CDOT) started building I-70 on a viaduct between Colorado Boulevard and Inca Street. The viaduct was necessary to pass over the railroad lines and limit residential impacts in Globeville, Elyria, and Swansea, along 46 th Avenue, all of which were bisected by the new highway. I-70 also crossed over the covered concrete pedestrian/livestock walkway connecting the stadium and the Denver Coliseum in 1951, effectively splitting the site in half. NWSS general manager Willard Simms remembered, ÑWe were doomed to take the good (access) with the bad (a dividing monster) in the grounds and alongside the StadiumÒ (Simms, 1980: 165). The new viaduct loomed over the two venues that had been carefully designed to complement one another and created logistical issues for moving animals, vehicles, and people during the stock shows. In 2000 the viaduct on the west side of Brighton Boulevard to the junction of I-25 was rebuilt, further changing the historic setting and increasing the massive width of the structure between the two buildings. Though the Interstate resulted in physical changes to the buildings and local streets, the highway also became an important part of the cityÔs connectivity to the NWSS Complex.

After 1950 the need for parking was a constant issue during the NWSS, even after the construction of the Denver Coliseum in 1951, which had a massive parking lot. The huge lots that had once been meat packing plants (which started to be demolished in the 1960s and 1970s) provided more vacant land for parking.

36. Sources of information:

City and County of Denver Assessor Records

Denver Post Articles:
ÑThousands to Better the Yards,Ò October 30, 1906, p. 1, 5.
ÑLive Stock Show to be the Greatest,Ò December 23, 1906, sec 2, p. 3.

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MacMillan, Elizabeth L. 2004. ÑElyria: DenverÔs Forgotten Suburb, 1881-1941.Ò Typescript manuscript. Accessed from [http://www.geslivewell.org/uploads/1/6/3/2/16325376/elyria-denvers_forgotten_suburb_1881-1941.pdf]

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Simms, Willard. 1980. Ten Days Every January: A History of the National Western Stock Show. Record Stockmen Publishing Company: Denver.

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W.C. Crew. The Denver Union Stock Yard Company, Annual Report, 1966.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
    Designating authority:

38. Applicable National Register Criteria:

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

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

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

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

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

    ____ Does not meet any of the above National Register criteria

39. Area(s) of significance: Social History; Economic History; Industrial Development; Architecture

40. Period of significance: 1898-1987 (30-year cut- off per Denver Landmark guidance)

41. Level of significance: National ____ State __X__ Local X

42. Statement of significance: The Denver Union Stock Yards Historic District is locally significant under Crit erion A for its direct association with the historical development of Denver and Colorado. The distric t consists of an irregularly shaped area in northeast Denver that became an industrial and agricultural center in the city. Since it was established in 1886, the district has remained a core of livestock activities in Denver. The DUSY are associated with one of the largest and oldest stock shows still in op eration in the United States, the NWSS, which has been held in January in Denver since 1906. The DUSY and associated buildings, structures, and objects, are also directly associated with the history of transportation in north Denver (railroads, streetcars, roads, and highways); the development of agriculture (stock raising, farming, and meat packing); and the economic history (tourism, entertainment, and sports competitions) of the city. As such the Denver Union Stock Yards Historic District has significance under Criterion A: History .

    The Denver Union Stock Yards Historic District is also locally significant under Criterion C: Architecture . The district contains an eclectic mix of architectural styles that embody the characteristics of almost a century of commercial and agricultural buildings . Architectural styles repre sented within the district include Neo-Classical Revival, Denver Terrace, Late-Nineteenth- and Early-Twentieth-Century American Movements, and Modern. Varied architectural styles are unified through common materials, massing, design, and use, which results in a visually cohesive grouping of commercial and agricultural buildings in the architectural styles popular between 18 86 and 1967. The district is characterized by predominantly brick, concrete, and fra me, one- to three-story buildings in the sto ckyard setting near several rail lines. The period of significance begins with the establishment of the

DUSY in 1886 and ends in 1967 with the construction of the most recent contributing building (Livestock Center, 5DV.16827).

43. Assessment of historic physical integrity related to significance: The Denver Union Stock Yards Historic District retains good physical integrity related to its ability to convey significance as a working agricultural site designed for the efficient movement of people, animals, and vehicles. The site continues to serve the same function as when the Denver Union Stock Yards were established here in 1886. The present configuration of the yards was established in the 1880s and, while some buildings and structures have been altered, added, or removed, over the years, the site retains its original location and setting, and enough materials, design, association, and feeling to relate to the period of significance (18 86-1987). The pens themselves have been continuously rebuilt and reconfigured as actively used animal pens requiring constant maintenance and replacement of materials through the years. The basic configuration and workmanship of the pens has been maintained (see Figure 11) . Sign ificant changes have occurred outside of the period of significance but within the proposed boundary . Numerous railroad lines, off-loading chutes, and concrete docks were removed along Packing House Drive after the closure of the major meat packers on the west side of Packing House Drive. Walkways that used to cross the site from east to west to efficiently move animals from the loading chutes of the Chicago, Burlington & Quincy have been removed. An exception to these removals is the loading chutes for the CB&Q on the east side of the site, which remain in their historic location and configuration. The loss of the packing plants and these features have diminished the historic setting and it no longer conveys the level of activity that used to take place in the larger site. New construction of buildings within the yards and on its periphery, where pens used to be located but were sold off by the DUSY and replaced with industrial buildings in the 1970s and 1980s, have changed the setting. See Figures 12 and 13 for general views of the present-day stockyards. See Continuation Sheets (or Colorado Architectural Inventory Forms for previously surveyed buildings) for more individual integrity assessments of associated buildings, features, or objects.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment: Eligible

Eligible __X__ Not Eligible ____ Need Data ____

45. Is there National Register district potential? Yes __X__ No

Discuss: The Denver Union Stock Yards Historic District contains a collection of historic buildings, structu res, and objects that relate to the ranching/farming/stock show/meat packing history of Denver and Colorado, retain integrity, and form a cohesive grouping with potential to be a National Register Historic District. For a list of contributing and non-contributing structures, refer to Table 1.

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

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

VIII. Recording Information

47. Photograph numbers: Historic Photographs: 1918_Stockyard.tif; DUSY.pre 1944.03, aerial.jpg; DUSY.pre 1944.02, aerial.jpg . See individual Continuation Sheets (or Colorado Architectural Inventory Forms) for pr eviously surveyed buildings) for more photographic numbers of associated buildings, features, or objects.

Negatives filed at: Historic Photographs: National Western Campus Photo Archives and Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

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49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Liz Boyer, Katie Ohland
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 720-509-1750

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

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Sketch Map

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USGS Quad Map

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Photographs:

Figure 1. As shown in this Sanborn map from 1890, numerous small slaughterhouses and meatpacking plants (highlighted in yellow) were built in and near the Denver Union Stock Yards. [1]

[1] Sanborn Map Company, ÒElyria, West Elyria.Ó

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Figure 2. 1905 map of Denver showing packing house industry and railroad development at the DUSY.[2]

[2] BaistÕs Real Estate Atlas of Surveys of Denver, 1905. Plate 27.

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Figure 3. 1918 Stockyards, with Livestock Exchange building (1898 and 1916 addition) and Stadium Arena and former smoke stack of the Grant Smelter in the distance. View facing southwest.[3]

Figure 4. 2017 Stockyards, with Pepsi Arena in foreground and Livestock Exchange Building, Stadium Arena, and Livestock Event Center in the distance. View facing southwest.

[3] Photo courtesy of the National Western Center Photographic Archives.

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Figure 5. Aerial view of Denver Union Stockyards taken c.1920, view to northwest. Note the large area covered by the pens.

Figure 6. Aerial view of Denver Union Stockyards taken in the 1930s, view to north/northwest. Note the development of packing plants, including the expansion of the open-walled sheep barn, Le Mouton, reputed to be the largest in the world. [4]

[4] Unknown, Denver Union Stock Yards, photographs, 1920 and 1934, National Western Stock Show.

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Figure 7. 1929 Map of the DUSY. Note the pen configurations are much the same today.[5]

[5] Map courtesy of the City and County of Denver, MayorÕs Office of the National Western Center.

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Figure 8. Diagram from Denver Union Stock Yards Annual Report from 1966 showing development plans.

Figure 9. 1971 aerial view of the stock yards. Note the area south of Race Court cleared for industrial development. [6]

[6] Images: Denver Union Stock Yards Annual Report, 1966, p.7-8, and U.S. Geological Survey, ÒDenver, Colorado, 3-47Ó (U.S. Geological Survey, August 7, 1971), USGS Earth Explorer, https://earthexplorer.usgs.gov/.

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Figure 10. 1993 aerial view showing the empty lots where the meatpacking plants once stood, expansion of the Stadium Arena with the Hall of Education connecting the Arena to the Events Center, and the construction of an equestrian facility along Humboldt Avenue. Note the three zones of activity of the NWSS: the Yards, The Hill, and the Coliseum. [7]

[7] Image courtesy of Google Earth.

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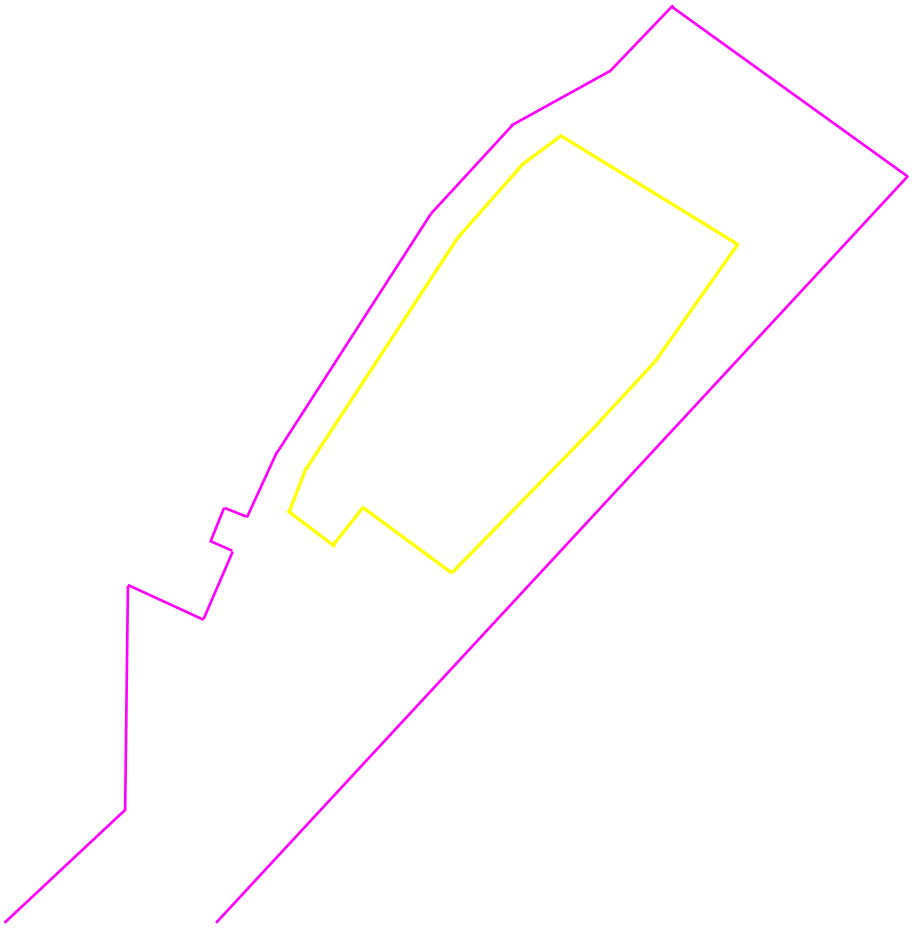

Figure 11. Overlay map of the Denver Union Stock Yards Historic District with the present-day pens area highlighted in yellow and the proposed historic district boundary in pink.[8]

[8] Image courtesy of Google Earth.

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Figure 12. View of pens area of the Denver Union Stock Yards Historic District, view facing northwest.

Figure 13. View of pens area of the Denver Union Stock Yards Historic District, view facing northeast. Note the Pepsi Arena at right, and King Energy Building, New Arena, and Loafing Shed in the distance.

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IDENTIFICATION

1. Property Name: New Arena

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 7

DESCRIPTION

4. Construction Features (forms, materials):

The New Arena is located at the northeast corner of the Denver Union Stock Yard Historic District (see Sketch Map). The New Arena is a two-story building with a rectangular plan (70 feet by 110 feet) that rests on a concrete foundation (see Figures 1-3). The gable-on-hip roof has a shallow pitch and no eaves and is covered with asphalt shingles. The walls are clad in brick and feature contrasting brick pilasters. The front (northeast) facade features a large, double-height, metal overhead retractable door and a glass entry door and sidelight set in a metal frame. A one-story shed roof addition is located at the northeast corner of the front facade. Windows are metal fixed and sliding sash. The building is surrounded by concrete and asphalt paved parking lots.

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Agricultural Outbuilding Current Function/Use (if different):

6. Date of Construction: 1989 Estimated X Actual (include source): Denver Assessor Records

7. Additional Construction History, if known: Construction records on the New Arena are scarce. Denver Assessor Records show that this building was constructed in 1989. This building has the same footprint of an earlier arena building that historic photographs show on the site by 1956. It burned at an unknown date and was rebuilt to match the historic structure on the same location.

8. Retains integrity of: ! Location ! Setting ! Materials ! Design ! Workmanship ! Association ! Feeling

This building was not constructed in the period of significance (1898-1987) and should not be considered contributing to the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): Historic Aerial National Western Stock Show, 1974, 1993, courtesy of Google Earth. NWC Historic Photographic Collection.

12. Photographs: IMG_2720.jpg; IMG_2757.jpg; 5000 Packing House Rd (5).jpg

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Figure 1. New Arena, front (northeast) facade, view facing southwest.

Figure 2. New Arena, side (northwest) elevation, view facing northeast.

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Figure 3. New Arena, side (southeast) and rear (southwest) elevations, view facing northwest.

IDENTIFICATION

1. Property Name: The Pens
2. Resource Classification: Structures
3. Ancillary Identification: Sketch Map No. 8

DESCRIPTION

4. Construction Features (forms, materials):

The pens are a character-defining feature of the Denver Union Stockyard Historic District (see Sketch Map). The pens encompass a large irregular polygonal area of the stockyards that is oriented in a northeast-southwest direction. The pens are roughly bound by the Burlington Northern and Santa Fe railroad line on the east, the National Western Livestock Center building (5DV.16827) and parking area on the south (Marion Street), National Western Drive (formerly Packing House Road) on the west-northwest, and the northern lot line of King Energy (5DV.10084) to the north. The pens are 1,395-feet long and 700-feet wide (at its widest point) in a northeast-southwest orientation.

Circulation for people and animals through the stockyards and pens is accomplished through a network of lanes and aisles. The area that features pens is divided approximately in half by a 20-foot-wide lane oriented northeast-southwest. Two additional northeast-southwest aisles are located east of the central lane and two are located west of the elevated walkway, to provide additional circulation throughout the pens. The aisles are generally paved with stamped concrete, some with stairs, but may also feature brick paving or asphalt (see Figures 1-3). The elevated walkway provides additional pedestrian circulation above the pens to provide a birdÕs eye view of the animals (see Continuation Sheet for the Elevated Walkway, Sketch Map No. 18). The pens and aisles are paved with materials that include brick, stamped concrete, smooth concrete, asphalt, and gravel, and some may also contain earth and sand. Brick paving is more prevalent within the northcentral and northwestern portions of the pens, and patterns observed include running bond, single stretcher running bond, and herringbone. The brick is the oldest material, while the concrete, asphalt, and gravel are more recent. The stamped concrete features a 12-inch by 12-inch square pattern. Stamped concrete is observed in the southeast and northeast corners, as well as the west-central portion of the yards. Asphalt is prevalent in prominent isles, and in select areas south of the Pepsi Arena.

The pens, and associated structures such as chutes and corals, include a system of fences and gates. Fence rails and posts may be wood or metal, and some fence posts appear to be rail road ties. Concrete columns (8 inches by 8 inches) act as posts for other fences/gates. Some fences are shored up with plywood panels. Gates may be wood, metal, or both. Older gates are painted yellow or blue, or left to rust, while newer gates are painted brown. Red pen numbers are painted on the fences and gates. One chute structure in the southwest portion of the stockyards is constructed of concrete block (See Continuation Sheet for the Concrete Block Shed, Sketch Map No. 17). Wood fences generally have six rails spaced roughly 7 inches apart. The pens have been reconstructed over time, and materials have been reused.

A row of off-loading chutes is located along the eastern edge of the pens that were formerly associated with the railroad on the east side of the pens for the passage of animals from trains. The chutes are generally 12 feet by 28 feet at the southern end of the pens and 18 feet by 28 feet at the northern end. Pens on the eastern half of the yards are generally 35 feet by 35 feet, with some as small as 10 feet by 16 feet. The eastern pens are more likely to be irregularly shaped due to the pie-shaped plan of the lot. The northeast portion of the pens also features larger open areas northeast and southwest of the Loafing Shed (see Continuation Sheet for the Loafing Shed, Sketch Map no. 13). Pens within the western half of the yards range from 9 feet by 15 feet to 35 feet by 45 feet.

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HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Agriculture Subsidence: Animal Facility Current Function/Use (if different):

6. Date of Construction: Established 1886, rebuilt and repaired continually up to 2017. X Estimated ! Actual (include source):

7. Additional Construction History, if known:

Research did not find construction records on the pens. The pens have been present in some form since the DUSY relocated to this site in 1886 and have been rebuilt over the years as needed. In addition to the DUSY, some structures were constructed by railroads in the livestock transportation business. For example, when the Burlington company began moving animals, they erected stock pens and loading chutes, sized according the animal, at locations the livestock was loaded regularly. The railroads even developed standard designs for pens and chutes. CB&Q Railroad sketches from the 1930s show typical 5-foot-high wood pens of post-in-ground construction, with posts spaced 5 feet, 4 inches apart, with five rails at 6-inch intervals.

By 1930 the pens extended north to Race Street and south of the Livestock Exchange building. The extant pens are in the same general configuration seen in the 1929-1938 Sanborn map but are now approximately 1400 feet southeast of Race Court. The pens themselves have been reconstructed over time, with both new and used materials. The oldest extant part of the pens is the brick paving, most prevalent in the north-central and northwest portions of the yards.

8. Retains integrity of: X Location X Setting X Materials X Design ! Workmanship X Association X Feeling

The Pens are a character-defining feature of the Denver Union Stock Yards that have been present at the site for over 110 years. Although the pens have undergone periodic maintenance and repair, they retain integrity of location, setting, materials, design, association and feeling and should be considered contributing structures of the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): Wagner, Hol, ÒStock Cars and Livestock TraffiçÓBurlington Bulletin, No. 25.

10. Photographs: IMG_2898.jpg; IMG_2876.jpg; IMG_2876.jpg

Figure 1. View of the pens and elevated walkway, with the chute office (Sketch Map No. 9) at left, view facing north.

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Figure 2. View of the pens and isles from the elevated walkway (Sketch Map No. 18), facing southeast.

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Figure 3. View of brick paved pens, northwest stockyards. View facing northeast.

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IDENTIFICATION

1. Property Name: Chute Office

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 9

DESCRIPTION

4. Construction Features (forms, materials):

The Chute Office is located in the southwest area of the pens (see Sketch Map). The Chute Office consists of a one-story Denver Terrace-type brick building and a large frame addition on the side (southwest) elevation. The brick building is small (10 feet by 30 feet) and has a rectangular plan. The roof is flat with a simple parapet on the front (northwest) facade, and a metal gutter runs along the roofline of the side (northeast) elevation. The front facade features arched openings for a door and a window, both with stone sills. Doors and windows are generally boarded up, unless otherwise specified. The side (northeast) elevation has two additional arched window openings with stone sills, and the side (southwest) elevation features a fixed multi-light bay window. The rear (southeast) elevation features a simple parapet and an arched door opening. The door is boarded up and the opening is covered with iron bars.

A front-gable frame addition located on the side (southwest) elevation has narrow eaves and a window opening in the gable end. The 28-foot by 30-foot addition is open on the front facade and rear elevation, and features a brick floor. The walls are clad in vertical wood siding. The side (southwest) elevation of the addition features four square window openings with simple wood trim. Two shed roof porches located on the front and rear facades of the frame addition feature square wood posts. A concrete loading ramp structure is located northwest of the addition which features iron fencing forming chutes for loading or unloading animals to and from vehicles. The concrete structure has three flights of concrete stairs on the northwest elevation.

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Scale Office Current Function/Use (if different): Vacant/Not in Use

6. Date of Construction: c.1920 X Estimated ! Actual (include source):

7. Additional Construction History, if known:

Available records on the Chute Office are scarce and the exact date of construction is unknown. The building can be seen in a c.1920 photograph of the stockyards, and the building is also shown on the 1929 Sanborn map as Scale No. 1. The brick portion of the building appears to be c.1920 or earlier. The current frame addition may be a c.1965 construction.

8. Retains integrity of: X Location X Setting X Materials X Design X Workmanship X Association X Feeling

Historically there were a number of small brick structures in the yards that housed scales and served various agricultural functions. Most of these vernacular building were removed over time and the Chute Office is in the best physical condition, and retains the highest level of integrity, of those that remain. While the stockyards once contained a number of scale offices, this building is one of two that are extant, and the only that houses a scale that is still in use today. It should be considered contributing to the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): N/A

10. Photographs: IMG_2846.jpg; IMG_2853.jpg; IMG_2854.jpg; IMG_2856.jpg

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Figure 1. Chute Office, front (west) facade, view facing east.

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Figure 2. Chute Office, front facade and side(south) elevation, view facing northeast.

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Figure 3. Chute Office, side (south) and rear (east) elevations, view facing northwest.

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Figure 4. Chute Office, rear (west) and side (north) elevations.

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IDENTIFICATION

1. Property Name: Office/Scale No. 6

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 10

DESCRIPTION

4. Construction Features (forms, materials):

The Office/Scale No. 6 is located at the northwest corner of the extant pens area within the Denver Union Stockyards Historic District boundary (see Sketch Map). The Office/Scale No. 6 consists of a one-story Denver Terrace type brick building that has frame additions on the side (northwest) and side (southeast) elevations. The brick building is small (10 feet by 30 feet) with a rectangular plan (see Figures 1-3). The roof is flat with a corbelled brick parapet on the front (southwest) fa•ade, typical of the Denver Terrace type. The number 6 is stenciled on the front of the building below the brick corbelling. The main entry has a flat arch and a replacement slab door. It appears the masonry above the door has been repaired, and an arched opening may have been replaced with a flat one. An arched window opening on the front facade has a fixed window in a simple wood frame. The rear (northeast) elevation features two arched openings, one for a door and one for a window, both of which have been boarded up. Windows on the side elevations have been altered and/or boarded up. The parapet on the rear elevation is deteriorated, and all the brick corbelling detail has been lost except for the northern corner. A portion of a stenciled number 6 is visible at the jagged roofline.

A c.1990 frame addition on the side (northwest) elevation extends southwest from the plane of the brick portions front facade forming an el. The rectangular addition (15 feet by 42 feet) has a shed roof with narrow eaves that is covered with an unknown material. The walls are clad in horizontal wood siding. A set of hinged wood barn doors are located on the front facade. A window opening with metal screening and a simple wood surround is located in the el. The side (northwest) elevation features horizontal wood siding with no fenestrations, and the rear (northeast) elevation features vertical wood siding.

A c.1990 frame addition on the side (southeast) elevation is a simple shed-roof structure that is open on the front facade. The rectangular addition (12 feet by 28 feet) is set back 2 feet from the front facade. The walls are clad with horizontal wood siding on the side (southeast) elevation and with vertical wood siding on the rear (northeast) elevation. A set of double vertical wood plank doors is located on the rear elevation.

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Office/Scale house Current Function/Use (if different): Vacant/not in use

6. Date of Construction: c.1920, c.1990 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Available records on the Office/Scale No. 6 are scarce and the actual construction date is unknown. The building is evident on a 1929-1938 Sanborn map. In addition, the materials and design, Denver Terrace, suggest a 1920 construction date. The Denver Terrace building type dates from the late 1880s through 1920. A review of historic aerials shows the additions were constructed by 1993, but do not appear to be present on the 1974 aerial. The design, materials, and condition of the additions suggest a more recent construction date. It is not known whether the scales are still located inside the building.

8. Retains integrity of: X Location X Setting X Materials ! Design ! Workmanship X Association X Feeling

The Office/Scales No. 6 building has been altered over time, and has suffered from deterioration over the years. However, the building retains enough of its original fabric, design elements, setting, association, and feeling to convey significance. Alterations to the building, such as the frame additions, could be reversed. Likewise, repairs to the masonry could restore the roofline and fenestration to their

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original configuration and function. The Office/Scale No. 6 building has a strong association with the stockyards for over 90 years. As such, this building should be considered contributing to the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): History Colorado: Architectural Types online guide: Terrace. Available at http://www.historycolorado.org.

10. Photographs: IMG_2754.jpg; IMG_2750.jpg; IMG_2743.jpg

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Figure 1. Office/Scale No. 6 with frame additions, front (southwest) facade, view facing northeast.

Figure 2. Frame addition on the side (northwest) elevation, view facing northeast

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Figure 3. Office/Scale No. 6 with frame additions, view facing northwest.

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CONTINUATION SHEET

IDENTIFICATION

1. Property Name: Pepsi Arena
2. Resource Classification: Building
3. Ancillary Identification: Sketch Map No. 11

DESCRIPTION

4. Construction Features (forms, materials):

The Pepsi Arena is located in the mid-east portion of the pens (see Sketch Map). The Pepsi Arena is a large (100 feet by 105 feet) barn with a rectangular plan that rests on a concrete foundation (see Figures 1-3). The front gable roof has a shallow pitch and no eaves and is covered with metal roofing material. The front (southwest) facade features a large, double-height, metal overhead retractable door, two metal slab entry doors, and two modern exterior light fixtures. The side (southeast) elevation features a large double-height metal overhead retractable door, a single metal slab entry door, and two modern exterior light fixtures. The side (northwest) and rear (northeast) elevations are unfenestrated walls, that both feature two modern exterior light fixtures. A 25-foot by 30-foot tent structure is erected northeast of the rear elevation. The building is surrounded by an asphalt paved isles.

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Agricultural Outbuilding Current Function/Use (if different):

6. Date of Construction: c.1980 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Construction records on the Pepsi Arena are scarce. Review of historic aerials show this building was not present before 1974 but had been constructed by 1993. The design and materials reflect those of c.1980 construction. The building is sited on what was a large pen beneath the elevated animal bridge that once connected the sheep pens (Le Mouton, 5DV.10078) with the Cudahy meat packing plant to the southeast.

8. Retains integrity of: X Location X Setting X Materials X Design ! Workmanship X Association X Feeling

The Pepsi Arena retains good physical integrity and clearly conveys significance. This building is over 30 years old and should be considered contributing to the Denver Union Stock Yards Historic District, per Denver Landmark guidance. However, the building is not yet 50 years old and does not rise to the level of significance to qualify for National Register Criterion G: Properties that Have Achieved Significance in the Last 50 Years, and is not considered contributing to a National Register district.

9. Sources (if different than those used on primary 1403 form): Historic Aerial National Western Stock Show, 1974, 1993, courtesy of Google Earth.

10. Photographs: Pepsi Arena (5).jpg; Pepsi Arena (8).jpg; Pepsi Arena (3).jpg

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Figure 1. Pepsi Arena, front (southeast) facade and side (southwest) elevation, view facing north.

Figure 2. Pepsi Arena, front facade and side (northeast) elevation, view facing east.

Figure 3. Pepsi Arena, side (northeast) and rear (northwest) elevations.

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IDENTIFICATION

1. Property Name: Arena Office

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 12

DESCRIPTION

4. Construction Features (forms, materials):

A modular building located southwest of the Pepsi Arena (Sketch Map No. 11) serves as the office (see Sketch Map). The one-story building has a rectangular plan (10 feet by 16 feet) and rests on wood planks. The building has a shed roof that is covered in an unknown material. Walls are clad in wood panel siding. The main entry on the front (northeast) facade is a metal slab door (see Figure 1).

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Office Current Function/Use (if different):

6. Date of Construction: 2013 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Records on this resource are scarce. A review of historic aerials revealed the building was not present at the site in 2012. The building was located at the site by 2014.

8. Retains integrity of: ! Location ! Setting ! Materials ! Design ! Workmanship ! Association ! Feeling

Due to lack of significance, integrity was not assessed. This building was not constructed in the period of significance and should be considered noncontributing to the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): Historic Aerials, 2012, 2014, courtesy of Google Earth.

10. Photograph(s): Pepsi Arena Office Shed (2).jpg

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Figure 1. Pepsi Arena Office, front (northeast) facade, view facing southwest.

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IDENTIFICATION

1. Property Name: Loafing Shed

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 13

DESCRIPTION

4. Construction Features (forms, materials):

A loafing shed that is located in the northern one-third of the stockyards, with a paved coral to the northeast and a fenced and sandy coral/arena area to the southwest (see Sketch Map). The shed has a rectangular footprint (15 feet by 70 feet) and rests on an asphalt pad. The shed-roof is covered with an unknown material. Eight round metal poles support the roof on the front (southwest) facade and rear (northeast) elevation. Wood framing is present on the side (northwest) and rear (northeast) elevations, but only three plywood panels remain on the rear elevation. The side (southeast) elevation is open and features angled metal braces supporting the roof. Metal fencing and a kick board are attached to the front facade and a metal fence also runs parallel to the rear (northeast) elevation. A metal gate attached at the southwest corner opens into the southwest fenced arena area (see Figures 1-3).

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Agricultural Outbuilding: Loafing shed Current Function/Use (if different):

6. Date of Construction: c.1975 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Available records on this resource are scarce and the actual construction date is unknown. A review of historic aerials shows the Loafing Shed was not yet built in 1974. The materials and condition of the building suggest a mid-1970s construction date.

8. Retains integrity of: X Location X Setting X Materials X Design X Workmanship X Association X Feeling

Although the Loafing Shed has undergone changes over the years, it retains enough integrity to convey significance. This building is over 30 years old and should be considered contributing to the Denver Union Stock Yards Historic District, per Denver Landmark guidance. However, the building is not yet 50 years old and does not rise to the level of significance to qualify for National Register Criterion G: Properties that Have Achieved Significance in the Last 50 Years, and is not considered contributing to a National Register district.

9. Sources (if different than those used on primary 1403 form): Historic aerials, 1974, 1993, 2000, courtesy of Google Earth.

10. Photographs: Loafing Shed and Arena (3); Loafing Shed and Arena (5).jpg; Loafing Shed and Arena (6).jpg

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Figure 1. Loafing Shed, side (southeast) elevation, view facing northwest.

Figure 2. Loafing Shed, side (northwest) and rear (northeast) elevations, view facing south.

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Figure 3. Loafing shed, front facade and side (northwest) elevation view facing southeast.

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IDENTIFICATION

1. Property Name: Frame Shack

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 14

DESCRIPTION

4. Construction Features (forms, materials):

A Frame Shack is located on near the western boundary of the pens area of the stockyard (see Sketch Map). The Frame Shack is a one-story modular building with a rectangular plan (12 feet by 15 feet) that rests on concrete blocks. The side-gable roof is covered with asphalt shingles and the walls are clad in wood panel siding. The front (southeast) facade features an inset porch with square wood posts and simple balustrades. The main entry is a metal slab door with simple wood trim. Two metal sliding sash windows with simple wood surrounds are located on the front facade east of the door. The side (southwest) elevation features a metal sliding sash window with simple wood surround, while the side (northeast) and rear (northwest) elevations have no fenestration (see Figures 1-3).

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Storage Current Function/Use (if different):

6. Date of Construction: c.2010 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Available records on this resource are scarce and the actual date of construction is unknown. A review of historic aerials shows this building was located at the present site by 2010.

8. Retains integrity of: ! Location ! Setting ! Materials ! Design ! Workmanship ! Association ! Feeling

This building was not constructed in the period of significance (1898-1987) and should not be considered contributing to the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): Historic Aerials from 2010, 2011, 2012, Courtesy of Google Earth.

10. Photographs: IMG_2826.jpg; IMG_2824.jpg; IMG_2827.jpg

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Figure 1. Frame Shed, front (southeast) facade and side (southwest) elevation, view facing north.

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Figure 2. Frame Shed, front facade and side (northeast) elevation, view facing southwest.

Figure 3. Frame Shed, side (southwest) and rear (northwest) elevations, view facing east.

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IDENTIFICATION

1. Property Name: Guard Shack

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 15

DESCRIPTION

4. Construction Features (forms, materials):

A frame Guard Shack (see Figures 1-3) is near the pens in the northwest portion of the stockyards, just west of a concrete ramp and chute structure (see Figure 4 and Sketch Map). The Guard Shack is a one-story building with a rectangular plan (7 feet by 12 feet). The side-gable roof is covered in rolled asphalt roofing material and features wide eaves and exposed rafter tails. The entrance on the front (southeast) facade is a wood slab door. Window openings on the side (northeast) and rear (northwest) elevations have been boarded up. The walls are clad in horizontal shiplap wood siding with horizontal boards at the corners of the building. A plywood shed addition has been constructed on the side (northeast) elevation. The addition has a shed roof that consists of a plywood panel. The addition, which has no door, is accessed by an opening on the northeast elevation.

A utility pole is located approximately 5 feet southwest of the southwest corner of the shed. Five boards are nailed horizontally to the corner board on the rear elevation and also nailed to the utility pole, that link the corner of the building to the pole.

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Guard Shack Current Function/Use (if different): Vacant/not in use

6. Date of Construction: c.1925 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Available records on this resource are scarce. However, a building with a similar footprint in this location can be seen in the 1929-1983 Sanborn Map. Although the actual date the Guard Shack was built is unknown, the construction methods and materials suggest a 1920s construction date. The plywood addition seems to have been added within the last 10 years.

8. Retains integrity of: X Location X Setting X Materials X Design ! Workmanship X Association X Feeling

This building retains good physical integrity. Although an addition has been added onto the side (northeast) elevation, it could be reversed without permanent alteration to the Guard Shack. Further, the building is in a deteriorated condition but could be rehabilitated through general maintenance and repair. Accordingly, the Guard Shack should be considered a contributing building to the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): N/A

10. Photographs: IMG_2832.jpg, IMG_2831.jpg, IMG_2834.jpg

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Figure 1. Guard Shack, front (southeast) facade and side (northeast) elevation, view facing west.

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Figure 2. Guard Shack, side (southeast) and rear (northwest) elevations, view facing southwest.

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Figure 3. Guard Shack, rear (northwest) and side (southwest) elevations, view facing east.

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Figure 4. Context of Guard Shack, view facing southwest. Note the brick paving and chute with concrete base.

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IDENTIFICATION

1. Property Name: Three Metal Sheds

2. Resource Classification: Building(s)

3. Ancillary Identification: Sketch Map No. 16

DESCRIPTION

4. Construction Features (forms, materials):

Three metal sheds are located in the northwest corner of the stockyards, just south of the King Energy building and east of the Scale No. 6 building (see Sketch Map). This corner of the stockyards feature paved pens, mostly in brick with some stamped concrete, all covered with a thin layer of dirt and gravel. The metal loafing shed buildings are of near identical construction; each has a rectangular plan (12 feet by 22 feet) resting on the brick floor of the pen. The buildings are oriented in a northeast-southwest direction, and are open on the southeast. The sheds are in adjoining pens, with a fenced pen just north of each shed and a walkway is located to the south. Each modern shed has a shed roof covered in metal roofing material. Metal framed walls are clad in sheet metal, except for the southeast elevation, which is open. The southeast elevation features a central metal support pole and a narrow shed-roof awning across the opening (see Figures 1-3).

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Agricultural Outbuilding Current Function/Use (if different):

6. Date of Construction: c.2010 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Available records on the three modern sheds are scarce. A review of historic aerials show the buildings were constructed by 2010.

8. Retains integrity of: ! Location ! Setting ! Materials ! Design ! Workmanship ! Association ! Feeling

Due to lack of significance, integrity was not assessed. These sheds were not constructed in the period of significance (1898-1987) and should not be considered contributing buildings of the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): Historic Aerial, 2010, 2012, courtesy of Google Earth.

10. Photographs: IMG_2734.jpg; IMG_2739.jpg; IMG_2738.jpg

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Figure 1. Front (southeast) facade of east modern shed, view facing northwest.

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Figure 2. Side (southwest) elevation of three modern sheds, view facing northeast.

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Figure 3. Rear (northwest) and side (southwest) elevations of western shed, view facing east.

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IDENTIFICATION

1. Property Name: Concrete Block Shed

2. Resource Classification: Building

3. Ancillary Identification: Sketch Map No. 17

DESCRIPTION

4. Construction Features (forms, materials):

A concrete block shed is located in the southwest portion of the stockyards, east of the Livestock Center building and west of the elevated walkway (see Sketch Map). The building has a rectangular footprint (8 feet by 12 feet) that is oriented in a northeast-southwest direction. The shedÕs side (southeast) concrete block wall is shared with a 50-foot by 15-foot concrete block chute structure directly southeast of the shed (see Figure 1). The 4-foot-6-inch walls of the chute are topped with metal railing and lined with plywood. The shed roof is covered with rolled asphalt roofing material and features wood paneling below the roofline in the triangular end. The building is accessed via a wood and glazing door on the front (southwest) facade. Both the window on the door and a fixed metal window on the rear (northeast) elevation are covered in metal screening. A metal sliding-sash window is located on the side (southeast) elevation (see Figures 1-3).

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Shed Current Function/Use (if different):

6. Date of Construction: c.1975 X Estimated ! Actual (include source):

7. Additional Construction History, if known: Available records for this resource are scarce and the actual construction date is unknown. A review of historic aerials shows the building was not constructed by 1974. The building can be seen in the 1993 aerial, and the design and materials of the shed suggest a 1970s or early 1980s construction date.

8. Retains integrity of: X Location X Setting X Materials X Design ! Workmanship X Association X Feeling

The Concrete Block Shed retains good physical integrity and clearly conveys significance. This building is over 30 years old and should be considered contributing to the Denver Union Stock Yards Historic District, per Denver Landmark guidance. However, the building is not yet 50 years old and does not rise to the level of significance to qualify for National Register Criterion G: Properties that Have Achieved Significance in the Last 50 Years, and is not considered contributing to a National Register district.

9. Sources (if different than those used on primary 1403 form): Historic aerials, 1974, 1993, 2000, courtesy of Google Earth.

10. Photographs: IMG_2861.jpg; IMG_2860.jpg; IMG_2869.jpg

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Figure 1. Concrete Block Shed, front (southwest) facade and side (northwest) elevation, view facing northeast.

Figure 2. Concrete Block Shed, side (northwest) and rear (northeast) elevations, view facing southeast.

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Figure 3. View of Concrete Block shed from Elevated Walkway (Sketch Map No. 18). Note concrete block chute in foreground. View facing north.

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IDENTIFICATION

1. Property Name: Elevated Walkway

2. Resource Classification: Structure

3. Ancillary Identification: Sketch Map No. 18

DESCRIPTION

4. Construction Features (forms, materials):

An elevated walkway is located in the western third of the stockyards. The structure is generally oriented in a northeast-southwest direction, with some offset branches (see Sketch Map). The main length of the elevated walkway extends from a second-story balcony of the Livestock Center building 1,080 feet to just south of the Scale No. 6 building, where a flight of metal stairs provides access to the ground level walkway. The elevated walkway continues southeast for 180 feet then turns northeast again for 205 feet. There is no access to the ground at the northern most portion of the walkway. At a point 440 feet northeast of the Livestock Center Building, a perpendicular branch extends 215 feet northwest (just northeast of the Chute Office). There is no access to the ground from this branch of the walkway. Three metal staircases are located on the east side of the main length of walkway, at 30 feet, 365 feet, and 835 feet northeast of the Livestock Center Building (see Figures 1-3).

The elevated walkway consists of what appears to be reinforced-concrete slabs on precast reinforced-concrete piers set 16 feet apart. The T-shaped piers are 20-24 feet tall with a 1-foot by 1-foot base, and is 5 feet wide at the top. The 7-foot-wide deck is predominantly concrete slab, except for select segments that consist of metal grating. One segment of metal decking extends 7 feet northeast from the Livestock Center building balcony. Another segment is located on the Chute Office branch of elevated walkway, 95 feet northwest of the junction and extending 15 feet. The third segment of metal decking is located approximately 650 feet northeast of the Livestock Center building that extends 30 feet. On the north end of the elevated walkway, the northwest-southeast oriented branch is missing 56 feet of walkway. The missing section consists of approximately 3.5 spans and 2 piers.

A 4-foot-tall chain-link fence is attached to the sides of a standard 1.5-inch pipe frame. Vertical posts are placed at 8 feet intervals and bolted to the bridge deck with anchorage assemblies. The staircases are all enclosed with fencing, with chain link gates at the elevated walkway level.

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Pedestrian Walkway Current Function/Use (if different):

6. Date of Construction: c.1955 X Estimated ! Actual (include source):

7. Additional Construction History, if known:

Available records on this structure are scarce. Historic photos and aerials show concrete walkways in the present location by the mid-1950s. The walkway branch just north of the Chute Office was originally a pedestrian connection to the sheep pens (Le Mouton, 5DV.10078). It is unknown when this portion of the walkway was closed and deconstructed. Likewise, the 30-foot section of metal grating is located where a metal animal bridge once crossed the stockyards between the sheep pens (Le Mouton) and the Cudahy packing house. The packing housed closed in the 1970s and the metal animal bridge was subsequently removed.

8. Retains integrity of: X Location X Setting X Materials X Design ! Workmanship X Association X Feeling

The Elevated Walkway retains good integrity. Although the structure has deteriorated over the years, it represents the configuration, setting, materials, association, feeling, and use of elevated walkways that have been a fixture of this site as early as the 1910s and

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were re-constructed in concrete in the mid-1950s. As such, the Elevated Walkway should be considered a contributing structure of the Denver Union Stock Yards Historic District.

9. Sources (if different than those used on primary 1403 form): Historic aerial courtesy of the National Western Campus Archives.

10. Photographs: Elevated Walkway (1).jpg, IMG_2745.jpg

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Figure 1. 1959 historic aerial showing the concrete Elevated Walkway. View facing northeast.

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Figure 2. Elevated Walkway, northern portion, view facing northeast.

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Figure 3. Elevated Walkway, view facing southwest.

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IDENTIFICATION

1. Property Name: In The Yards Sign

2. Resource Classification: Object

3. Ancillary Identification: Sketch Map No. 19

DESCRIPTION

4. Construction Features (forms, materials):

A metal sign that reads ÒIN THE YARDSÓ is located southeast of the Livestock Center and east of the elevated walkway. The sign is just northeast of the first flight of stairs that provide exterior access to the elevated walkway. The sign is oriented in a northeast-southwest direction over a wide gravel walkway that proceeds underneath the elevated walkway providing pedestrian access to the northern portions of the stockyards (see Sketch Map).

The arched iron and sheet metal sign is supported by metal poles placed 25 feet apart. A central panel of sheet metal, which is riveted onto the arched ironwork frame, features white lettering on a red background. The bold lettering ÒIN THE YARDSÓ is flanked by National Western logos. The logos are encircled by the words ÒEDUCATION Đ AGRICULTURE-TRADITION.Ó Scrolled ironwork is located above the center of the sign, inset on either side of the central panel, and at the lower inside corners (see Figure 1).

HISTORICAL ASSOCIATIONS

5. Historic Function/Use: Sign Current Function/Use (if different):

6. Date of Construction: 2006 X Estimated ! Actual (include source):

7. Additional Construction History, if known: The sign was constructed for the 100th anniversary of the stock show.

8. Retains integrity of: X Location X Setting X Materials X Design X Workmanship X Association X Feeling

This object is less than 30 years old and cannot be considered contributing to the Denver Union Stock Yards Historic District, per National Register and Denver Landmark guidance.

9. Sources (if different than those used on primary 1403 form): Historic Aerials 1974, 1993, Courtesy of Google Earth.

10. Photograph(s): IMG_2766_FacingSW.jpg; IMG_2466.jpg

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Figure 1. In The Yards Sign, front (southeast) facade, view facing southwest.

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Figure 2. Front facade, view facing northwest.

Resource Number: 5DV.16823

Temporary Resource Number:

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Rev. 9/98

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Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

Architectural Inventory Form

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1. Resource number: 5DV.16823
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: MJ Edibles
6. Current building name: Cindy Lynn CafŽ, MJ Edibles
7. Building address: 1650 E 47th Avenue
8. Owner name and address: 1650 East 47Th LLC., 3515 S Tamarac Drive 300, Denver, CO

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9. P.M. 6th Township 3S Range 68W
   NE 1/4 of SW 1/4 of NW 1/4 of NE 1/4 of section 23
10. UTM reference
    Zone 13S; 502790mE 4403534mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): 1-2 Block: 11
    Addition: Elyria Year of Addition: 189X
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal boundary is as follows: ELYRIA B11 02231 L1 TO 5 EXC REAR 5FT TO CITY.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 75 x Width 25
16. Number of stories: 1
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK; WOOD
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: NONE
21. General architectural description:
    The one-story building with a rectangular plan and flat roof rests on a poured concrete foundation. The roof is covered with an unknown material. The building has no eaves. A decorative parapet marking the main entrance has the same silhouette as the entry vestibule. The wood slab-with-glazing door is located on the side (east) elevation of the entry vestibule. The walls of the front (north) facade and side (east) elevation are covered in wood panel siding. The front facade features tall narrow fixed windows with simple wood surrounds; signage above the main entry; and a decorative fork-and-spoon plaque that hangs at the east corner. The side (east) elevation features two secondary entry doors. The side (west) elevation is an unfenestrated concrete

Resource Number: 5DV.16823

Temporary Resource Number:

block wall with a fork-and-spoon plaque at the north corner and a blank sign at the south corner. The rear (south) elevation is a blank concrete block wall.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

No landscape features besides asphalt parking lots north and south of the building.

24. Associated buildings, features, or objects:

A free-standing metal and Plexiglas Cindy Lynn CafŽ sign is located at the northeast corner of the lot.

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25. Date of Construction: Estimate: _____ Actual: 1986

Source of information: City and County of Denver County AssessorÕs Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Robert W. and Ruby I Hankel

Source of information: City and County of Denver County AssessorÕs Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

City and County of DenverÕs AssessorÕs Records show this commercial building was constructed as a restaurant in 1986.

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

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31. Original use(s): COMMERCE/TRADE: RESTAURANT

32. Intermediate use(s): COMMERCE/TRADE: RESTAURANT

33. Current use(s): COMMERCE/TRADE: RESTAURANT

34. Site type(s): Commercial

35. Historical background:

The Cindy Lynn cafŽ sits on lots 1 and 2 of Block 11 in Elyria, which have been developed and redeveloped over time. Although the 1903-1904 Sanborn Map shows buildings lining 47th street on lot 1 (that housed a saloon, barber, and a dwelling), Denver County AssessorÕs records are not available for lots 1 and 2 prior to April 4, 1916, when the lots were granted to the North American Realty Company.* The 1929 Sanborn Map shows that the buildings on lot 1 housed 3 stores and a dwelling. Erwin Vihlein was granted the property in 1932. The property was granted to the Conway Bogue Realty Investment Company on December 12, 1940, then to the Mayflower Development Company that same day. John F. Conway purchased the property on January 1, 1942. Omar E. Garwood was granted the property on May 13, 1942. The property was granted to M.C. Garwood on May 11, 1946, and Belisandro and Ciria Espinosa purchased the property in 1947. The 1951 Sanborn Map shows lots 1 and 2 cleared of all buildings.

City and County of Denver AssessorÕs RecordÕs reflect that the current building at 1650 E. 47th Ave was constructed in 1986 as a restaurant. On July 9th of that year, ownership was transferred from Robert and Ruby Hankel to Ruby Hankel. On August 22, 2003, the property was granted to Kevin and Marcia Hankel, and in 2013, Kevin Hankel became the sole owner of the restaurant. On October 11, 2013, Kevin granted the property to DA Investors LLC and on October 17, 2013, the property was granted to 1650 East 47th LLC. As noted in the 2005 book by Thomas Noel, Riding High, Colorado Ranchers and 100 years of the National Western Stock Show, the Cindy Lynn CafŽ is one of the last remaining neighborhood cafŽ's in this neighborhood. Restaurants and bars once ringed the Stock Show catering to stockmen and nearby residents, but have decreased since the late 1980s as the stock show bought up properties for sale and converted the lots to parking.

*Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Sources:

Resource Number: 5DV.16823

Temporary Resource Number:

Denver County AssessorÕs Records
Sanborn Insurance Maps from 1903-1904, 1929, and 1929 updated to 1951

36. Sources of information:

City and County of Denver AssessorÕs RecordÕs
Thomas Noel. Riding High, Colorado Ranchers and 100 years of the National Western Stock Show (Fulcrum Publishing: Golden CO) 2005, p. 156.

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37. Local landmark designation: Yes ____ No X Date of designation: N/A

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____tate ____ Local ____

42. Statement of signifiance:

5DV.16823 is not eligible for inclusion in the National Register of Historic Places, or Colorado Register of Historic Places, because it is not yet 50 years old. The property does not possess exceptional importance and has not achieved significance within the past 50 years.

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a potential Denver landmark. A restaurant since 1986, 5DV.16823 may have some association with the more recent development of the Elyria neighborhood and the stock show employees, volunteers, and attendees. However, 5DV.16823 does not have architectural importance. The building does not embody distinguishing characteristics of an architectural style or type and is not an example of a recognized architect or master builder. In addition, 5DV.16823 is a modest building that is not in a prominent location, and in no way represents a significant visual feature of the contemporary city. As such, this property does not appear to be potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Integrity was not evaluated because this property has does not possess significance under the National Register of Historic Places or Colorado Register of Historic Places or as a potential Denver landmark.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

Resource Number: 5DV.16823

Temporary Resource Number:

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47. Photograph numbers:

    1650 E 47th Ave, Cindy Lynn Cafe, Facing SW.jpg, 1650 E 47th Ave, Cindy Lynn Cafe, Facing SE (2).jpg, 1650 E 47th Ave, Cindy Lynn Cafe, Facing NE (2).jpg, 1650 E 47th Ave, Cindy Lynn Cafe, Facing NW.jpg

    Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Liz Boyer, Dianna Litvak

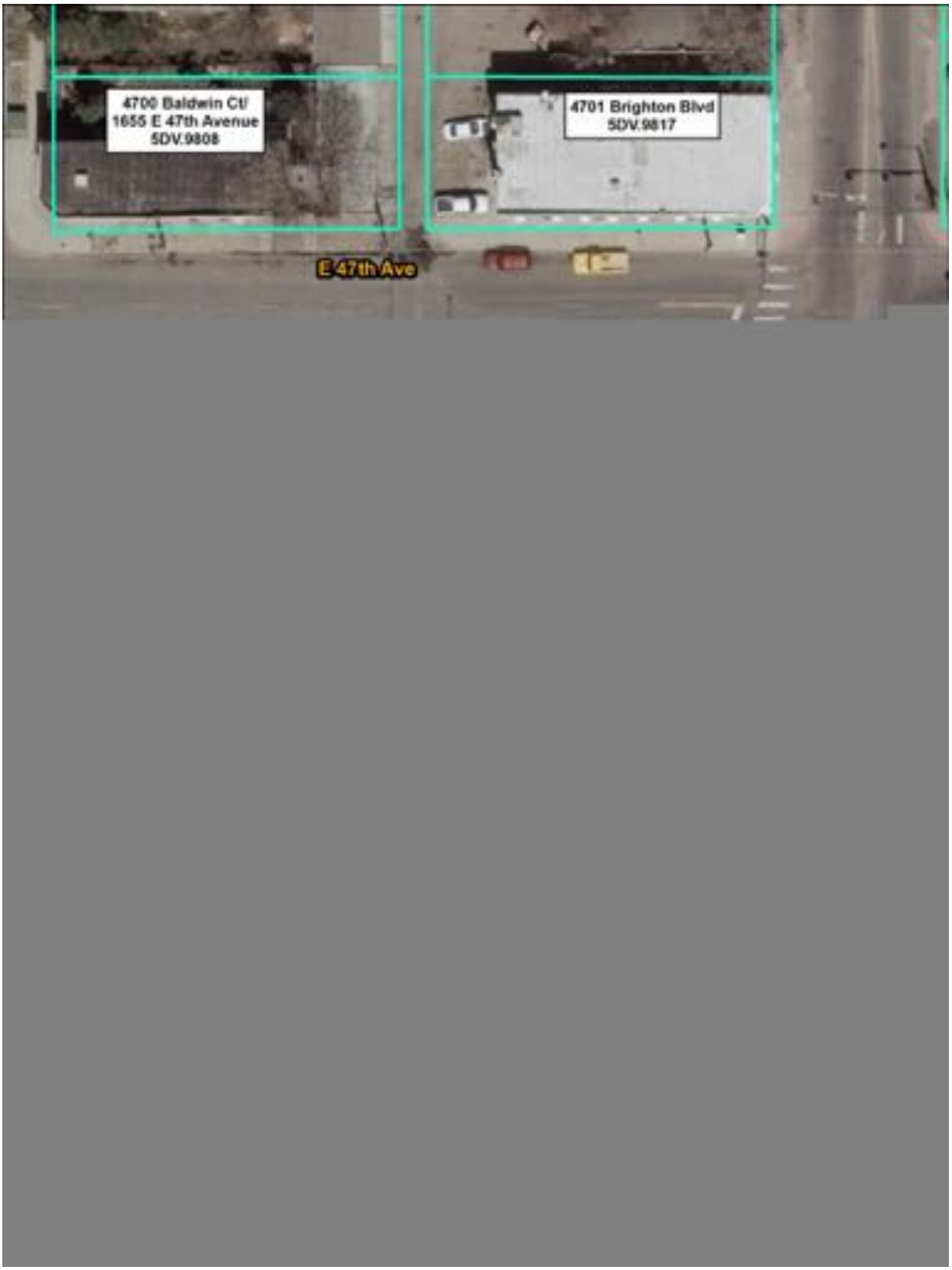
51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16823
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16823
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16823
Temporary Resource Number:

Address: 1650 E 47th Avenue
Photographer: K. Ohland Photograph Date: September 2017

Rear (south) elevation, view facing northeast

Rear elevation, view facing northwest

Resource Number: 5DV.16799

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16799
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: 7-Eleven Convenience Store and Gas Station
6. Current building name:

NE 1/4 of SW 1/4 of NW 1/4 of NE 1/4 of section 23

X

12. Lot(s): 46 to 50

Resource Number: 5DV.16799

Temporary Resource Number:

23. Landscaping or special setting features:

None

24. Associated buildings, features, or objects:

Large metal canopy with red, orange and green frieze over two pump stations is located north of the convenience store. A metal and Plexiglas 7-Eleven sign is located at the corner of 47th Avenue and Brighton Boulevard.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1987

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: N/A

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Available documentation on 1670 E 47th Ave is scarce. The building was constructed in 1987 as a gas station and convenience store. Any alterations are unknown.

30. Original location X Moved _____ Date of move(s): N/A

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31. Original use(s): COMMERCE/TRADE: GAS STATION

32. Intermediate use(s): COMMERCE/TRADE: GAS STATION

33. Current use(s): COMMERCE/TRADE: GAS STATION

34. Site type(s): Commercial

35. Historical background:

Available documentation on 1670 E 47th Ave is scarce. Denver County AssessorÕs RecordÕs reflect that this building was constructed in 1987 as a convenience store and gas station, but do not indicate the original owner although it is likely the Southland Corporation, the founders of 7-Eleven Convenience Stores. Records show the property was acquired from the Southland Corporation by SEJ Asset Management in 2013. 7-Eleven began as a convenience shop in Texas, opened in 1927 by Southland Ice Company president Joe C. Thompson Jr. In 1946 the store changed names from Tote-em Stores to 7-Eleven to highlight the hours, 7 am to 11 pm, seven days a week. In the 1950s the store expanded to several other states, and in 1964 7-Eleven became a franchise. The franchise was introduced to the Elyria neighborhood in 1987 (this location) and another store was constructed on E 45th Ave in 1989. The store at 1670 E 47th Ave has been in operation at 1670 E 47th Avenue for 30 years.

36. Sources of information:

City and County of Denver Assessor's Records
7-11 Corporate, About Us, Timeline. http://corp.7-eleven.com/corp/about
OAHP Architectural Style Guide, Accessed July 19, 2017.

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37. Local landmark designation: Yes _____ No X Date of designation: N/A

Designating Authority: N/A

38. Applicable National Register Criteria:

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

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

Resource Number: 5DV.16799

Temporary Resource Number:

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. A property may be considered for inclusion as a Denver Landmark at 30 years of age. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Likewise, this property should be considered not eligible under Criterion C. This is a modest example of a common architectural form, and features are not representative of an architectural style. This property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. In addition, this property was constructed in 1987 and has not reached the 50-year benchmark for consideration of listing in the National Register of Historic Places. Nor does this property rise to the level of significance to qualify under Criteria Consideration G: Properties That Have Achieved Significance Within The Past 50 Years.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, there is no need to assess integrity.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

1-5, 7-8

Negatives filed at: Mead & Hunt, Inc.

48. Report title: #.//.0'$.120/3'45/62758'9.:/.07'!5;1<:'$.=.> .821;.7/?@06AB/27'@8>=C'DD/B'/2'$5E.'!2<0/

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16799
Temporary Resource Number:

Sketch Map

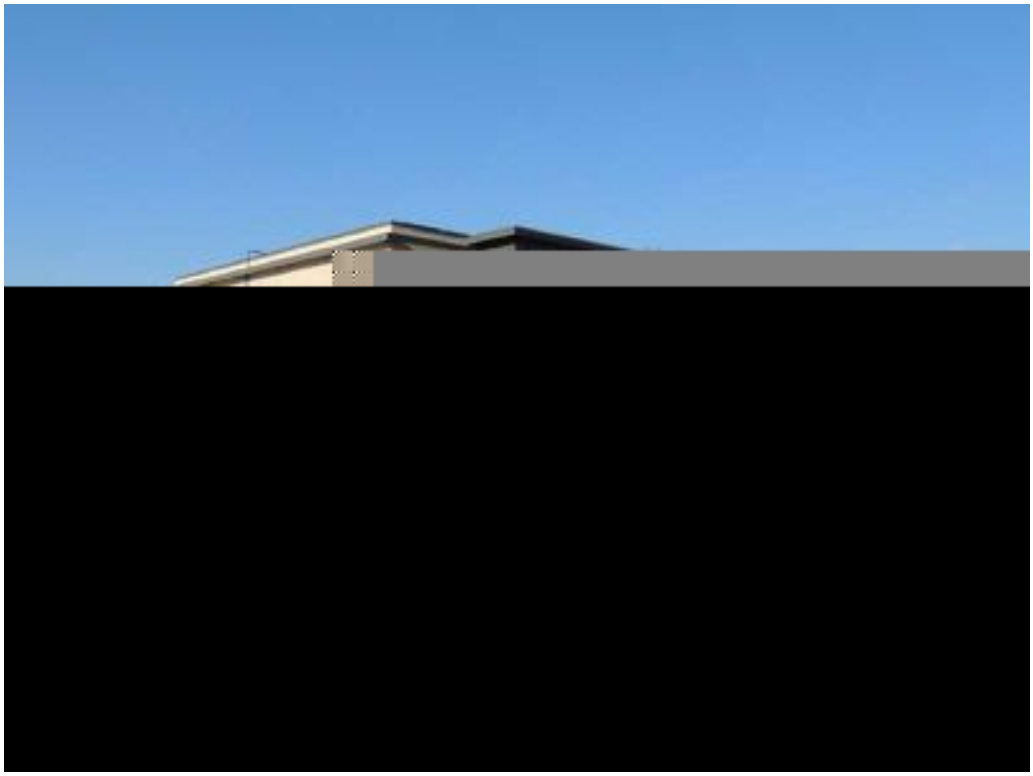
Resource Number: 5DV.16799
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16799
Temporary Resource Number:

Address: 1670 E 47th Avenue
Photographer: D. Litvak Photograph Date: July 2017

Overview of building sign and gas pump, view to south



East and north elevations, view to southwest

Resource Number: 5DV.16799
Temporary Resource Number:

Address: 1670 E 47th Avenue
Photographer: D. Litvak Photograph Date: July 2017

Primary facade, view to south/southeast

West and south elevations, view northeast

Resource Number: 5DV.16799

Temporary Resource Number:

Address: 1670 E 47th Avenue

Photographer: D. Litvak Photograph Date: July 2017

South elevation view to north

South and east elevation, view to northwest

Resource Number: 5DV.16799

Temporary Resource Number:

Address: 1670 E 47th Avenue

Photographer: D. Litvak Photograph Date: July 2017

Overview of building and gas pump, view to southeast

Resource Number: 5DV.16824

Temporary Resource Number:

OAHP1403
Rev. 9/98

!"#"$%&'"!(#)($%#'$*+"($!*'+($,*-

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

!"#!$%&'!(!)*'!+&

1. Resource number: 5DV.16824
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Pepcol Manufacturing Co.
6. Current building name: McDonald Farm Enterprises
7. Building address: 4647 Packing House Road
8. Owner name and address: Douglas L and Marjorie R. McDonald, 7247 E County Line Road, Longmont, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of NW 1/4 of section 23
10. UTM reference
    Zone 13S; 502137mE 4403609mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property description is as follows: PT NW/4 NW/4 23-3-68 BEG E LI S PLATTE RIVER & N LI SD SEC TH E 115.48FT TH SLY 507.19FT TH SE TO PT 251.76FT N OF N LI PACKING HOUSE RD TH S TO PT.

!!!"#*-)/!'%)'1-*2#$%3)-!.'!+&

14. Building plan (footprint, shape): IRREGULAR PLAN
15. Dimensions in feet: Length 330 x Width 85
16. Number of stories: 1
17. Primary external wall material(s): CONCRETE; CONCRETE: CONCRETE BLOCK
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: FENCE
21. General architectural description:
    The building at 4647 Packing House Road is a 1971 concrete warehouse. It is only partially visible from the public right-of-way so documentation of features and fenestration on all or entire elevations is not complete. The overall building is comprised of two attached sections, a one-story office, and a two-story industrial facility. Both sections are similar in design and lack overall architectural details. They rest on poured concrete foundations, are clad in concrete panels with raised ribs, and have a flat roofs with metal coping. The roof materials are not known. The main entrance is located on the front (southeast) facade of the one-story

building. Additional fenestration on the facade consists of a sliding sash and four fixed windows. The side (northeast) elevation of the one-story building features three fixed windows and a single-leaf door. The opposing side (southwest) elevation has a single-leaf door and what appears to be three sliding windows. The rear elevation is obscured by the two-story building. The front (southeast) elevation of the two-story building features a single-leaf door accessed by a metal staircase and what appear to be awning-over-fixed windows on the second story. The first story of the facade is mostly covered by the one-story building with an additional single-leaf door near the north end. The side (southwest) elevation features a single overhead door, a large door opening in-filled with concrete block and a smaller metal door, and a single-leaf door on the second story that is access by a metal staircase. Square concrete and metal silos are also attached to the approximate center of this elevation. The side (northeast) elevation features overhead doors, single-leaf doors, and fixed windows. The rear (northwest) elevation is not visible from the public right-of-way.

22. Architectural style/building type: MODERN MOVEMENT

23. Landscaping or special setting features:

The site is paved and surrounded by an approximately 8-foot-high chain link fence.

24. Associated buildings, features, or objects:

Based on field observations there are six metal silos of varying heights, located adjacent to the building. There may be additional outbuildings or features that were not visible from the public right of way.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1971

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Pepcol Manufacturing Co.

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

The City and County of Denver AssessorÕs Office Records indicate that this building was constructed in 1971 as an industrial facility. Historical aerial photographs suggest that no major changes have been made to the building since its construction.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: PROCESSING SITE

32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: PROCESSING SITE

33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: PROCESSING SITE

34. Site type(s): Industrial

35. Historical background:

Available documentation on the 4647 Packing House Road is scarce. The City and County of Denver AssessorÕs Records state thathe building was constructed in 1971 and that Pepcol Manufacturing Co. was the original owner. The company sold the property to the current owners to current owners Douglas L and Marjorie R. McDonald in 2006.

36. Sources of information:

City and County of Denver Assessor's Records

Leagle ÒPepcol MFG.CO. v. Denver Union Corp.,https://www.leagle.com/decision/19831639668p2d97111620, October 5, 2017.

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 5, 2017.

Resource Number: 5DV.16824
Temporary Resource Number:

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Likewise, the building at 4647 Packing House Road should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

4!!"#&*'!+&*2#-%,!3'%-#%2!,!6!2!'5#*33%330%&'

44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, the property is not part of a grouping that would support a National Register district designation.

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

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

4!!!"#-%)+-$!&,#!&(+-0*'!+&

47. Photograph numbers:

4647 Packing House (2).JPG, 4647 Packing House (3).JPG, 4647 Packing House (5).JPG, 4647 Packing House (6).JPG, 4647 Packing House Rd (1).JPG, 4647 Packing House Rd (4).JPG, 4647 Packing House RD.JPG

Resource Number: 5DV.16824

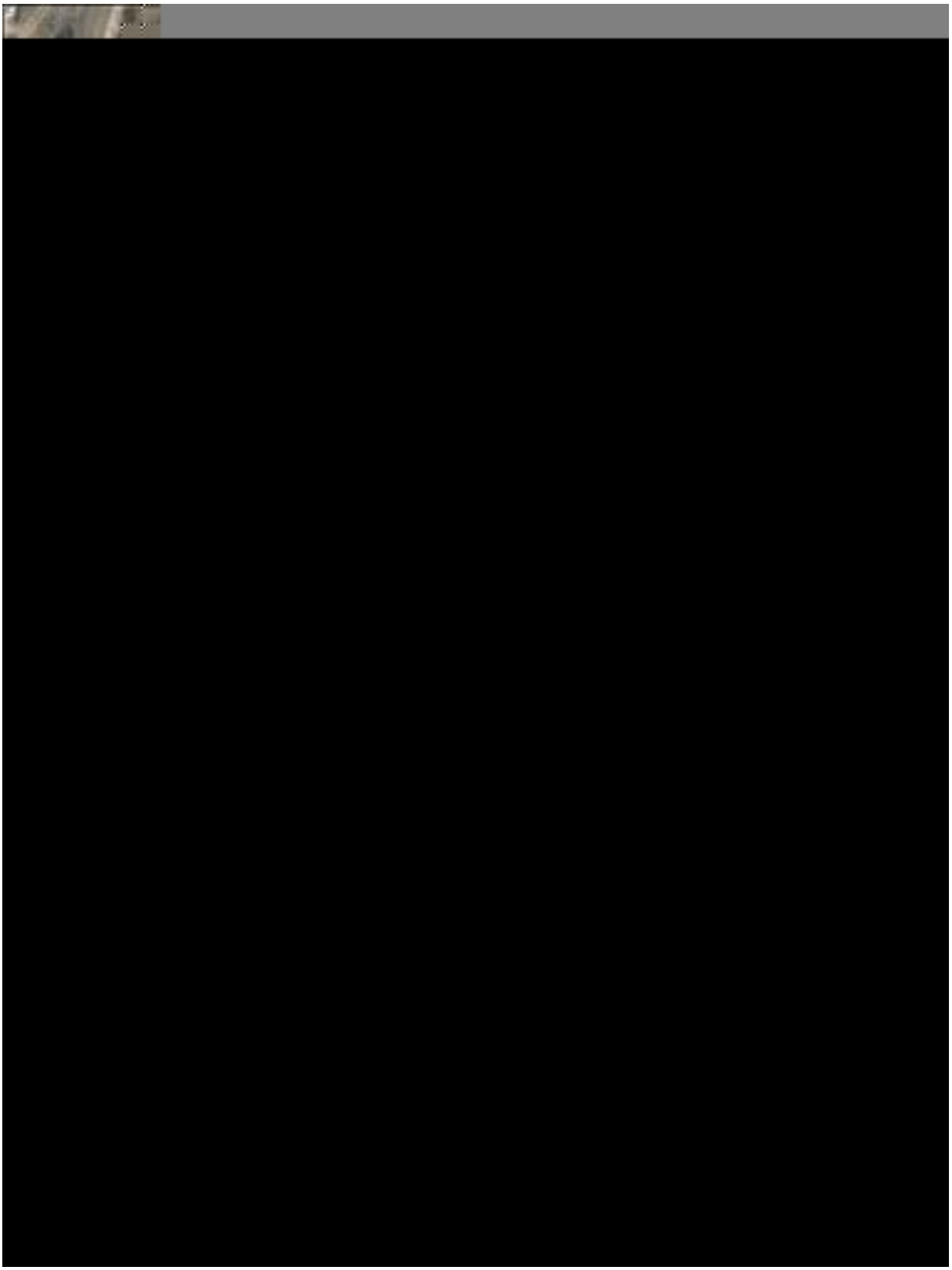
Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

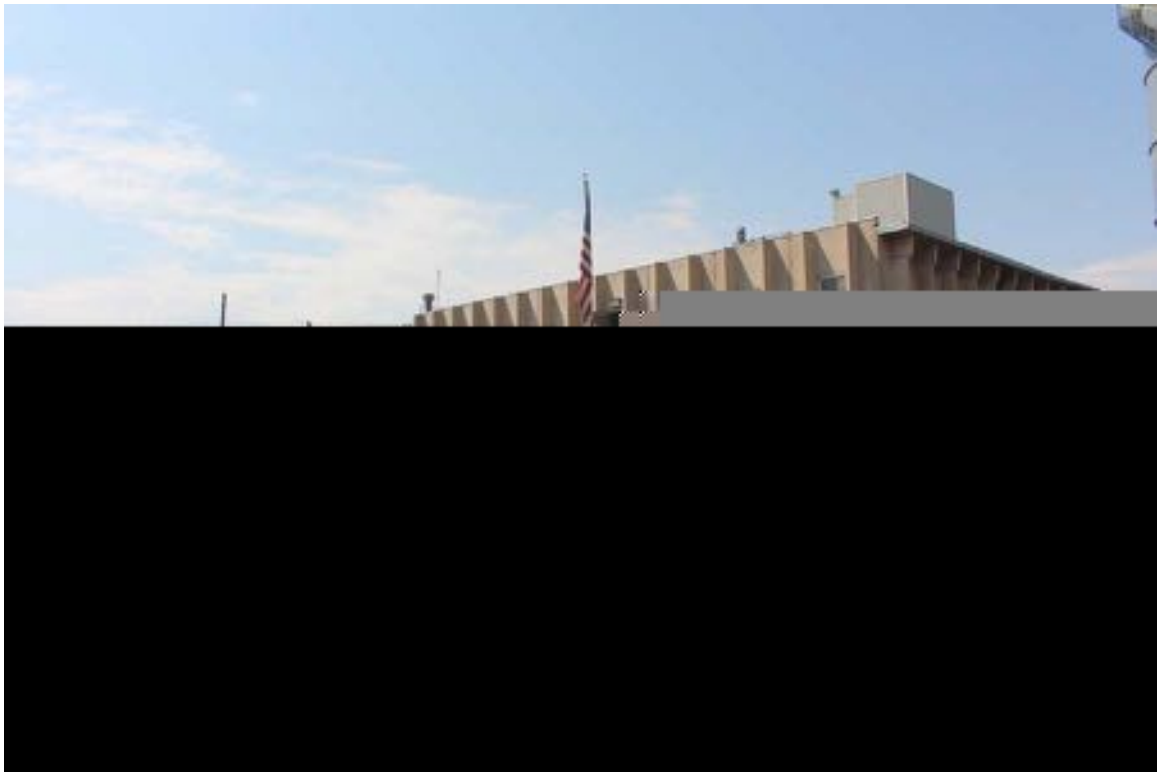
Resource Number: 5DV.16824
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16824
Temporary Resource Number:

Address: 4647 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017



View to the west southwest of front (southeast) facade and northeast elevation

View to the west of northeast elevation

Resource Number: 5DV.16824
Temporary Resource Number:

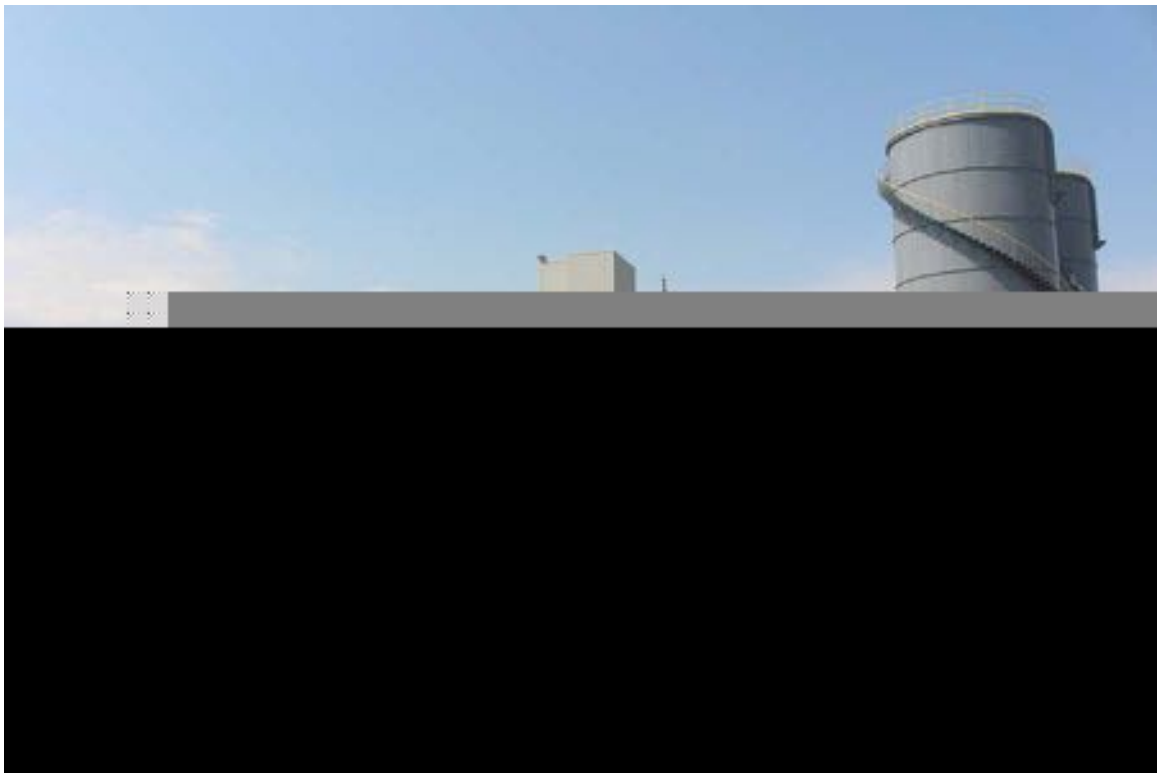
Address: 4647 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

View to the northwest of front (southeast) facade and southwest elevation

View to the north/northwest of northwest elevation

Resource Number: 5DV.16824
Temporary Resource Number:

Address: 4647 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017



View to the north/northwest of front (southeast) facade

View to the northwest of front (southeast) facade and southwest elevation

Resource Number: 5DV.16824
Temporary Resource Number:

Address: 4647 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

View to the south/southwest of north end of property

Resource Number: 5DV.16825

Temporary Resource Number:

OAHP1403
Rev. 9/98

!"#"$%&"'!(#)($%#'$*+"($!*'+($,*-

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16825
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Warehouse/DŽcor n More
7. Building address: 4680/4700 Packing House Road
8. Owner name and address: City & County of Denver, 201 W Colfax Avenue, Denver, CO

!!"#,%+,-*./!)#!&(+-0*'!+&

9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of NW 1/4 of section 23
10. UTM reference
    Zone 13S; 502220mE 4403470mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the combined legal parcel boundaries for the two properties and includes all associated structures and features. The legal property descriptions are as follows: T3 R68 S23 NW/4 DIF BOOK 0868-641 RECEP# 1974084851 and T3 R68 S23 DIF BOOK 2334-03 RECEP#1981013251.

!!!"#*-)/!'%)'1-*2#$%3)-!.'!+&

14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 150 x Width 75
16. Number of stories: 2
17. Primary external wall material(s): METAL
18. Roof configuration: GABLED ROOF: FRONT GABLED ROOF
19. Primary external roof material: METAL ROOF
20. Special features: FENCE
21. General architectural description:
    There are two buildings on this site, one located at 4680 Packing House Road and one at 4700 Packing House Road. The building at 4700 Packing House Road features a wing that is located within the 4680 Packing House Road. As a result, the two parcels were combined onto one site form.

    The building at 4680 Packing House Road is a two-story, rectangular-shaped, approximately 150-foot by 75-foot 1978 warehouse. The building rests on a poured concrete foundation, is clad in standing seem metal siding, and has a front gable metal roof. The front (north) facade features a single-bay metal overhead door for

vehicles on the west end and a single-leaf door flanked by a boarded-up window opening on either side on the eastern half. Three fixed metal windows are located on the second story above the single-leaf door and window openings. The side (east) elevation has two double-bay metal overhead doors for vehicles, a single-leaf door, and a boarded-up window opening on the first story, and a sliding metal window, a fixed metal window, and a boarded-up window opening on the second story. There is no fenestration on the side (west) elevation. There rear (south) elevation features a metal overhead door for vehicles on the first story and two metal sliding windows on the second story.

The building at 4700 Packing House Road is a two-story, approximately 270-foot by 170-foot, 1980 warehouse. The building is comprised of two sections, a rectangular main block with a rectangular wing on the southwest elevation. The wing is approximately half the width and the almost the same length as the main block. Overall the building rests on a poured concrete foundation, is clad in standing seem metal, and has a metal side gable roof. It lacks overall architectural detailing. The front (northwest) facade features a central metal overhead door with an adjacent single-leaf door on main block. Another overhead door and single-leaf door are located on the northwest elevation of the wing. Windows on the facade are metal sliding sash on the main block and one boarded up window opening on the wing. The side (northeast) elevation features three metal overhead doors on the first story. Four metal sliding windows are located within the spaces between the doors on the second story. The side (southwest) elevation features a metal overhead door and single-leaf metal door on the main block and multiple sliding metal windows. Similarly, the southwest elevation of the wing has a metal overhead door and two single-leaf doors. Windows are fixed and double-hung sash. The rear (southeast) elevation has two metal sliding windows on the second story.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:
The site is generally paved in asphalt with some grass and brushes along the northwest corner.

24. Associated buildings, features, or objects:
An approximately 8-foot-high chain link fence borders a portion of the site.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1978
Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown
Source of information: N/A

27. Builder/Contractor: Unknown
Source of information: N/A

28. Original owner: East-Denver Lumber Co./S-L.Co
Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):
The City and County of Denver AssessorÕs Office Recods indicate that the building at 4680 Packing House Road was constructed in 1978 as a warehouse facility. Historical aerial photographs suggest that no major changes have been made to the building since its construction. Some windows have been boarded up with plywood.

The City and County of Denver AssessorÕs Office Recods indicate that the building at 4700 Packing House Road was constructed in 1980 as a warehouse facility. Historical aerial photographs suggest that no major changes have been made to the building since its construction.

30. Original location __X__ Moved _____ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE
32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE
33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE
34. Site type(s): Industrial

Resource Number: 5DV.16825

Temporary Resource Number:

35. Historical background:

Available documentation on 4680 Packing House Road is scarce. City and County of Denver AssessorÕs Records state that the building was constructed in 1978 as a warehouse and was owned by the East -Denver Lumber Co. in 1981. As the building was constructed only a few years prior, it is possible that the East-Denver Lumber Co. was the original owner. The property was sold by the East-Denver Lumber Co. to Scott-Lepenske Properties L.P. in 1987 and then in 1998 Scott-Lepenske Properties L.P. granted the property to Scott Family Limited. The property was sold to the current owner, the City and County of Denver in 2017.

Similarly, available documentation regarding the building at 4700 Packing House Road is also scarce. The City and County of Denver AssessorÕs Record state that the building was constructed in 1980 has a warehouse and owned by S-L Co. in 1981. S-L Co. was likely the original owner. The company granted the property to Scott Family Limited in 1998. The property was sold to the current owner, the City and County of Denver, in 2017.

36. Sources of information:

City and County of Denver Assessor's Records

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 5, 2017.

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Although the buildings are sited at the former location of DUSY animal pens, they are not related to the stockyard history or any specific stockyard event. Built in 1978 and 1980 respectively, the buildings are associated with a later phase of development within the stockyards grounds and not directly associated with either the stockyards or the National Western Stock Show. Likewise, the buildings are modest warehouses with no distinct architectural detailing or style and should be considered not eligible under Criterion C. The buildings does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the site is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. In addition, the warehouses at 4680 and 4700 Packing House Road were constructed in 1978 and 1980, and have not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouses does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

Resource Number: 5DV.16825

Temporary Resource Number:

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ___ Not Eligible X Need Data ___

45. Is there National Register district potential? Yes ___ No: X

Discuss: Although there are other historic buildings nearby, the site is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

4700B Packing House (6).JPG, 4680 Packing House road (8).JPG, 4680 Packing House road (3).JPG, 4680 Packing House road (1).JPG, 4700B Packing House Rd (3).JPG, 4700 Packing House Rd (5).JPG, 4700 Packing House Rd (7).JPG, 4700B Packing House (4).JPG

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

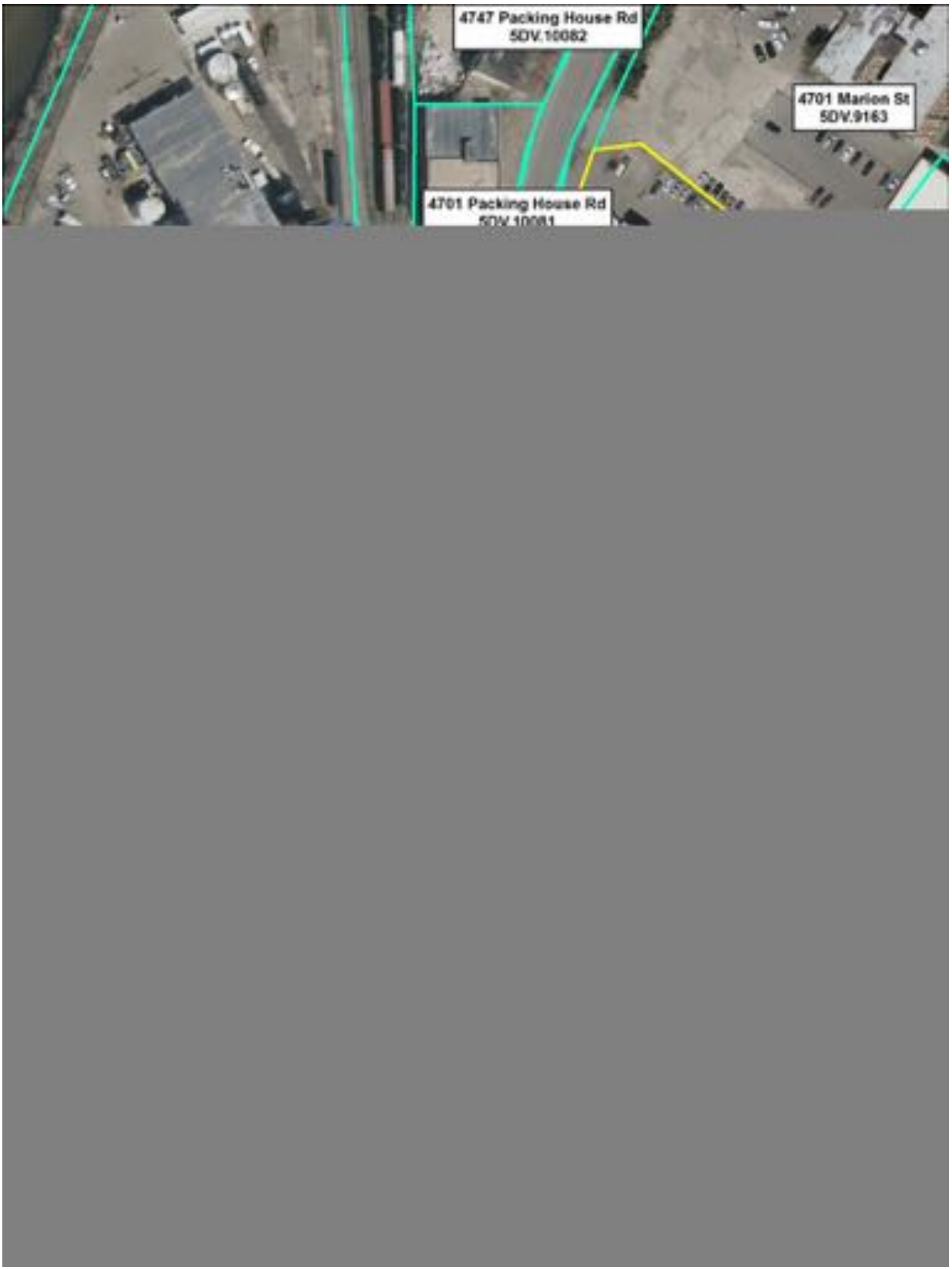
51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee St., Denver, CO 80202

53. Phone number(s): 303-729-3777

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

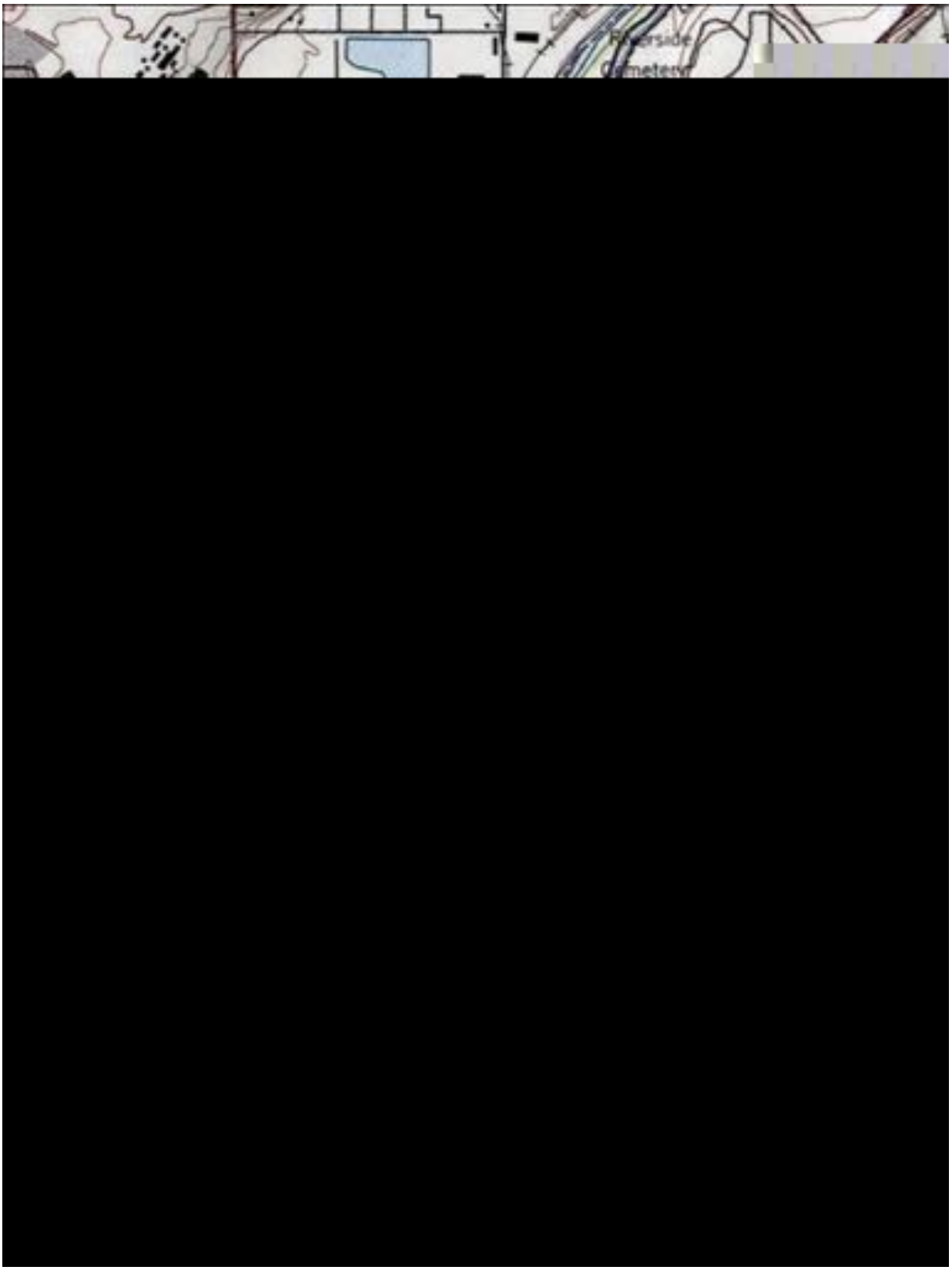
Resource Number: 5DV.16825
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16825

Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.16825
Temporary Resource Number:

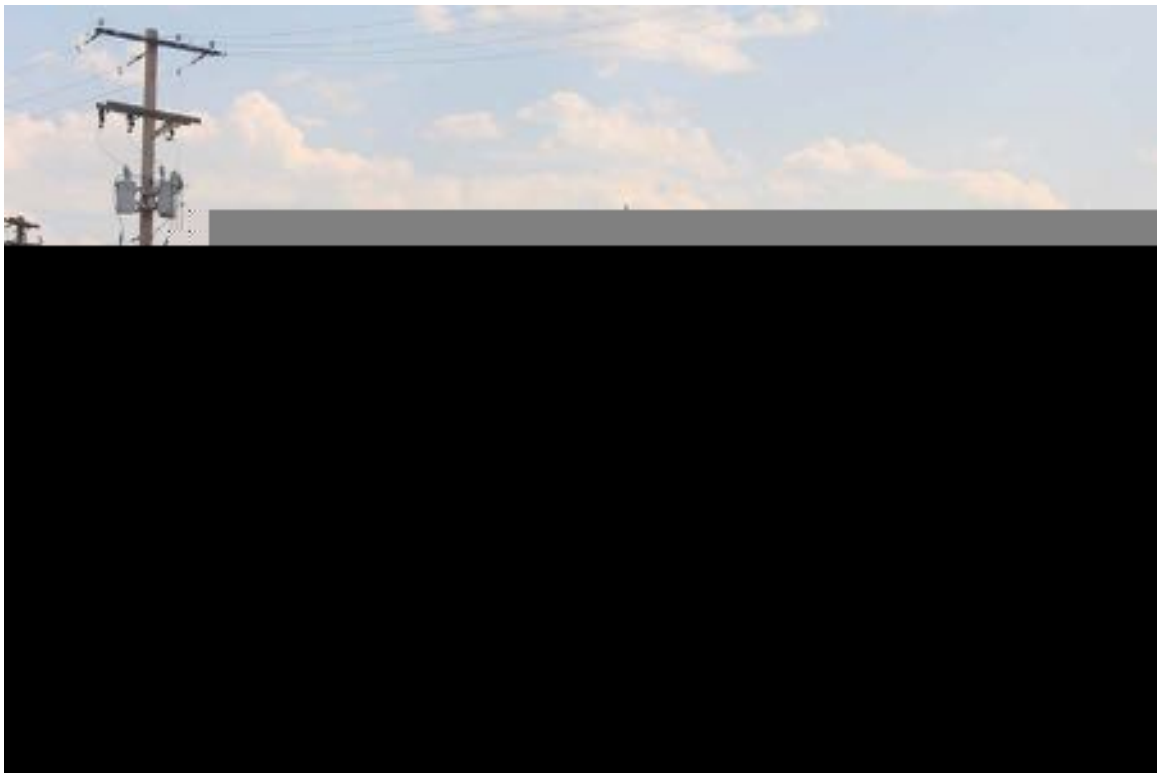
Address: 4680/4700 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of entire site, 4680 Packing House Road (foreground) and 4700 Packing House Road (background)

View to the southwest of the facade and east elevation

Resource Number: 5DV.16825
Temporary Resource Number:

Address: 4680/4700 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017



View to the south of the facade and west elevation

View to the north/northeast of west and south elevations

Resource Number: 5DV.16825
Temporary Resource Number:

Address: 4680/4700 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

View to the south/southeast of facade and northwest elevation

View to the northeast of northwest and southwest elevations

Resource Number: 5DV.16825
Temporary Resource Number:

Address: 4680/4700 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

View to the north/northwest of southwest and southeast elevations

View to the east/southeast of the northwest elevation

appear to be operable awning or pivot windows. On the primary facade, from south to north, there is a large window bay with three groups of two-by-two windows, three groupings of two-by-three windows, and a grouping of three-by-two-windows. The side (north) elevation features a central recessed bay with a three-by-two group of windows. An additional three-by-two group of windows is located on either side of the recessed bay. The opposing side (south) elevation features two large window bays each consisting of two groups of two-by-two windows. The rear (west) elevation features two additional single-leaf entrances. Windows consist of three groupings of two-by-two windows.

22. Architectural style/building type: MODERN MOVEMENT: USONIAN

23. Landscaping or special setting features:

The parking area portion of the property is covered with asphalt and gravel.

24. Associated buildings, features, or objects:

A prefabricated shed is adjacent to the south elevation.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1968

Source of information: City and County of Denver Assessor's Records

26. Architect: Unkown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Colorado Livestock Production Credit Association

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

The City and County of Denver AssessorÕs Office Records indicate that this building was constructed in 1968. Historical aerial photographs suggest that no major changes have been made to the building since its construction.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): COMMERCE/TRADE: BUSINESS/PROFESSIONAL

32. Intermediate use(s): COMMERCE/TRADE: BUSINESS/PROFESSIONAL

33. Current use(s): COMMERCE/TRADE: BUSINESS/PROFESSIONAL

34. Site type(s): Commercial

35. Historical background:

Available documentation on the 4695 Franklin Street is scarce. The City and County of Denver AssessorÕs records state that this building was constructed on Lots 1-4 of Block 4 of West Elyria in 1968 and the Colorado Livestock Production Credit Association owned the property by 1980. Aerial photographs indicate that a previous building was located on the site. A Master Property Record Card for that building, sited on Lots 1-3 of Block 4 of West Elyria, lists the Colorado Livestock Production Credit Association as the owner. As the company was located at this site prior to the construction of this building, it is likely that the Colorado Livestock Production Credit Association was the original owner of the 1968 building. AssessorÕs records state that the company sold the property to the Ninth District Federal Land Bank in 1989. Shortly after, the property was granted to Farm Credit Services in 1991. The property was sold to the current owner, the Western Stock Show, in 1999. The building is currently occupied by the NWSS Employment Office.

36. Sources of information:

City and County of Denver AssessorÕs Records

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 20, 2017.

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

Resource Number: 5DV.16835
Temporary Resource Number:

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Likewise, the building at 4695 Franklin Street should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, the property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

4695 Franklin, Employment Office, Facing ENE.JPG, 4695 Franklin, Employment Office, Facing NE (2).JPG, 4695 Franklin, Employment Office, Facing NE (3).JPG, 4695 Franklin, Employment Office, Facing NW (2).JPG, 4695 Franklin, Employment Office, Facing SW (2).JPG, 4695 Franklin, Employment Office, Facing W.JPG, 4695 Franklin, Employment Office, Facing SE (3).JPG, 4695 Franklin, Employment Office, Facing SE.JPG

Resource Number: 5DV.16835

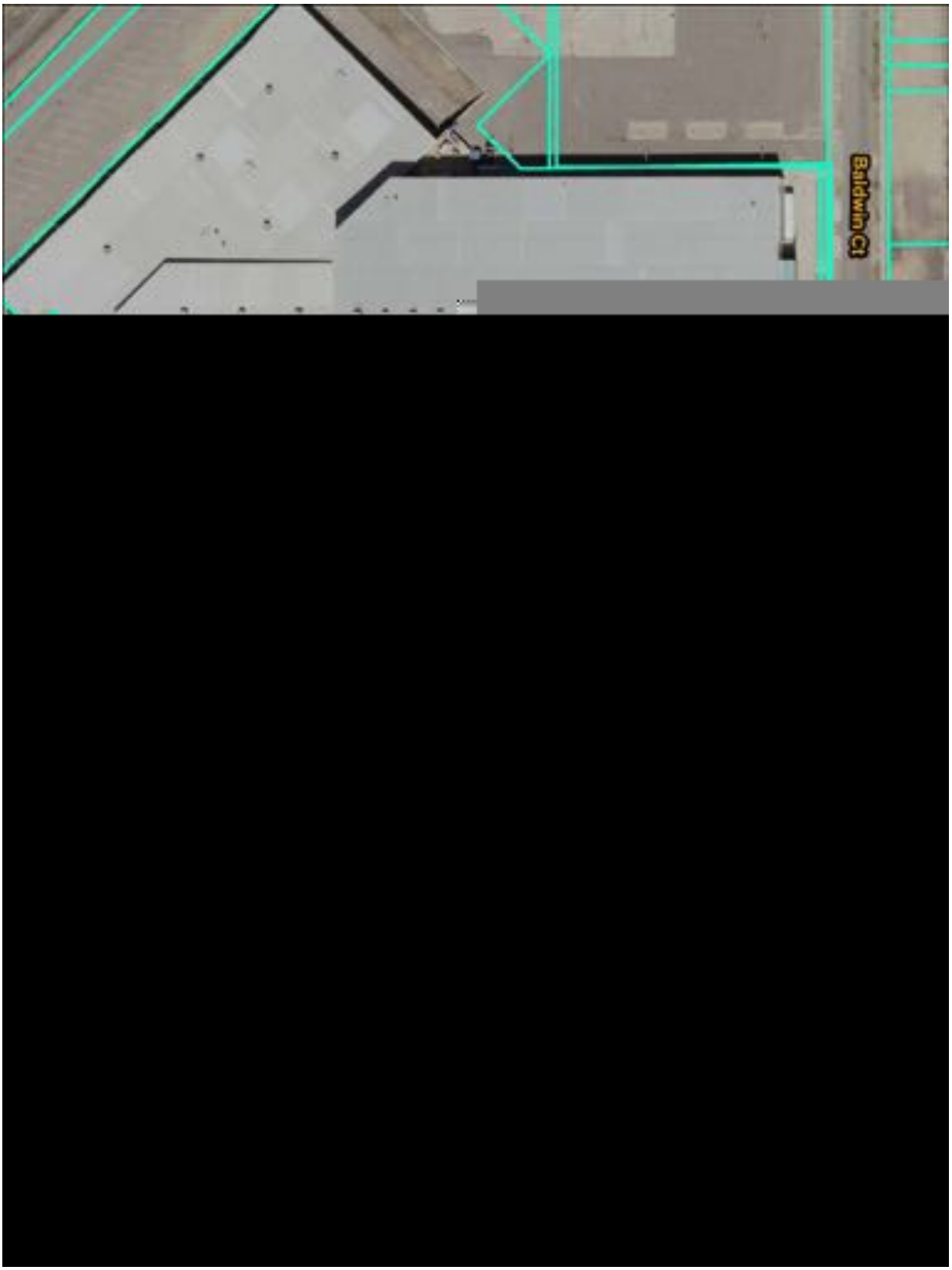
Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16835
Temporary Resource Number:



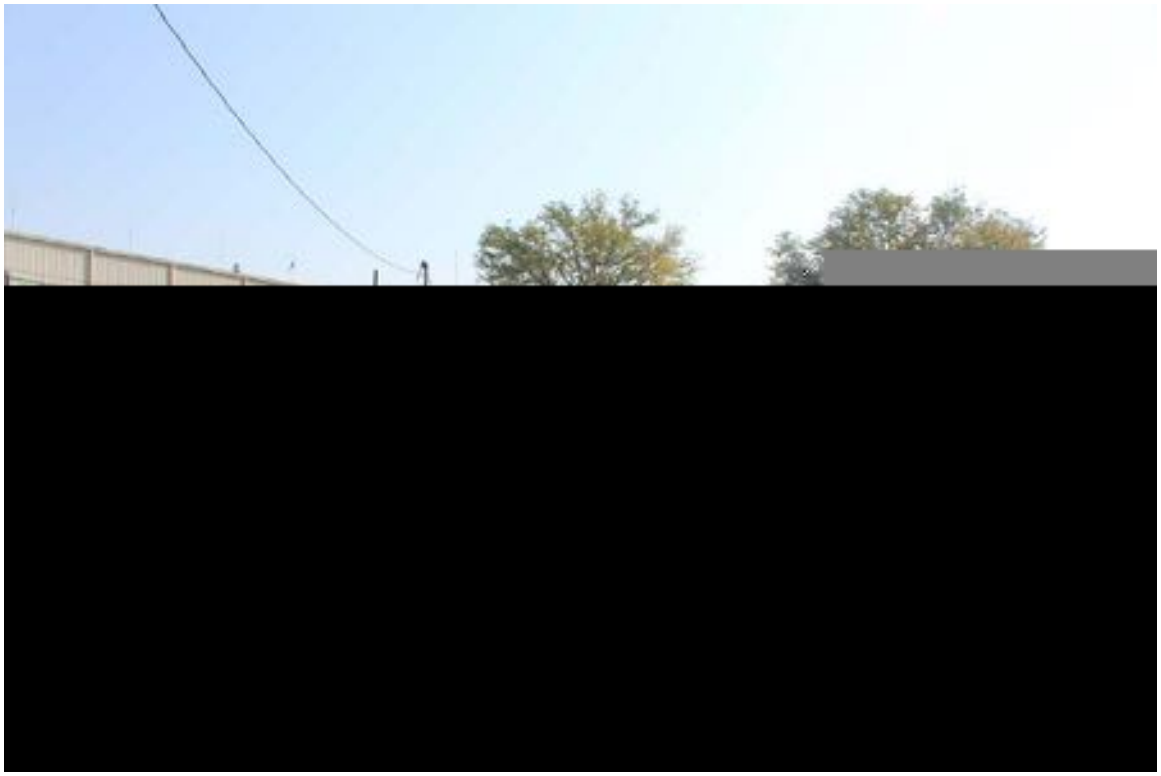
Sketch Map

Resource Number: 5DV.16835
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16835
Temporary Resource Number:

Address: 4695/5125 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017



View to the east/northeast of west elevation

View to the northeast of south elevation

Resource Number: 5DV.16835
Temporary Resource Number:

Address: 4695/5125 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of west and south elevations

View to the northwest of the front (east) facade and south elevation

Resource Number: 5DV.16835
Temporary Resource Number:

Address: 4695/5125 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the southwest of front (east) facade and north elevation

View to the west of the front (east) facade

Resource Number: 5DV.16835
Temporary Resource Number:

Address: 4695/5125 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the southeast of north and west elevations

View to the southeast of north and west elevations

Resource Number: 5DV.9816

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

!"#!$%&'!(!)*'!+&

1. Resource number: 5DV.9816
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Brannan Sand and Gravel
6. Current building name: Brannan Sand and Gravel
7. Building address: 4800 Brighton Boulevard
8. Owner name and address: City and County of Denver, 201 W Coflax Avenue, Denver, CO

!!"#,%+,-*./!)#!&(+-0*'!+&

9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 502880mE 4403794mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property boundary is as follows: KEENERS SUB B43 L12 TO 18 & W/2 VAC ALY ADJ.

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14. Building plan (footprint, shape): L-SHAPED PLAN
15. Dimensions in feet: Length 120 x Width 45
16. Number of stories: 1
17. Primary external wall material(s): STUCCO
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: FENCE
21. General architectural description:
    The building at 4800 Brighton Boulevard is a one-story, L-shaped building built in 1959. It is clad in stucco siding, and has a flat roof with metal coping. The foundation and roof material are unknown. Semi-circular ceramic tiles are located at the roof eaves on a portion of the west facade and south and east elevations. The main entrance on the front (west) facade has a brick surround (likely original brick that has been exposed) and simple concrete stoop. A second entrance with a concrete stoop is located on the south end of the facade. The window configuration on the front facade, from north to south, consists of three, 12-light fixed metal windows; two 16-light fixed metal windows, two 12-light fixed metal window, and two paired 10-light metal

Resource Number: 5DV.9816

Temporary Resource Number:

windows. The side (south) elevation features three, paired 10-light metal windows and what appears to be a paired 8-light metal window. The three eastern windows have metal awnings. The fourth awning has been replaced with a metal sign that reads ÒGreen Fields Cannabis Co.Ó The side (north) elevation features a single-leaf metal door. The rear (east) elevation is not entire visual from the public right-of-way. Visible fenestration appears to be four 12-light fixed metal windows, three six-light metal windows, and two single-leaf doors.

22. Architectural style/building type: MODERN MOVEMENT

23. Landscaping or special setting features:

The property is paved. An approximately 8-foot-high chain link fence borders a portion of the property. An asphalt parking lot is located at the rear of the property, east of the buildings.

24. Associated buildings, features, or objects:

A one-story concrete block garage is located at the north end of the property, directly north of the primary building. The 1904 Sanborn Map indicates that a garage was located at the north end of the property, suggesting a build date of c.1904. The garage also appears on the 1929-1930 and 1951 Sanborn Maps. The rectangular-shaped garage is constructed of concrete block and has a shallow arched metal roof. The building features a concrete block false front on both the west and east elevations. The symmetrical front (west) facade has a central overhead door flanked by a 16-light metal window with a stone sill on either side. The side (south) elevation has four overhead door openings that have now been filled in with concrete block or concrete panels. A single-leaf metal door has been placed in the second opening from the west. An additional second single-leaf door and a fixed window are located at the east end of the elevation. The side (north) elevation has four 16-light metal windows with stone sills. The rear (east) elevation is not visible from the public right-of-way. The Sanborn maps also indicate that other associated outbuildings were located on the property prior to 1929, specifically along the eastern edge of the property. These buildings have been removed from the site.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1959

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Brannan Sand and Gravel

Source of information: City and County of Denver Assessor's Records
Brannan Sand and Gravel Company History

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Denver County AssessorÕs Office Records indicate that this building was constructed in 1959. A review of the 1903-1904, 1929-1930, and 1951 Sanborn maps, however, indicates that buildings were located on the property since the early 1900s. Several buildings seen on the early Sanborn Maps, specifically those along the eastern edge of the property, have been removed, but the garage currently located at the north end of the property appears on all Sanborn maps, suggesting a build date of c.1904. The Sanborn maps also indicate that a building was sited at the current location of the primary building, specifically at the southwest corner of the property. A historic photograph (no date provided) on the Brannan Sand and GravelÕs company website shows that this earlier building was constructed of wood. Building research, however, did not confirm if the earlier building on the site was incorporated into or replaced by the current building. Based on the materials and fenestration configuration seen in the historic photograph, it is likely that the older structure on the property was replaced by the current building.

Historical aerial photographs indicate that the current L-shaped building, along with the garage, were located on the property by 1963. A third building was also located on the property at that time near the southeast corner but has since been demolished. Aerial photographs also show that an addition was constructed on the north end of the L-shaped building between 1963 and 1991. Additionally, the Master Property Records Card for this property from the City and County of Denver AssessorÕs Office shows that improvements were made to the property in 1951, 1955, 1959, 1960, and 1962, although research did not reveal the nature or type of those improvements.

Resource Number: 5DV.9816

Temporary Resource Number:

Based on the previous recording and field observations, the stucco appears to be replacement and the ceramic tiles at the roof eave do not appear to be original. Since the previous recording, the southernmost window on the front (west) facade has been replaced by a door.

30. Original location ____ Moved __X__ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE
32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE
33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE
34. Site type(s): Industrial
35. Historical background:

Available documentation on the property is minimal. According to City Directories, Bannan Sand and Gravel (also referred to as Brannan JW Sand & Gravel) was located at 4800 Brighton Boulevard (Brighton Boulevard was also Gilpin) since at least 1903. The 1904 Sanborn Map marks the property as J.W. Brannan Sand & Gravel Co. City directories indicate that the company remained at this location until at least 1956. J. W. Brannan served as company president and Frank P. Spratlen acted as secretary and treasurer. Founded in 1906 by J.W. Brannan, Brannan Sand and Gravel was originally a sand and gravel supplier. The company added asphalt to its list of products in 1943 in anticipation of the postwar building boom. It is now a leader in the manufacturing and placement of Hot Mix Asphalt.

According to Denver County AssessorÕs Office RecordsBrannan Sand & Gravel Co sold the property to San Graco Group LLC in 1997. The property was sold back to Brannan Properties LLLP soon after in 2000. Brannan Properties LLLP granted ownership of the property to Janet Keller in 2010. She sold the property to 4800 Brighton LLC in 2014. The property is currently occupied by Green Fields Cannabis Co. The previous recording states that the building may have been a part of the Blayney Murphy packing plan, which then became Cudahy Packing Plant in 1937. No additional research was found to support that claim.

36. Sources of information:

Brannon Companies ÒAbout UsÓ http://brannan1.com/about-us, October 3, 2017.

City and County of Denver AssessorÕs Records

Denver City Directories 1924-1956.

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 2, 2017.

Sanborn Maps 1903-1904, 1929-1930, 1951.

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

__X__ Does not meet any of the above National Register Criteria

Resource Number: 5DV.9816

Temporary Resource Number:

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a potential Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Likewise, the buildings at 4800 Brighton Boulevard should be considered not eligible under Criterion C. The warehouse building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, there is no need to assess integrity.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

4800 Brighton Blvd, Cannibas (2).JPG, 4800 Brighton Blvd, Cannibas (5).JPG, 4800 Brighton Blvd, Cannibas (3).JPG, 4800-4802 Brighton Blvd (5).JPG, 4802 Brighton Blvd, Brannon Sand and Gravel, Facing SE (6).JPG, 4802 Brighton Blvd, Brannon Sand and Gravel, Facing NE (2).JPG, 4802 Brighton Blvd, Brannon Sand and Gravel, Facing SE (7).JPG

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak, Senior Historian

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): 303-729-3777

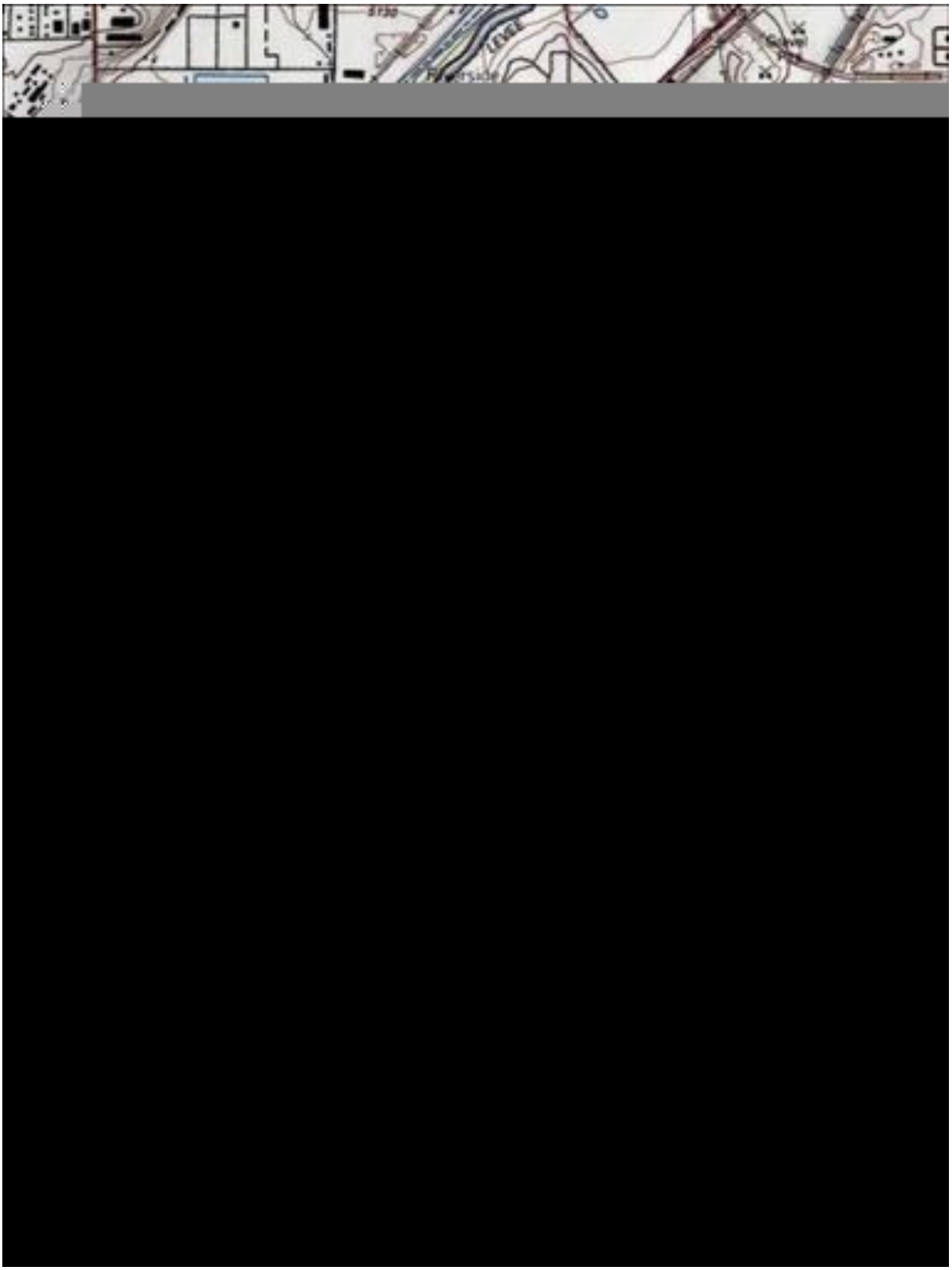
Note: Please include a sketch map, a photocopy of the USGS quad, map indicating resource location, and photographs.

Resource Number: 5DV.9816
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9816

Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.9816
Temporary Resource Number:

Address: 4800 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017

View to east/southeast of front (west) facade and north elevation

View to northeast of front (west) facade and south elevation

Resource Number: 5DV.9816
Temporary Resource Number:

Address: 4800 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017

View to northwest of south and east (rear) elevations

View to west/northwest of rear elevation

Resource Number: 5DV.9816
Temporary Resource Number:

Address: 4800 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017

View to southeast of garage

View to northeast of garage

Resource Number: 5DV.9816
Temporary Resource Number:

Address: 4800 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017

View to southeast of primary building and garage

Resource Number: 5DV.16827

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

!"#!$%&'!(!)*'!+&

1. Resource number: 5DV.16827
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: National Western Livestock Center
6. Current building name: National Western Livestock Center
7. Building address: 4800 Packing House Road
8. Owner name and address: Western Stock Show Association, 4655 Humboldt Street, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of NW 1/4 of section 23
10. UTM reference
    Zone 13S; 502410mE 4403714mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes a portion of the stock pens, the elevated concrete walkway and access to the walkway, and a sign that reads, "In the Yards." The legal description is: T3 R68 S23 NW/4 DIF BOOK 0574-197.

!!!"#*-)/!'%)'1-*2#$%3)-!.'!+&

14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 85 x Width 125
16. Number of stories: 2
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK; STUCCO
18. Roof configuration: FLAT ROOF
19. Primary external roof material:
20. Special features: NONE
21. General architectural description:
    5DV.16827 encompasses 10,820 square feet. The two-story building is rectangular in plan, and constructed of concrete blocks, with decorative concrete blocks highlighting the main entry on the front (southeast) facade. The flat roof is covered with an unknown material. Seven narrow concrete columns support a wide overhang on the front facade, with additional columns on the north and south elevations. A hexagonal structure is visible underneath the sheltering overhang that forms the auction arena. The overhang has a plain frieze with lettering that reads "NATIONAL WESTERN LIVESTOCK CENTER" above the main entry. The main entry consists of two pairs of metal-with-glazing doors flanked by paired fixed windows in metal frames, separated by simple

concrete pilasters that extend to the roofline. Six panels of decorative concrete block are located between the pilasters above the main entry. A one-story attached building located on the northeast elevation has a flat roof. The walls of the attached building are made of concrete block, with raised and recessed panel areas. Metal, one-over-one, double-hung windows are located in the slightly recessed channels between concrete panels.

22. Architectural style/building type: MODERN MOVEMENT

23. Landscaping or special setting features:

5DV.16827 is located on the western border of an irregular polygonal lot. An asphalt and concrete paved parking lot are east of the front (southeast) facade. The Livestock Exchange Building is southwest of 5DV.16827, and the pens are to the northeast.

24. Associated buildings, features, or objects:

1) the stock pens lie primarily northeast with a small portion northwest of the Livestock Center. The stock pens are a contributing structure within the proposed Denver Union Stock Yard Historic District (5DV.16841), see continuation sheet 8 for detailed information on the pens. The pens were established when the stockyards moved to this site in the 1880s, and they once extended north to Race Court and south to E. 46th Avenue. 2) A c.1955 walkway provides connection to a second-story balcony on the side (northeast) elevation of the Livestock Center. The concrete structure extends northeast to the Scale No. 6 Building. A metal mesh staircase provides access to the elevated walkway from the pens is located northeast of the Livestock Center. 3) A c.1990s metal sign is located just east of the staircase and the Livestock Center. The sign, which is arched and features lettering that reads "In the Yards," marks a main isle providing access to the western side of the pens area of the yards.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1967

Source of information: Denver Assessor, Thomas J. Noel, Riding High, page 112.

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Denver Union Stock Yards

Source of information: Denver Assessor, Thomas J. Noel, Riding High, page 112.

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

In 1966-1967, the Denver Union Stock Yards (DUSY) erected the National Western Livestock Center for $300,000.

30. Original location ____Moved __X__ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY

32. Intermediate use(s): AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY

33. Current use(s): AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY

34. Site type(s): Industrial

35. Historical background:

The National Western Livestock Center is the last building constructed by the DUSY. The DUSY was incorporated in 1881 and moved the stockyards to the east side of the South Platte River in 1886 to take advantage of the proximity to the railroad lines of the Chicago, Burlington, & Quincy. The DUSY was bought by Kansas City stock men in 1898, which built the first Exchange building. In 1906, the Chicago Union Stock Yards purchased the DUSY. The Chicago operation was organized by the country's largest meatpacking companies including Swift & Company and Armour, which built large factories at DUSY in the early 1910s. Eventually the DUSY was bought back by local investors. Without the DUSY there would not have been a National Western Stock Show.

By the mid-twentieth century, DUSY operated under a combined private treaty and auction system. However,

the livestock industry, nationally and in Colorado, experienced unprecedented changes between 1956 and 1966. Factors of change include the high concentration of feed lots (in the hands of few); direct buying of livestock by packers; packers obtaining supplies from their own feedlots; and the establishment of independent feeder-owned packing plants. These conditions challenged the DUSY, and its subsidiaries, and by the mid-1960s long-term debt and declining revenue led to the formulation of a new market strategy.

In 1966 the Denver-based subsidiaries of DUSY included the Denver Livestock Market, Inc., and the Western Stock Center, Inc. Operations changed from combined private treaty and auction to straight auction, with all sales conducted by the Denver Livestock Market, Inc. For this operation, the DUSY opened a newly constructed sales arena (the National Western Livestock Center) in 1966-1967 for $300,000. The air-conditioned two-story building houses a small auction arena that is heavily used during stock shows to sell animals and for judging of animals and awarding prizes to winners of competitions. John O'Dea was the president of the DUSY when the arena was built and it was the last building the DUSY constructed. At the time of its construction, the National Western Livestock Center was the most modern livestock sales arena in the country.

In the late 1960s the DUSY made efforts to streamline market facilities and procedures at the yards to strengthen the position of the Denver livestock market. Measures taken include: reducing the area needed for livestock sales by centering the operation in the southern end of the yards, with the surplus area available for higher use. About 50 acres of land on the north end of the yards were made available for development, with focus on drawing food processing and distributing industries to the site. The DUSY worked with DenverÕs Urban Renewal program and the South Platte Valley planners to assure timely development.

In 1970 the DUSY reorganized as a landholding company, the Denver Union Company, and began to cut ties with the livestock business. The 1971 assessor card for 5DV.16827 shows Vincent J. and Anthony J. Talarico, and John D. and Anna Deluca, of the Denver Union Company, as owners of the livestock building. The new company had purchased the closed Armour plant and tried to find a new owner, as well as the Swift plant and land in 1966. These efforts were unsuccessful and the DUSY began the process of donating the 120 acres it owned, as well as selling 4.5 miles of railroad track it owned, to the National Western. These actions allowed the National Western to continue to operate and grow as the DUSY became less active. Denver Assessor Records show a name change and merger occurred on 7/20/1978, whereby the Denver Union Corporation became the Western Stock Center Inc. The DUSY dissolved in 1983 and liquidated its assets, which included 120 acres. Though the parent company is gone, the National Western Stock Show has grown into a national treasure and destination.

36. Sources of information:

City and County of Denver Assessor Records

Keith and Cheryl Chamberlain, "From Golden Anniversary to Diamond Jubilee: The National Western Stock Show, Rodeo and Horse Show, 1956-1981," p. 6.

Thomas J. Noel, Riding High: Colorado Ranchers and 100 Years of the National Western Stock Show (Fulcrum Publishing, Golden, CO, 2005), p. 112-113.

W.C. Crew, President. The Denver Union Stock Yard Company, Annual Report, 1966. p.2-8.

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

Resource Number: 5DV.16827

Temporary Resource Number:

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

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

____ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

AGRICULTURE: RANCHING

40. Period of significance: 1967

41. Level of significance: National ____ tate ____ Local X

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. 5DV.16827 has significance under Criterion A for its association to the DUSY and the National Western. As a show arena and animal auction venue, the Livestock Center represents the evolving livestock industry in northeast Denver and Colorado in the latter half of the twentieth century. 5DV.16828 may also have significance under Criterion C as a local example of a Modern style arena building. This property does not possess significance under Criteria B or D as research did not reveal an association with persons important to our history, and this site is not likely to yield information important to history or prehistory.

Denver Landmark Summary: Denver landmarks must meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography. As noted in the National and State Register summary, 5DV.16828 possesses historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

43. Assessment of historic physical integrity related to significance:

5DV.16827 retains good integrity of design, materials, workmanship, feeling and association, and clearly conveys significance as an auction arena during its period of significance, 1967, the year it was completed.

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44. National Register eligibility field assessment:

Eligible X Not Eligible ____ Need Data ____

45. Is there National Register district potential? Yes X No: ____

Discuss: 5DV.16827 is located within the proposed Denver Union Stock Yard Historic District (5DV.16841). The DUSY are directly associated with the historical development of Denver and Colorado, and have been associated with this site since 1886. The DUSY and associated buildings, structures, and objects, are also directly associated with the history of transportation in north Denver (railroads, streetcars, roads, and highways); the development of agriculture (stock raising, farming, and meat packing); and the economic history (tourism, entertainment, and sports competitions) of the city. The National Western Livestock Center is an integral part of the site, constructed during a time of changes within the livestock industry, that represents a key period in the evolution of the site. The DUSY was once one of the major terminal livestock markets in the U.S., but by the 1960s major changes were occurring within the industry, such as direct buying from ranches and auction sales. 5DV.16827 was constructed as a major effort by the DUSY to remain relevant and competitive in the changing market.

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

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

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47. Photograph numbers:

IMG_2758.jpg; IMG_2764.jpg; IMG_2767.jpg; IMG_2770.jpg; IMG_2771.jpg; IMG_2903.jpg

Resource Number: 5DV.16827

Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Liz Boyer, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): 303-729-3777

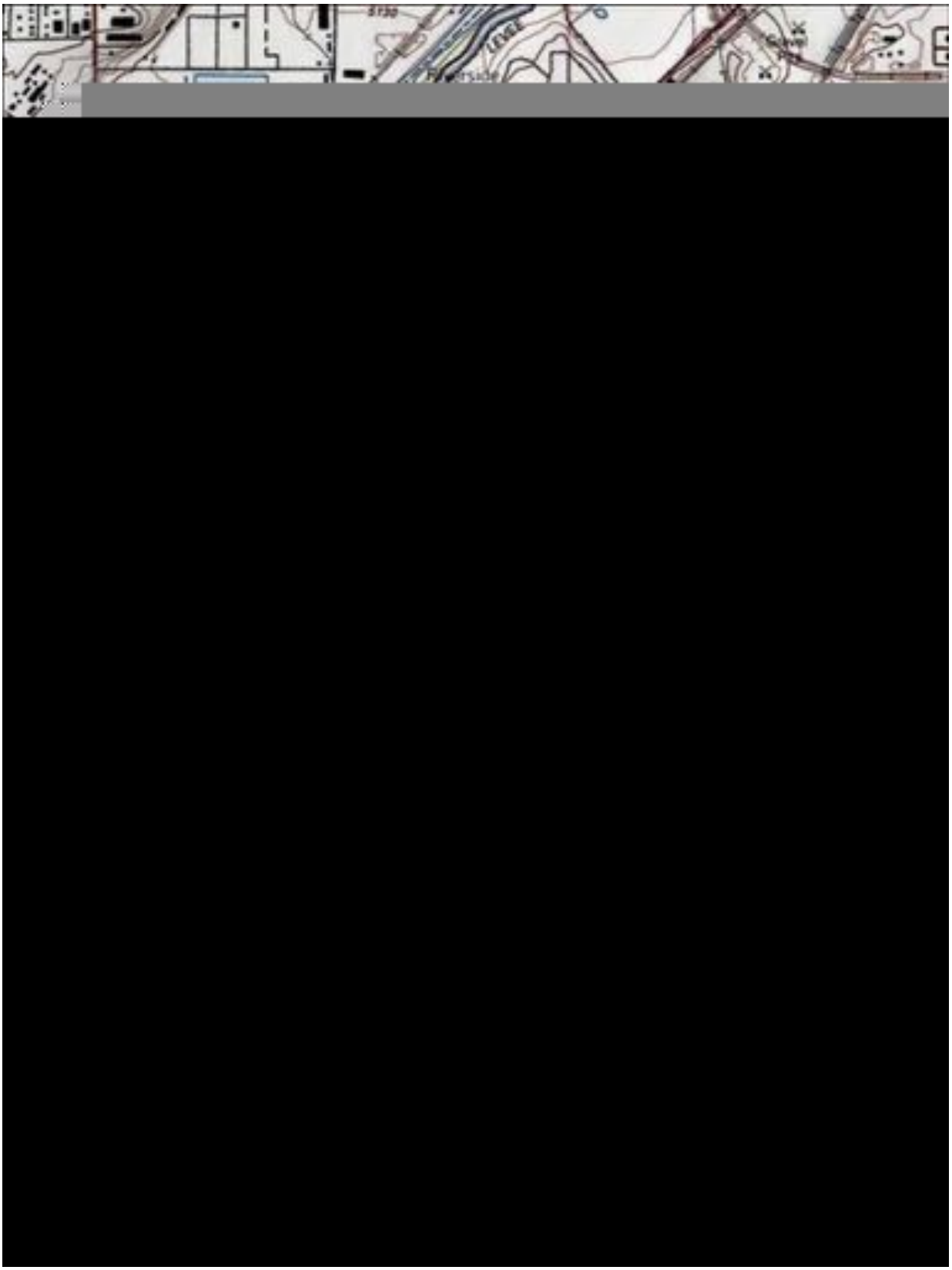
Note: Please include a sketch map, a photocopy of the USGS quad, map indicating resource location, and photographs.

Resource Number: 5DV.16827
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16827

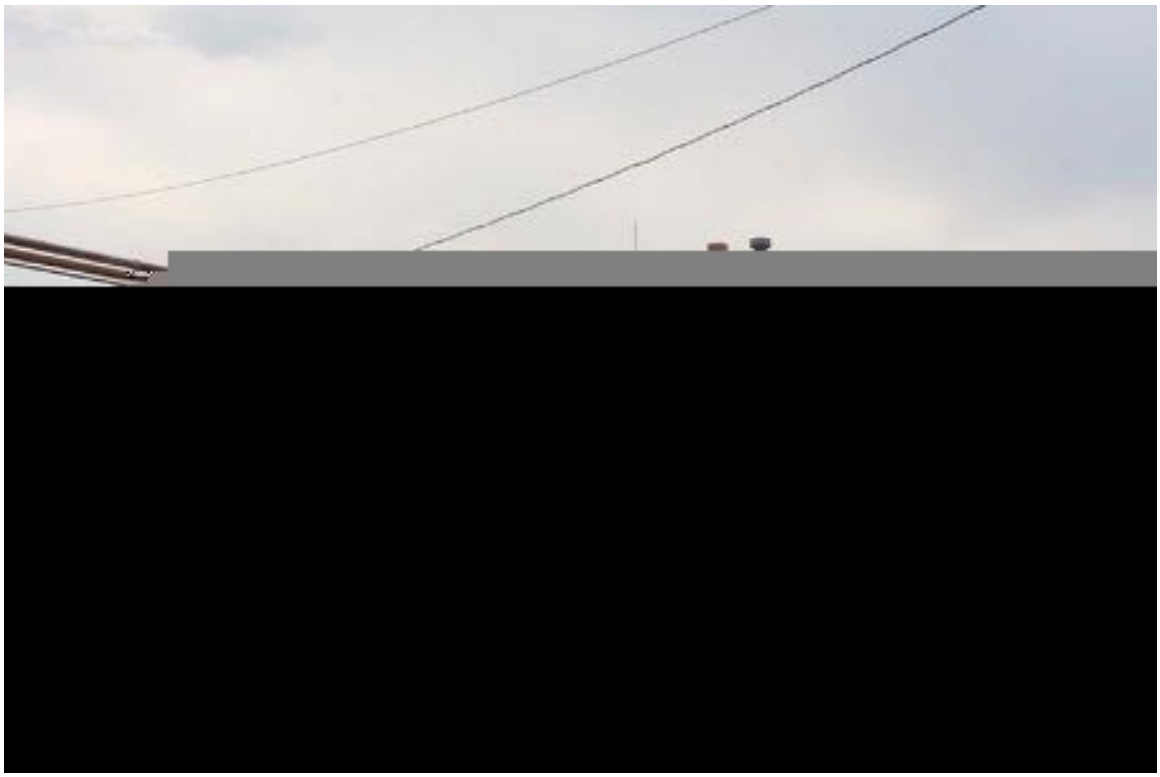
Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.16827
Temporary Resource Number:

Address: 4800 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

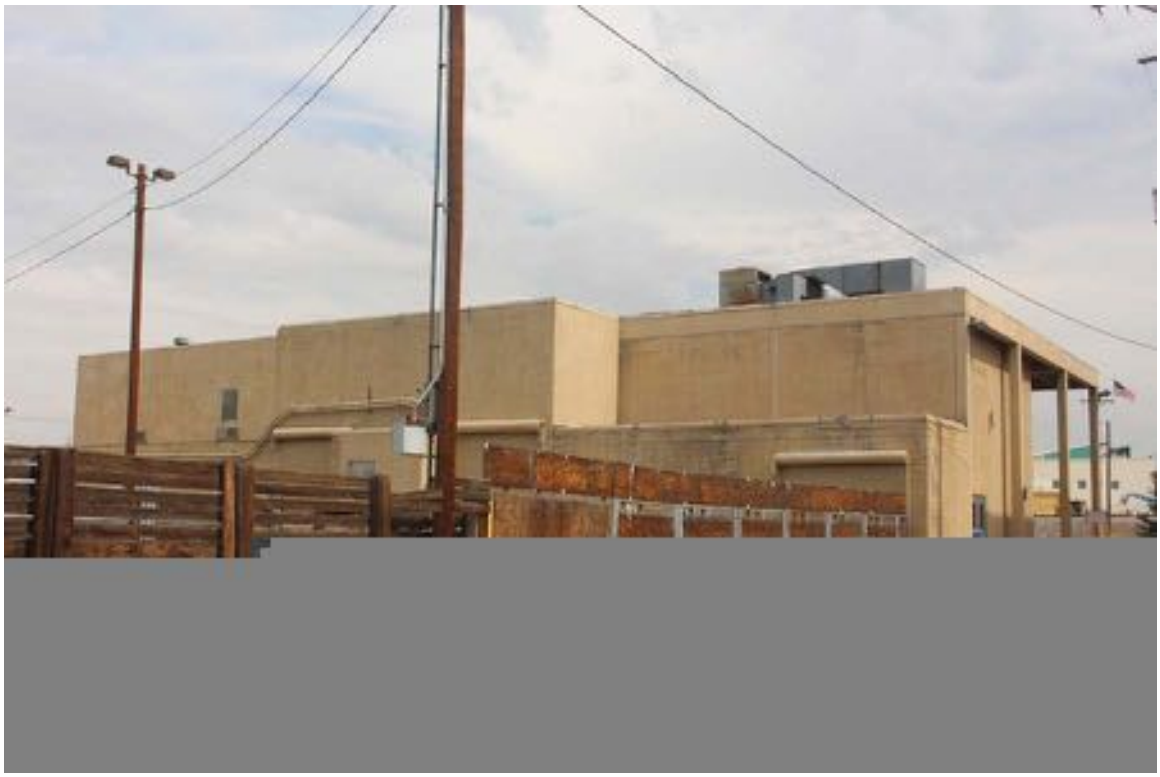


Side (northeast) and rear (northwest) elevations, view facing southwest

Side (northeast) and rear (northwest) elevations, view facing southwest

Resource Number: 5DV.16827
Temporary Resource Number:

Address: 4800 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017



Rear (northwest) and side (southwest) elevations, view facing southeast

Detail of second-story balcony, side (northeast) elevation, view facing southwest

Resource Number: 5DV.16822

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16822
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Denver Public School Bus Facility
6. Current building name: DPS Bus Facility
7. Building address: 4850 Brighton Boulevard

1/4 of 1/4 of 1/4 of SE 1/4 of section 14

X

12. Lot(s):

section. The side (east) elevation features a second ribbon of six fixed metal windows and a single-leaf door on the lower portion of the building. Additionally, three large overhead doors are located on the taller section of the building. Fenestration on the side (west) elevation consists of three single-leaf metal doors and a single fixed metal window on the lower section of the building and four fixed metal windows on the taller section. No fenestration is located on the south (rear) elevation. A c.1992 addition is located on the southeast corner of the building. The concrete block addition rests on a concrete foundation and has a flat roof with metal coping. The roof is covered with an unknown material. The addition features seven overhead doors and a single-leaf metal door on the north elevation. A single-leaf metal door is located on the additionÕs east elevation. No other fenestration is located on the addition.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

A large parking lot in located on the north end of the primary building and outbuildings on the property. A chain link fence surrounds the property.

24. Associated buildings, features, or objects:

A c.2002, one-story, pre-fabricated shed, outbuilding 1, with a rectangular plan is located east of the primary building on the property. The shed has vertical wood siding and an asphalt-shingled front gable roof. The front (north) facade features a metal overhead door. A c.1992 one-story, L-shaped garage, outbuilding 2, is located at the east edge of the property northeast of the primary DPS Bus Facility building. The garage has vertical metal siding and a shallow metal front gable roof. The front (north) facing facade features a metal overhead door and a double-leaf metal door. A second overhead door is located on the south (rear) elevation.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1983

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknwon

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Denver Public School Department of Transportation

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Available documentation on 4850 Brighton Boulevard is scarce. City and County of Denver AssessorÕs Records state that this building was constructed in 1983. Additionally, historic aerial photographs indicate that a large concrete block addition was constructed at the buildingÕs southeast corner c.1992. At that time an outbuilding located south of the DPS Bus Facility primary building was removed from the property and two large outbuildings were constructed to the northeast. One was sited directly north of the c.1992 addition and the other near the eastern edge of the property. The outbuilding directly north of c.1992 addition was subsequently removed c.2010. Another outbuilding was sited adjacent to the east elevation of the c.1992 addition c.2002.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): COMMERCE/TRADE: WAREHOUSE

32. Intermediate use(s):

33. Current use(s): COMMERCE/TRADE: WAREHOUSE

34. Site type(s): Bus Facility

35. Historical background:

Available documentation on the Denver Public Schools (DPS) Bus Facility is scarce. City and County of Denver AssessorÕs records indicate that the Denver Public School District No. 1 acquired the site in 1976 and this building was construction in 1983. The facility served as the Denver Public SchoolÕs Northeast Bus Terminal. According to the 2008 I-70 East Draft Environmental Impact Statement and Section 4(F) Evaluation it was one of two bus terminals with an additional satellite terminal in Aurora. By the time of the 2008 I-70 study the facility

Resource Number: 5DV.16822

Temporary Resource Number:

was no longer used by Denver Public Schools. As a Denver Post article suggests that the facility was in use by the district in 2003, the Denver Public Schools likely stop using the site between 2003 and 2008. AssessorÕs records show that the property was sold to Wells Fargo National on January 15, 2015.

After a Supreme Court ruling in 1973, Denver Public Schools were forced to desegregate. Although busing played an integral part in desegregation through the transportation of students throughout the district, this facility was constructed well after the initial efforts to deal with school segregation and the race relations in Denver.

36. Sources of information:

City and County of Denver Assessor's Records

I-70 East Draft Environmental Impact Statement and Draft Section 4(F) Evaluation, November 2008 U.S. Department of Transportation Federal Highway Administration and Colorado Department of Transportation, page 5.2

Brooks, Maegan Parker ÒMuch to be proud of but a long way to go: Twenty Years Since DPS BusingÓ June 1, 2015 Front Porch https://frontporchne.com/article/much-proud-long-way-go-twenty-years-since-dps-busing/

Alweis, Lyn ÒDenver Public SchoolsÕ Northeast TerminalÓ Denver Post August 5, 2003 http://www.gettyimages.com/detail/news-photo/denver-public-schools-northeast-terminal-cq-for-school-news-photo/161328159?#52003denver-public-schools-northeast-terminal-cq-for-school-buses-was-picture-id161328159

Gottlieb, Alan ÒWhat can be done about Denver school districtÕs segregation?Ó Rocky Mountain PBS I-News October 25, 2015 http://www.summitdaily.com/news/what-can-be-done-about-denver-school-districts-segregation/

4!"#3!,&!(!)*&)%

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a potential Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Likewise, the buildings at 4850 Brighton Boulevard should be considered not eligible under Criterion C. The warehouse building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. In addition, the warehouse at 4850 Brighton Boulevard was constructed in 1978, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouse does

Resource Number: 5DV.16822

Temporary Resource Number:

not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, there is no need to assess integrity.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

DPS Bus Facilty, 4850 Brighton (1), DPS Bus Facility 4850 Brighton (1), DPS Bus Facility 4850 Brighton (5), DPS Bus Facility 4850 Brighton (7), DPS Bus Facility 4850 Brighton (9), DPS Bus Facility, 4850 Brighton (1), DPS Bus Facility, 4850 Brighton (6), DPS Bus Facility, 4850 Brighton (6)

Negatives filed at: Mead and

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

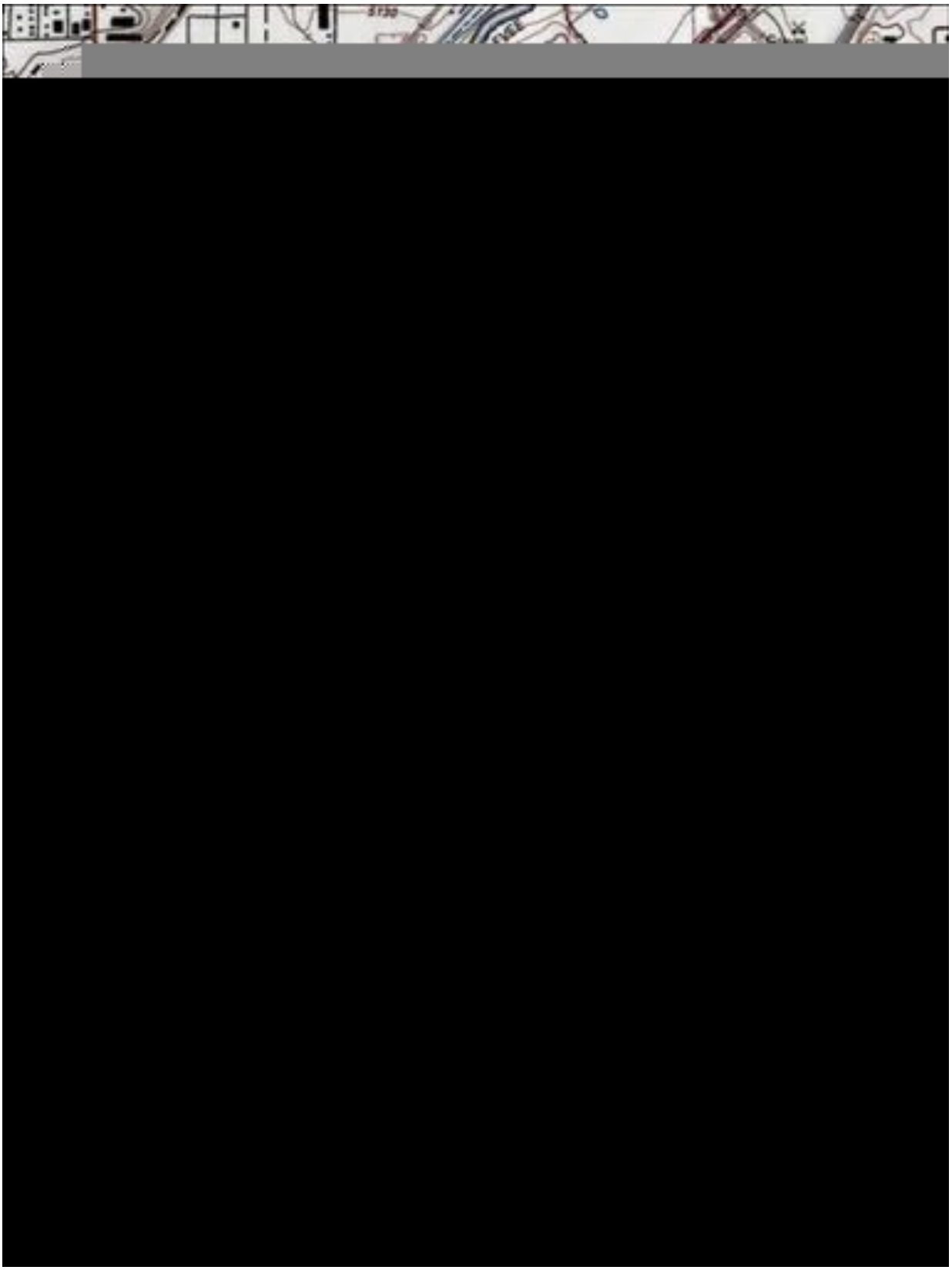
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16822
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16822
Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.16822
Temporary Resource Number:

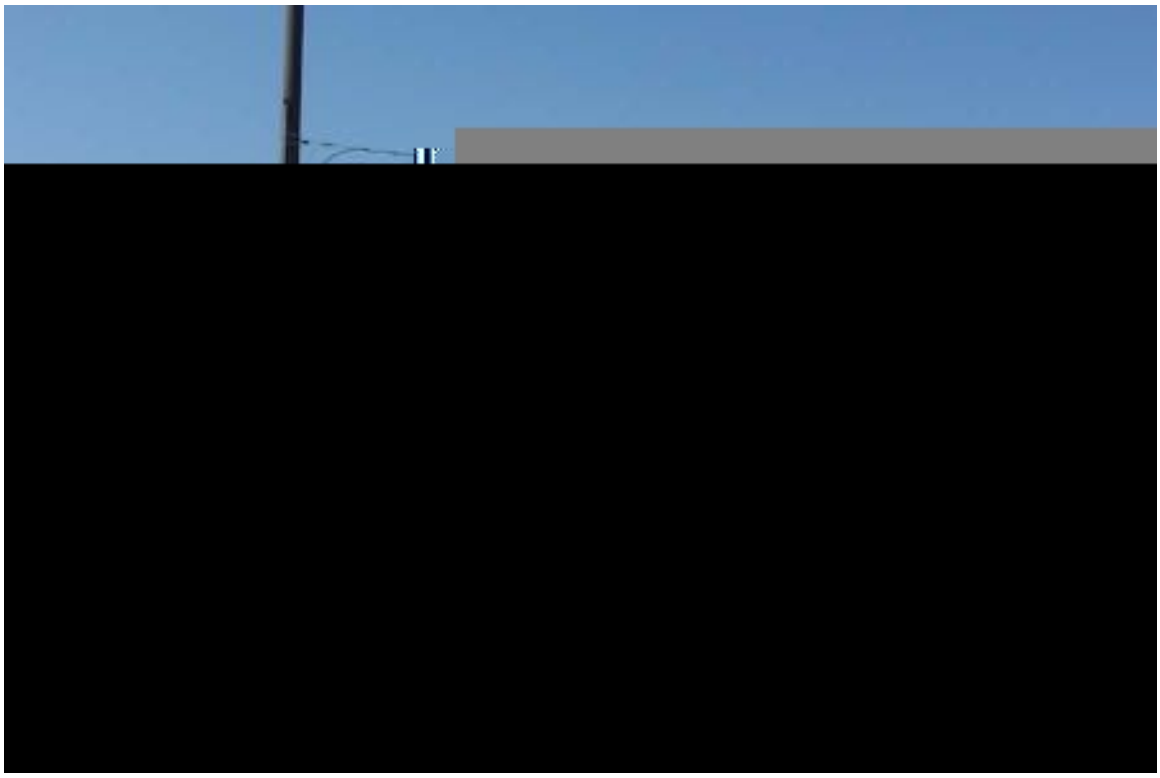
Address: 4850 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of the DPS Bus Facility

View to the northwest of the DPS Bus Facility c.1992 and Outbuilding 1

Resource Number: 5DV.16822
Temporary Resource Number:

Address: 4850 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017



View to southwest of DPS Bus Facility and Outbuilding 1

View to west/northwest of Outbuilding 2

Resource Number: 5DV.16822
Temporary Resource Number:

Address: 4850 Brighton Boulevard
Photographer: K. Ohland Photograph Date: September 2017

View to east/southeast of DPS Bus Facility, Outbuilding 2, and overall site

View to south/southwest of overall site

Resource Number: 5DV.10078

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.10078
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Historic Sheep Pens/Le Mouton Noir, Bio Energy Building, Animal/Sheep Bridge
7. Building address: 4875-4877 Packing House Road
8. Owner name and address: Le Mouton Noir LLC, 925 W. Kenyon Avenue 2, Englewood, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SW 1/4 of section 14
10. UTM reference
    Zone 13S; 502573mE 4403936mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal description is as follows: T3 R68 S14 S/2 DIF BOOK 1223-315.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 250 x Width 140
16. Number of stories: 2
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK; WOOD
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: NONE
21. General architectural description:
    The Historic Sheep Pens/Le Mouton Noir building is a two-story building with a square footprint. The foundation for this building is poured concrete curtain walls which surround a system of 24-inch X 24-inch reinforced concrete piers with a slab floor. The concrete piers define space that was historically open and, following the building's use as a sheep pen, were subsequently filled in with either windows, doors, or solid walls. The front (southeast) facade features a 23-bay massing on both the first and second stories. There are a number of entrances to the building, with the primary entrances on the front (southeast) facade. The first story of the front facade features infill walls of concrete and wood, and nine metal overhead retractable doors. Five additional metal entry doors are located on the front facade. The second story of the front facade features diagonal wood

plank and concrete infill, metal multi-light windows with vertical divisions, and metal double-hung and sliding sash windows. The side (southwest) elevation features two sets of double glass doors in metal frames, flanked by fixed windows and transoms, at the southeast corner. As with the front facade, the southwest elevation contains a variety of industrial and entry doors, and concrete and wood infill walls. The second story of the southwest elevation consists of diagonal wood plank and concrete infill, and metal sliding sash windows. The side (northeast) elevation openings have all been filled in with either concrete block or diagonal wood planks. One metal entry door is located on the northeast elevation. Access to the rear (northwest) elevation is restricted due to the railroad right-of-way. The roof of 5DV.10078 is flat in the forward half and louvered in the rear half. The louvers are 11 full width shed roofs that abut one another and are parallel to the front facade of the building. The decorative features of this building are very minimal.

22. Architectural style/building type: MODERN MOVEMENT

23. Landscaping or special setting features:

Parking is located southeast and northwest of the building. The property abuts the railroad on rear, and trees have grown up along the boundary. An 8-foot-high chain link fence encloses the irregular, polygonal lot.

24. Associated buildings, features, or objects:

1) The one-story Bio Energy Building at 4875 Packing House Road has a rectangular plan and rests on a concrete foundation. The bow-string trussed building features two barrel roofs (The building originally had three barrel roofs; at some point the northern section was demolished). The roof features wide eaves, a narrow facia board, and is covered with an unknown roofing material. Two large metal industrial vehicle doors are located on the front (east) facade. The main entry is a metal slab door. The wall of the front facade, and a flat-roof addition that extends to the north, are clad in diagonal wood siding. 2) The Animal Sheep Bridge is a remnant of a steel pony-truss animal bridge that consists of 5 spans, and no extant abutments. The structure has a total length of 333 feet (and 140 feet are over the South Platte River). Paired steel columns with X-bracing set on a concrete base support five approximately 80-foot steel spans. The 9-foot wide deck consists of three concrete approach spans on the east side and wood decking extending to the western end of the structure. A railing lines the entire bridge (including inside the two pony truss spans), with steel railings bolted to the deck. Six slats of wood are attached to the posts.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: c.1920 Actual: _____

Source of information: Review of historic aerials housed at the National Western Center Photographic Archives

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: N/A

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

A review of historic aerials housed at the National Western Center Photographic Archives shows the Le Mouton Building was constructed in two phases. The photographs also show the building did not originally have windows and air was allowed to circulate freely though the pens. The 1928-1936 Sanborn map shows two distinct portions of the building massing (one set back from the road at the west side of the lot, the other just east of it fronting Packing House Road), which supports the building was constructed in two phases. A review of historic photos shows that an addition to the front (northeast) facade was completed by 1929, which made 5DV.10078 the world's largest concrete sheep barn (Noel, 2006, 112). Site form 5DV.10078 filed at OAHP 9/18/2017 states that in 1975 the existing sheep pens were converted into mini warehouse space for owner The Warehouse Inc., which suggests the building was enclosed during the mid-1970s.

The Bio Energy building is located southwest of the historic sheep pens and the City and County of Denver Assessor records do not provide a date of construction for this building. A review of historic photographs housed and the National Western Campus Photographic Archives shows a large frame barn with the same footprint was constructed at the same location by 1915 to 1920. The frame barn housed a pig market and

worked in tandem with the sheep pens (now Le Mouton Noir) just to the northeast. Historic photos show a triple-barrel roof building replaced the earlier barn by the mid-twentieth century. Sanborn fire insurance maps confirm the new building had the same footprint and configuration as the earlier building. The design and construction methods of the building reflect a decidedly mid-century modern aesthetic. Historic aerials confirm that between 1959 and 1974, the northern most bay of the building (next to Le Mouton) was removed.

Construction records for the animal sheep bridge are scarce and the actual construction date is unknown. Previous reports (Slater Paul, 2007, 51) suggest that 5DV.16840 was thought to be an early resource on the National Western Campus site. However, a review of historic images shows this bridge was not constructed prior to the 1920s. The bridge is shown on the 1928-1936 Sanborn map. The bridge was likely constructed with the expansion of sheep pens (now Le Mouton, 5DV.10078) in 1929.

30. Original location __X__ Moved _____ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY: BARN
32. Intermediate use(s): AGRICULTURE/SUBSISTENCE: PROCESSING
33. Current use(s): COMMERCE/TRADE: WAREHOUSE
34. Site type(s): Industrial
35. Historical background:

5DV.10078 consists of buildings and structures related to the animal processing industry that have evolved over time. Available records on Le Mouton are scarce; however, a review of historic aerials housed at the National Western Center Photographic Archives shows the Le Mouton Building was constructed in two phases. The photographs show the building was not originally enclosed to allow air to circulate freely through the pens. Two distinct massings are evident on the 1928-1936 Sanborn map, which shows the initial building set back from the road at the west side of the lot, and the addition located on the northeast elevation fronting Packing House Road), which supports the building was constructed in two phases. When the front (northeast) facade was completed in 1929, the Historic Sheep Pens/Le Mouton Noir was the world's largest concrete sheep barn (Noel, 2006, 112). The 1920s-1940s were the heyday of the meatpacking industry, with record sales during World War II due to the high demand for meat to feed the troops and American Allies. By the 1960s and 1970s, changes in the meatpacking industry caused the plants in northeast Denver to close one by one. In 1975 the existing sheep pens were converted into mini warehouse space for owner The Warehouse Inc. Although it is not known exactly when all the openings were enclosed, the new use suggests it occurred during the mid-1970s. By 1979, Wesley Box was listed as owner of the property, and in 1982 the space housed Chapman Sports, Inc. In 1998, the Capitol Life Insurance Co. granted the property to Le Mouton Noir, LLC.

A review of historic photographs shows a large frame barn was constructed in the same location as the Bio Energy Building by 1915-1920. This frame barn housed a pig market and worked in tandem with the sheep pens (now Le Mouton Noir) just to the northeast. Historic photos show a triple-barrel roof building replaced the earlier barn by the mid-twentieth century. Sanborn fire insurance maps confirm the new building had the same footprint and configuration as the earlier building. During the 1970s and 1980s, changes in ranching and meat processing industries led to the eventual closure of all the meat packing plants in the stockyards vicinity - which resulted in redevelopment of many lots. Historic aerials show that 5DV.16828 was reconfigured by 1974, with the removal of the north bay of the building.

Available records on 5DV.16840 are scarce and the Denver Assessor Records do not provide a construction date for this structure. Previous reports (Slater Paul, 2007, 51) suggest that 5DV.16840 was considered possibly a very early resource of the Denver Union Stock Yards. However, a review of historic images shows this bridge was not constructed prior to the 1920s. The 1928-1936 Sanborn map shows the animal/sheep bridge as a "steel viaduct" with wood plank deck. The bridge was likely constructed with the expansion of sheep pens (now Le Mouton, 5DV.10078) in 1929. The sheep pens (Le Mouton) were connected with the Cudahy Meat Packing plant east of the stockyard pens (a non-extant steel animal bridge once connected the Cudahy facility with the east side of Le Mouton). By the 1960s and 1970s, the meat packing industry declined and the plants in north Denver closed one by one. The sheep/animal bridge was likely altered (abutments removed) sometime after 1970 when the last of the large meat packing plants (Swift, Armour, Wilson, and Cudahy) closed.

36. Sources of information:

City and County of Denver Assessor Records
5DV.10078 Site Record, Filed at OAHP 9/18/2007

Resource Number: 5DV.10078

Temporary Resource Number:

Historic Aerials, 1974-2017, courtesy of Google Earth
National Western Center Photographic Archives
Sanborn Fire Insurance Maps, 1929-1938, 1951, 1962-1967
Thomas Noel, Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show, 2005.

4!"#3!,&!(!)*&)%

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

____ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

SOCIAL HISTORY

40. Period of significance: 1951-1967

41. Level of significance: National ____ tate ____ Local X

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. 5DV.10078 has a direct association with the animal processing industry that once dominated this site, and the ethnic workers once employed here, so it may have significance under Criterion A: Economic Development and/or Social History. The buildings and structure at the site may also have significance under Criterion C. The Le Mouton building is a rare surviving example of an open-air animal pen, and the largest in the world at the time of its completion. In addition, it may have significance as an example of Modernism constructed in the interwar period. The Bio Energy Building may have significance as a local example of a bowstring truss industrial building, and the Animal Sheep Bridge may have significance as an example of an animal transport bridge. This property does not possess significance under Criteria B or D as research did not reveal an association with persons important to our history, and this site is not likely to yield information important to history or history.

Denver Landmark Summary: Denver landmarks must meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography. As noted in the National and State Register summary, 5DV.10078 possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

43. Assessment of historic physical integrity related to significance:

5DV.10078 has undergone a number of changes over time, and buildings and structures within will be considered individually. The Historic Sheep Pens/Le Mouton Noir building has been enclosed, and the window and door configurations within have also changed over time. However, the original historic fabric of the building, including floors, ramps, and exterior frame, are all clearly visible. In addition, the in-fill material could be removed which would return the building to its original form. Le Mouton retains enough integrity of design, materials, association, and feeling to reflect significance.

The Bio Energy Building is an interesting example of a bowstring truss building with a mid-century aesthetic. However, it has lost a great deal of physical integrity. The entire northern bay has been removed at some point after 1959 and before 1974. Due to this extensive alteration, the building no longer reflects its historic appearance or relates to its historic significance. Due to the lack of integrity, the Bio Energy Building is not eligible for the State or National Registers of Historic Places, nor as a Denver Landmark.

Resource Number: 5DV.10078

Temporary Resource Number:

The Animal Bridge is in a deteriorated state and has had sections removed over time. Although the bridge has incurred a loss of physical integrity, it retains a strong association with the animal processing industry, and retains enough integrity of design, materials, setting, association, and feeling to convey convey significance.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: 5DV.10078 is a complex that consists of two buildings and one structure that are directly related to the animal processing industry that once dominated the site. Although the Bio Energy does not contribute to this complex, the Historic Sheep Pens/Le Mouton Noir should be considered eligible under Criteria A and C for the State and National Registers, and as a potential Denver Landmark, and the Animal Sheep Bridge should be considered a contributing structure.

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

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

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47. Photograph numbers:

IMG_2893.jpg; Le Mouton, 4877 Packimg House Road (3).jpg; Le Mouton, 4877 Packing House (5).jpg; Le Mouton, 4877 Packing House (7).jpg; Bio Energy, 4875 Packing House Rd (5).jpg; Bio Energy, 4875 Packing House Rd (7).jpg;Bio Energy, 4875 Packing House Rd (3).jpg; Sheep Bridge (1).jpg

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak, Senior Historian, Liz Boyer, historian

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.10078
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.10078
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.10078
Temporary Resource Number:

Address: 4875-4877 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Front (east) facade, view facing west

Side (south) elevation, view facing northwest

Resource Number: 5DV.10078
Temporary Resource Number:

Address: 4875-4877 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Side (north) elevation, view facing southwest

Side (north) elevation, view facing south/southwest

Resource Number: 5DV.10078
Temporary Resource Number:

Address: 4875-4877 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Bio Energy Building, front (east) facade, view facing west

Front and side (north) elevation, view facing southwest

Resource Number: 5DV.10078
Temporary Resource Number:

Address: 4875-4877 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Front and side (south) elevation, view facing northwest

Animal Sheep Bridge, view from east bank, facing northeast

Resource Number: 5DV.16828

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16828
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Brands Building, Hay Barn No. 5
6. Current building name: Brands Building
7. Building address: 5000 Packing House Road
8. Owner name and address: City and County of Denver, 201 W Colfax Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SW 1/4 of section 14
10. UTM reference
    Zone 13S; 502307mE 4404120mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal description is as follows: T3 R68 S14 SW/4 DIF BOOK 2044-153.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 100 x Width 60
16. Number of stories: 1
17. Primary external wall material(s): METAL
18. Roof configuration: FLAT ROOF
19. Primary external roof material: METAL ROOF
20. Special features:
21. General architectural description:
    5DV.16828, known as the Brands Building, is a large one-story outbuilding with a rectangular plan (55' X 110'). The building has a flat roof that is covered with corrugated metal sheets. The walls are also clad in corrugated metal panels.
22. Architectural style/building type: NO STYLE
23. Landscaping or special setting features:
    5DV.16828 is located southwest of the Denver Rock Island Railroad line and buildings (5DV.16838), and

Resource Number: 5DV.16828

Temporary Resource Number:

northeast of the Historic Sheep Pens/Le Mouton Noir (5DV.10078). The lot is surrounded by a chain link fence.

24. Associated buildings, features, or objects:

There are two non-historic aged modular sheds located east of 5DV.16828 on the lot.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: 1929 Actual: _____

Source of information: Sanborn Fire Insurance Map, 1928-1936
NWC Historic Photograph Collection

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: N/A

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Construction permits and records on 5DV.16828 are scarce and the actual construction date is unknown. The Brands Building can be seen on the 1928-1936 Sanborn map, identified as "Hay Barn No. 5."

30. Original location ____Moved __X__ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY

32. Intermediate use(s): AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY

33. Current use(s): VACANT/NOT IN USE

34. Site type(s): Industrial

35. Historical background:

Available records on 5DV.16828 are scarce and the exact construction date is not known. The Brands Building, which was identified as "Hay Barn No. 5" can be seen in the 1928-1936 Sanborn map. The stockyards once contained several hay barns at the site that stored feed for its "guests." The Brands Building appears to be the last extant metal hay barn that dates to the stockyards hey-day, the 1920s.

Changes in the livestock industry in the 1960s caused the Denver Union Stock Yards (DUSY) to adopt a different marketing plan, which included consolidating the pens (which reduced their size by half). The meat packing plants also moved away from the site in the 1960s, and in 1966 DUSY bought the closed Armour plant just south of the Brands Building. When DUSY could not find owners or an alternative use, the Armour plant was subsequently demolished. The Brands Building was likely adapted to a new use during this period. By the 2000s, the building was owned by the Colorado Department of Transportation for use as a storage facility. The building was granted the City and County of Denver on June 30, 2017.

36. Sources of information:

City and County of Denver Assessor Records
NWC Historic Photographic Collection
Sanborn Fire Insurance Maps, 1928-1936, 1962-1967
Noel, Thomas. Riding High. Colorado Ranchers and 100 Years of the National Western Stock Show, (Fulcrum: 2006).

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

Designating Authority:

Resource Number: 5DV.16828

Temporary Resource Number:

38. Applicable National Register Criteria:

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

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

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

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

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

___ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

AGRICULTURE: RANCHING

40. Period of significance: 1929

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

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a Denver Landmark. This structure has significance under Criterion A for its association with the animal processing industry that once dominated this site. Research did not produce evidence that this property is associated with persons that have made a significant contribution to history under Criterion B. 5DV.16828 may also have significance as an example of a rare surviving metal agricultural outbuilding under Criterion C. The structure does not have significance under Criterion D as it is not likely to yield information important in history or prehistory.

43. Assessment of historic physical integrity related to significance:

5DV.16828 has good historic physical integrity related to significance. The barn retains integrity of design, materials, workmanship, feeling, and association, and clearly conveys its period of significance.

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44. National Register eligibility field assessment:

Eligible X Not Eligible ___ Need Data ___

45. Is there National Register district potential? Yes ___ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

Industrial Building 5058-3_FacingSSW.JPG; 5058 Industrial Building (2).jpg

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Liz Boyer, Katie Ohland

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): 303-729-3777

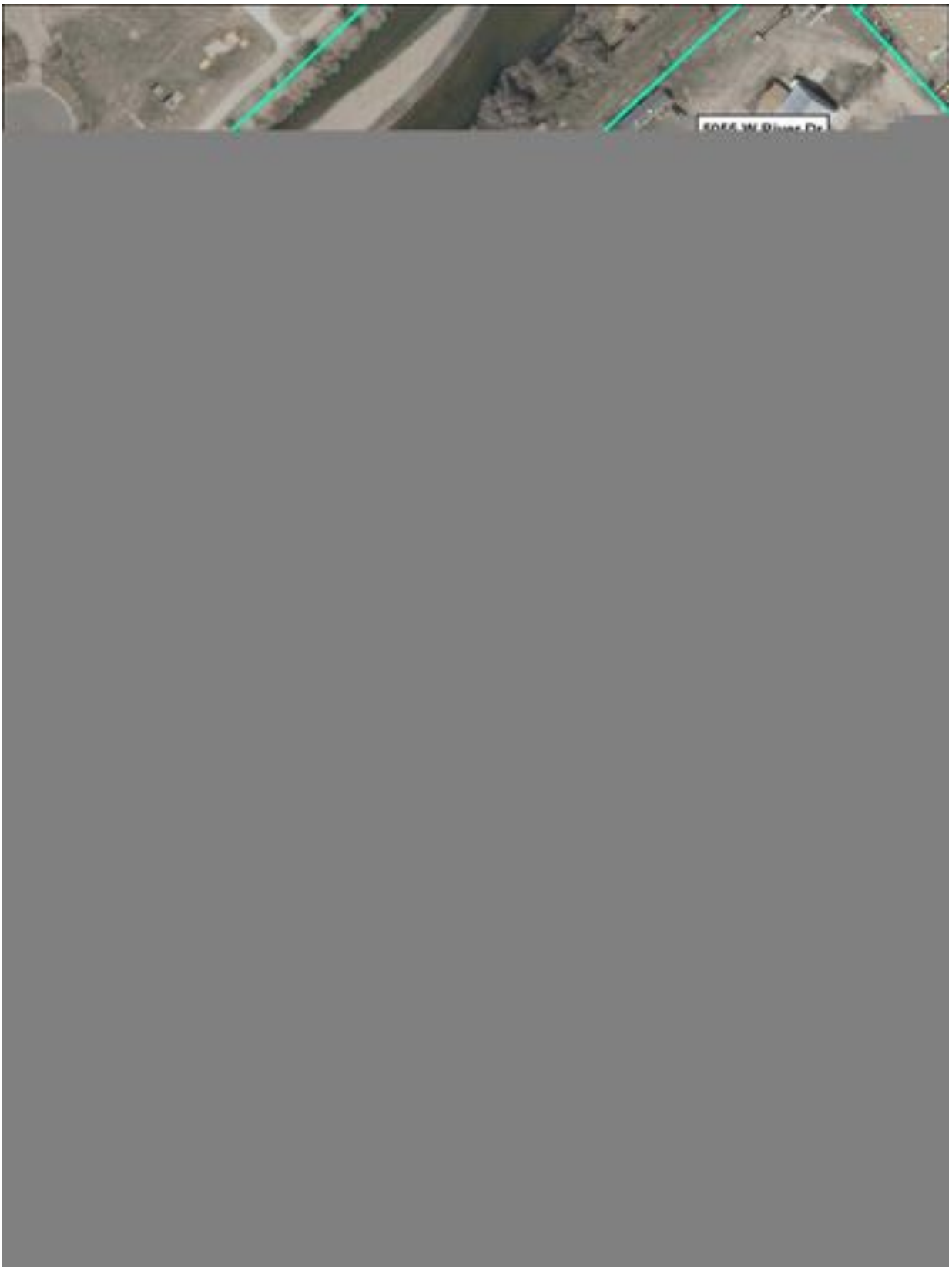
Resource Number: 5DV.16828

Temporary Resource Number:

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

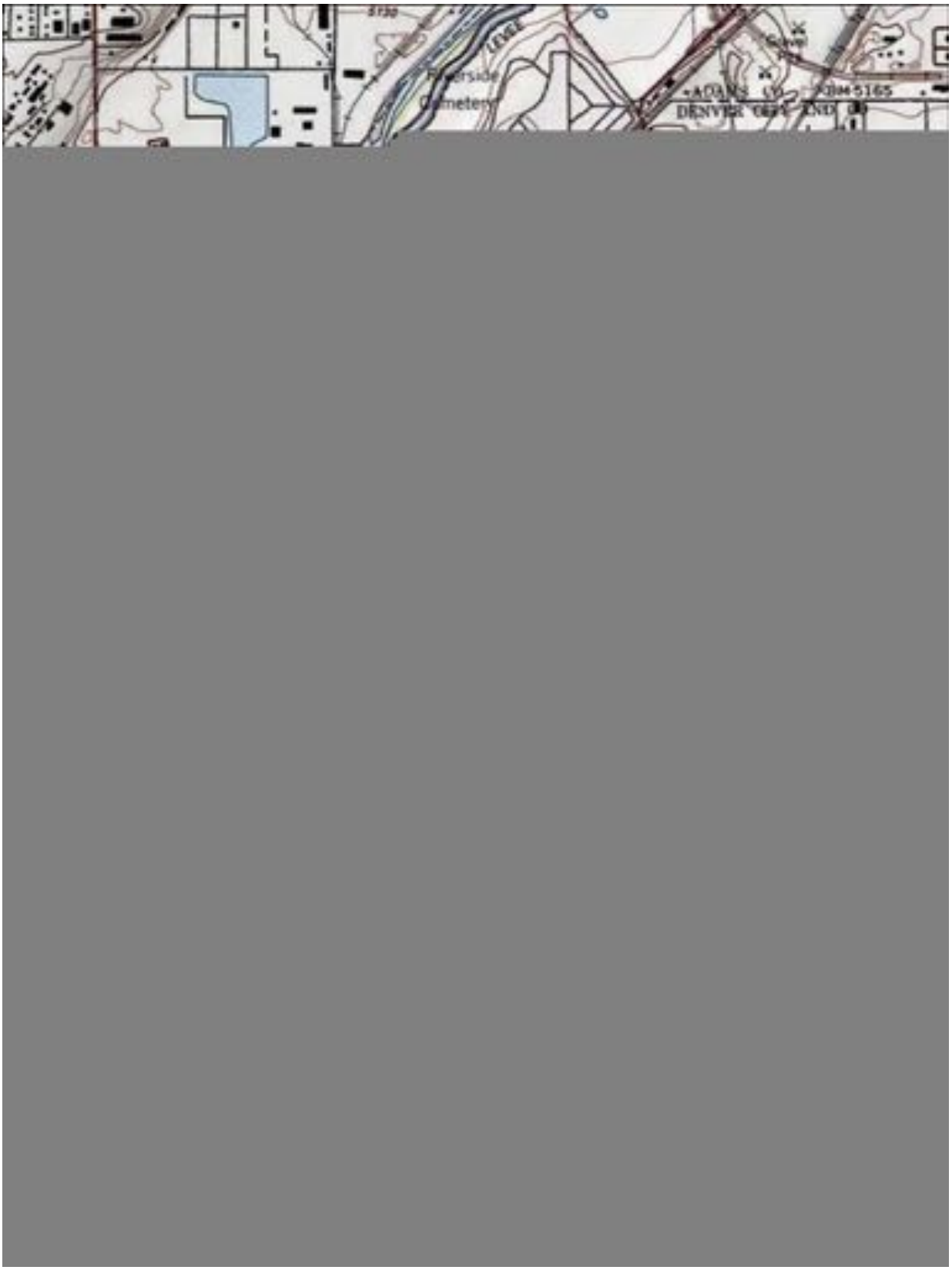
History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

Resource Number: 5DV.16828
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16828
Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.16828
Temporary Resource Number:

Address: 5000 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Front (northeast) facade, view facing south-southwest

Side (southeast) elevation, view facing northwest

Resource Number: 5DV.10083
Temporary Resource Number:

OAHP1403
Rev. 9/98

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Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

Architectural Inventory Form

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1. Resource number: 5DV.10083
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Armour Office Building
6. Current building name: Former Armour Office Building
7. Building address: 5000/5001/5011 Packing House Road
8. Owner name and address: Thomas Anthony, 5001 National Western Drive, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SW 1/4 of section 14
10. UTM reference
    Zone 13S; 502455mE 4404109mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundaries for the lots (5000/5001/5011 Packing House Road) that comprises this property and includes all structures and features associated with the property. The legal description includes: 14/3/68 PT SW/4 COM SE COR SW/4 TH N 1561.64FT W 368.9FT S67W 714.72FT S34.4421W 288FT S55.1539E 396.5FT TPOB DAF, 14/3/68 PT SW/4 DAF, and T3 R68 S14 SW/4 DIF BOOK 2044-153.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 65 x Width 90
16. Number of stories: 2
17. Primary external wall material(s): BRICK; CONCRETE
18. Roof configuration: FLAT ROOF
19. Primary external roof material: ASPHALT ROOF
20. Special features: CHIMNEY, DECORATIVE CORNICE, FENCE
21. General architectural description:
    5DV.10083 is a two-story brick building with a rectangular plan that rests on a poured concrete wall foundation. The flat roof is covered with asphalt roofing and the roofline features decorative concrete banding at the cornice. The front (southeast) facade is symmetrical and features full-height brick pilasters. The main entrance to this building is via a one-story portico, with a flat roof which is supported by paired Tuscan Doric columns. The portico features elaborate molding and dentils in the entablature. The building features tripartite windows

with transoms on the front facade, side (northeast), and rear (northwest) elevations, all with wood surrounds and concrete sills. The first-story windows have been boarded up with ply-wood panels. The raised foundation also features decorative brick and concrete banding. The interior includes an entry foyer and first floor offices, with intact floors, woodwork, transoms, and interior windows. Two original walk-in vaults are located along the northeast wall on the first and second stories. The second story is mostly open and has an enclosed teller station.

22. Architectural style/building type: COMMERCIAL: EARLY TWENTIETH CENTURY COMMERCIAL

23. Landscaping or special setting features:

This property is on an irregularly shaped polygonal lot. A brick walkway is located between Packing House Road and the southeast parking area.

24. Associated buildings, features, or objects:

1) Armour Water Tower: Approximately 250 feet north-northeast of the northeast corner of the former Armour Office building is an 80-foot-tall water tower. The tower has 25-foot by 25-foot footprint with trussing that tapers to 15-foot square at the top. The tower supports a cylindrical metal tank. The conical roof has a wide overhang. The name "Armour" has been painted on the side of the tank. A walkway circling the water tank has a metal railing. 2) A 4-foot-tall masonry garden wall is attached to the southwest corner of the Armour Office building and extends south towards Packing House Road.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1917

Source of information: City and County of Denver Assessor Record

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Armour Meat Packing Plant

Source of information: Colorado Cultural Resouces Architectural Inventory Form 5DV.10083, Filed at OAHP 8/8/2007.

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Beyond the first-story windows being boarded up, no major alterations are visible on the exterior.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): COMMERCE/TRADE: BUSINESS/PROFRESSIONAL

32. Intermediate use(s): COMMERCE/TRADE: BUSINESS/PROFRESSIONAL

33. Current use(s): VACANT/NOT IN USE

34. Site type(s): Commercial

35. Historical background:

This area was once known as the Denver Union Stock Yards (DUSY) and was the location of several packing houses (Swift, Wilson, Cudahy and Armour were the largest). Armour was a Chicago company that was also associated with Swift and Company, the nation's largest meatpacking firm, by 1915. By the 1910s Swift had gained control of DUSY and with Armour, Wilson, and Cudahy, enjoyed a near-monopoly of the nation's meat industry (Noel, 2006, 112). The Armour Office building was constructed in 1917. The Armour Water Tower can be seen in the 1903-1904 updated to 1925 Sanborn map as an integral part of the Armour plant site. Changes in the meatpacking industry in in the 1950s and 1960s caused the "Big-Four" to close one by one. In 1966 DUSY bought the closed Armour plant, as well as Swift land and holdings (southwest of Le Mouton), but could make a success at converting either plant to alternative uses. The Swift and Armour plants (once located northeast of the Armour Office building) were subsequently demolished.

In the following years, 5DV.10083 has housed several businesses: Day Fresh Egg Factory (1963), Howards

Resource Number: 5DV.10083

Temporary Resource Number:

Distributors, Inc. and Blakely Stock Commission (1970s), A.A. Blakely Livestock, FJ Blatnik Livestock, S.B. Nowack Livestock (1980s), and P. Genack, American Gelbvieh Association (1990s) (5DV.10083 site form, OAHP, 2007). In 2006, the Western Stock Show Association granted the former Armour Office Building to Thomas Anthony who lived there with his family until 2017 when the City bought the structure.

36. Sources of information:

City and County of Denver Assessor Records
Colorado Cultural Resources Architectural Inventory Form 5DV.10083, Filed at OAHP 8/18/2007
Noel, Thomas. Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show. (Fulcrum:2006)

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

____ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

SOCIAL HISTORY

40. Period of significance: 1917-1929

41. Level of significance: National ____ tate ____ Local X

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. A property may be considered for inclusion as a Denver Landmark at 30 years of age. 5DV.10083 has an association with the animal processing industry that once dominated this site, and the ethnic workers once employed here, so may have significance under Criterion A: Economic Development and/or Social History. 5DV.10083 may also have significance under Criterion C as a rare and excellent example of a Neoclassical Office building on the former DUSY. This property does not possess significance under Criteria B or D as research did not reveal an association with persons important to our history, and this site is not likely to yield information important to history or history.

Denver Landmark Summary: Denver landmarks must meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography. As noted in the National and State Register summary, 5DV.10083 possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character and is a rare remnant of the former meatpacking plant that sprawled throughout the site. The period of significance is 1917-1925 which relates to the construction dates of the former Armour Office Building and the water tower.

43. Assessment of historic physical integrity related to significance:

5DV.10083, which includes the former Armour Office Building and associated water tower, retains excellent integrity of design, materials, workmanship, location, association and feeling, and although changes have occurred to the property over time, it clearly conveys significance to the period of significance - 1917 to 1925 which encompasses the construction dates of buildings and structures on the property.

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Resource Number: 5DV.10083

Temporary Resource Number:

44. National Register eligibility field assessment:

Eligible X Not Eligible ___ Need Data ___

45. Is there National Register district potential? Yes ___ No: X

Discuss: 5DV.10083 consists of a complex that includes the former Armour Office Building and the Armour Water Tower, the last two standing structures to the once massive animal processing plant that was once here. This potential National Register district is eligible under National Register Criteria A: Economics, Commerce and Social History and C: Architecture. This potential district has significance for its relation to the DUSY, and related packing plant industry that was once present. The early ties between the Denver Union Stock Yards and the meatpacking companies was a prime factor in the development of today's National Western Stock Show, which has become an important part of Colorado's western identity and culture. As well, this potential district is important for its association with the ethnic workers who were employed at the plants and in the yards. 5DV.10083 has architectural significance as a local example of a NeoClassical industrial office building, and as an intact water tower structure.

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

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

4!!!"#-%)+-$!&,#!&(+-0*'!+&

47. Photograph numbers:

5001 Packing House (7).jpg; 5001 Packing House (3).jpg; 5001 Packing House (2).jpg; 5001 Packing House- Interior (26); IMG_2822.jpg; Water tower, Packing House road (4).jpg; 5001 Packing House, Armour Office (2).jpg

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Liz Boyer, Katie Ohland

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

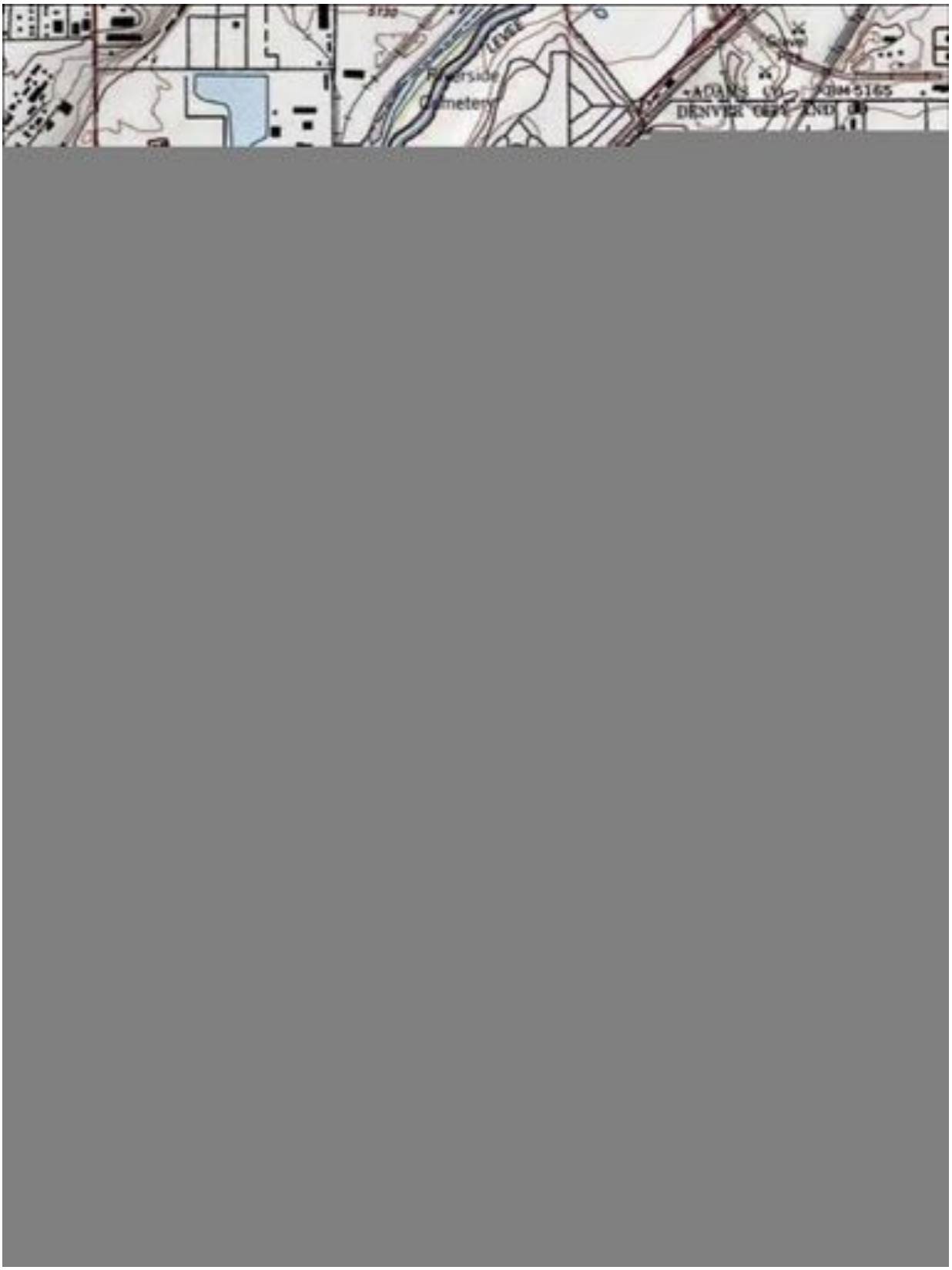
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.10083
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.10083
Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.10083
Temporary Resource Number:

Address: 5000/5001/5011 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Front (southeast) facade, view facing northwest

Front facade and side (southwest) elevation, view facing north

Resource Number: 5DV.10083
Temporary Resource Number:

Address: 5000/5001/5011 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Side (northeast) and rear (northwest) elevations

Detail of interior second floor vault, view facing east

Resource Number: 5DV.10083
Temporary Resource Number:

Address: 5000/5001/5011 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

View of water tower and former Armour Office building, view facing northeast

View facing northwest

Resource Number: 5DV.10083

Temporary Resource Number:

Address: 5000/5001/5011 Packing House Road

Photographer: K. Ohland Photograph Date: September 2017

Detail of garden wall, view facing north

Resource Number: 5DV.16838

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16838
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Denver Rock Island Railroad Industrial Buildings
7. Building address: 5055 W. River Drive
8. Owner name and address: Denver Rock Island Railroad, Inc., 3400 E 56th Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SW 1/4 of section 14
10. UTM reference
    Zone 13S; 502425mE 4404236mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal description is as follows: T3 R68 S14 SW/4 EXHIBIT A DIF RCP #093145 RCD 7/9/86.

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14. Building plan (footprint, shape): IRREGULAR PLAN
15. Dimensions in feet: Length 50 x Width 80
16. Number of stories: 2
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK
18. Roof configuration: FLAT ROOF
19. Primary external roof material: METAL ROOF
20. Special features: NONE
21. General architectural description:
    5DV.16838 consists of three separate buildings. The primary building has two stories and rests on a concrete foundation. The roof is flat and appears to be covered with metal roofing material. The walls of the main massing are of concrete block construction, and a one-story entry clad in stone extends east at the southeast corner. The main entrance faces east and consists of a metal slab door. A metal sliding sash window is located north of the main entry. The concrete block portion of the building does not feature additional fenestration.
22. Architectural style/building type: NO STYLE

Resource Number: 5DV.16838

Temporary Resource Number:

23. Landscaping or special setting features:

Parking lots are located south and east of the primary building and associated industrial building. The buildings are located near to several active railroad lines and the Delgany Interceptor Sanitary Sewer. Access is limited.

24. Associated buildings, features, or objects:

1) A large c.1970 associated industrial building is located southwest of the primary building. The building, which has a rectangular footprint and rests on a concrete foundation, is one-story tall on the west end with sections that rise to two- and three-story levels on the east end. The associated industrial building has a flat roof that appears to be covered with corrugated metal sheets, and the walls are clad in corrugated metal as well. Windows are metal fixed and sliding sash. 2) An additional c.1990 modern metal building is located across the parking lot on the eastern edge of the lot. The side gable building has a metal roof and walls. A large vehicle bay featuring a metal overhead retractable door, and a secondary entrance consisting of a metal slab door, are located on the front (southeast) facade. A small front-gable frame addition is located on the side (west) elevation. The roof of the addition is covered with asphalt shingles and features narrow eaves. The walls are covered in wood paneling. 4) Two railroad engine cars are located in front of building 2 (c.1970 metal building). One is a 1960s General Motors engine, possibly model number SW1000 or SW1001, painted red. The second engine is a mid-1950s to 1960 General Motors engine, possibly model number SW7 or GM9. Both engines were types typically used by Public Service operators.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: 1965 Actual: _____

Source of information: City and County of Denver Assessor Records; Records indicate a 1965 construction date, although there are three buildings constructed at different times on the lot. Buildings on the lot are given circa dates.

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: N/A

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

No documents were found regarding construction history for the buildings.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): TRANSPORTATION: RAIL-RELATED

32. Intermediate use(s): TRANSPORTATION: RAIL-RELATED

33. Current use(s): TRANSPORTATION: RAIL-RELATED

34. Site type(s): Industrial

35. Historical background:

Available records on 5DV.16838 are scarce. No buildings are present on the 1929-1930 Sanborn Fire Insurance Map. Buildings with footprints that resemble the Denver Rock Island Railroad Industrial primary and associated industrial building appear on the 1962, updated to 1967, Sanborn Map. City and County of Denver Assessor Records indicate that by 2006, Floyd Phillips owned the property. The property was granted to the Denver Rock Island Railroad on July 27, 2006. The Denver Rock Island Railroad incorporated in 1993 as a small line catering to businesses around the stock yards. It is a minor railroad company with a limited amount of track, and it is not associated with any historic lines. It is unknown when the two General Motors railroad engine cars were acquired and brought to the site.

36. Sources of information:

City and County of Denver Assessor Records
Sanborn Fire Insurance Maps, 1929-1930, and 1962, updated to 1967.
National Western Center Historic Preservation Study, Slater Paul, Architects. Final Report, August 25, 2014.

Resource Number: 5DV.16838

Temporary Resource Number:

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. While the buildings on this lot may have significance for association with the DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1), research shows the resources of 5DV.16838 were constructed at the end of or after railroad's period of significance (1905-1970) transportation history and during a period when the rail transportation at the stockyards was changing. As well, these buildings do not have a strong association with the Denver Rock Island Railroad (1993), which is a minor railroad company with a limited amount of track, and it is not associated with any historic lines. Accordingly, 5DV.16838 lacks significance under Criterion A: History. Research did not produce evidence that this property is associated with people that have made a significant contribution to history under Criterion B. Likewise, 5DV.16838 should be considered not eligible under Criterion C. Both the industrial buildings are modest examples of common architectural forms, that exemplify common building practices, and features are not representative of an architectural style. These buildings are not likely to contain information important to history or prehistory beyond what is archivally documented, and do not contain significance under Criterion D. In addition, the modern warehouse at 5055 W. River Drive was constructed in c.1990, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouse does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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Resource Number: 5DV.16838

Temporary Resource Number:

47. Photograph numbers:

    IMG_2666.jpg; IMG_2662.jpg; IMG_2656.jpg; IMG_2668.jpg

    Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Liz Boyer, Katie Ohland
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16838
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16838
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16838
Temporary Resource Number:

Address: 5055 W. River Drive
Photographer: K. Ohland Photograph Date: September 2017

Primary building facade, view facing west

Associated building 1, view facing northwest

Resource Number: 5DV.16838
Temporary Resource Number:

Address: 5055 W. River Drive
Photographer: K. Ohland Photograph Date: September 2017

Associated building 1, view facing southeast

Associated building 2, view facing east

Resource Number: 5DV.16832

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16832
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Robert Mann Oriental Rugs
7. Building address: 5115 Race Court
8. Owner name and address: City & County of Denver, 201 W Colfax Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 502930mE 4404216mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property description is as follows: T3 R68 S14 SE/4 DIF BOOK 1623-385.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 125 x Width 75
16. Number of stories: 2
17. Primary external wall material(s): CONCRETE
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: FENCE
21. General architectural description:
    The building at 5115 Race Court is a two-story rectangular-shaped 1978 warehouse. The building is clad in concrete panels with raised ribs and has a flat roof with metal coping. The roof and foundation materials are unknown. The front (northeast) facade features a single-leaf second story entrance that is accessed by concrete steps with a metal railing. An overhead door and adjacent single-leaf door are located on the first-story. Windows on the facade consist of two fixed and four fixed-over-awning windows. A single-leaf door, overhead door, and fixed metal windows are located on the side (northwest) elevation. Fenestration on the southeast elevation is only partially visible from the public right-of-way and appears to be fixed metal windows.

Resource Number: 5DV.16832

Temporary Resource Number:

The rear (southwest) elevation features a one-story c.2010 addition. The addition is clad in corrugated metal siding and has a corrugated metal gable roof. No fenestration is visible on the rear elevation.

22. Architectural style/building type: MODERN MOVEMENT

23. Landscaping or special setting features:

The parcel is generally paved.

24. Associated buildings, features, or objects:

The property is surrounded by an approximately 6-foot-high chain link fence.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1978

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

City and County of Denver Assessor's Records indicate that this building was constructed in 1978 as a warehouse facility. Historical aerial photographs indicate that a one-story addition was constructed on the rear elevation c.2010.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): COMMERCE/TRADE: WAREHOUSE

32. Intermediate use(s):

33. Current use(s): COMMERCE/TRADE: WAREHOUSE

34. Site type(s): Commercial

35. Historical background:

The City and County of Denver AssessorÕs Records state that this building was constructed in 1978 as a warehouse. The building is sited on former Denver Union Stock Yards (DUSY) land at a location that once contained animal pens. A portion of the stockyards, including this property, was sold off by the Denver Union Stock Yard Company in the 1970s for industrial development. Available documentation on the property is scarce and research did not reveal any information until 2007 when Purolator Security Inc. sold the facility to 5115 Race LLC. Soon after in 2008 the property was acquired by Mann Properties Ltd. The current owner, the City and County of Denver, bought the property in 2017. Robert Mann Rugs was the building tenant from 2009 to 2017. Founded in 1978 the company specializes in the cleaning and restoration of oriental rugs and has recently moved to a new location.

36. Sources of information:

City and County of Denver AssessorÕs Records

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 4, 2017.

Robert Mann Rugs ÒOur Story,Ó http://www.mannrugs.com/about/, October 4, 2017.

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

Designating Authority:

38. Applicable National Register Criteria:

Resource Number: 5DV.16832

Temporary Resource Number:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Although the building is sited at the former location of DUSY animal pens, it is not related to the stockyard history or any specific stockyard event. Built in 1978, the building is associated with a later phase of development within the stockyards grounds and not directly associated with either the stockyards or the National Western Stock Show. Likewise, the building at 5115 Race Court is a modest warehouse with no distinct architectural detailing or style and should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and do not contain significance under Criterion D. In addition, the warehouse at 5115 Race Court was constructed in 1978, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouse does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

Robert Mann 5115 Race Court, Facing Southeast(4).JPG, Robert Mann 5115 Race Court, Facing Southeast.JPG, Robert Mann 5115 Race Court, Facing Southwest.JPG, Robert Mann 5115 Race Court, Facing Northeast.JPG, Robert Mann 5115 Race Court, Facing Southeast (3).JPG

Resource Number: 5DV.16832

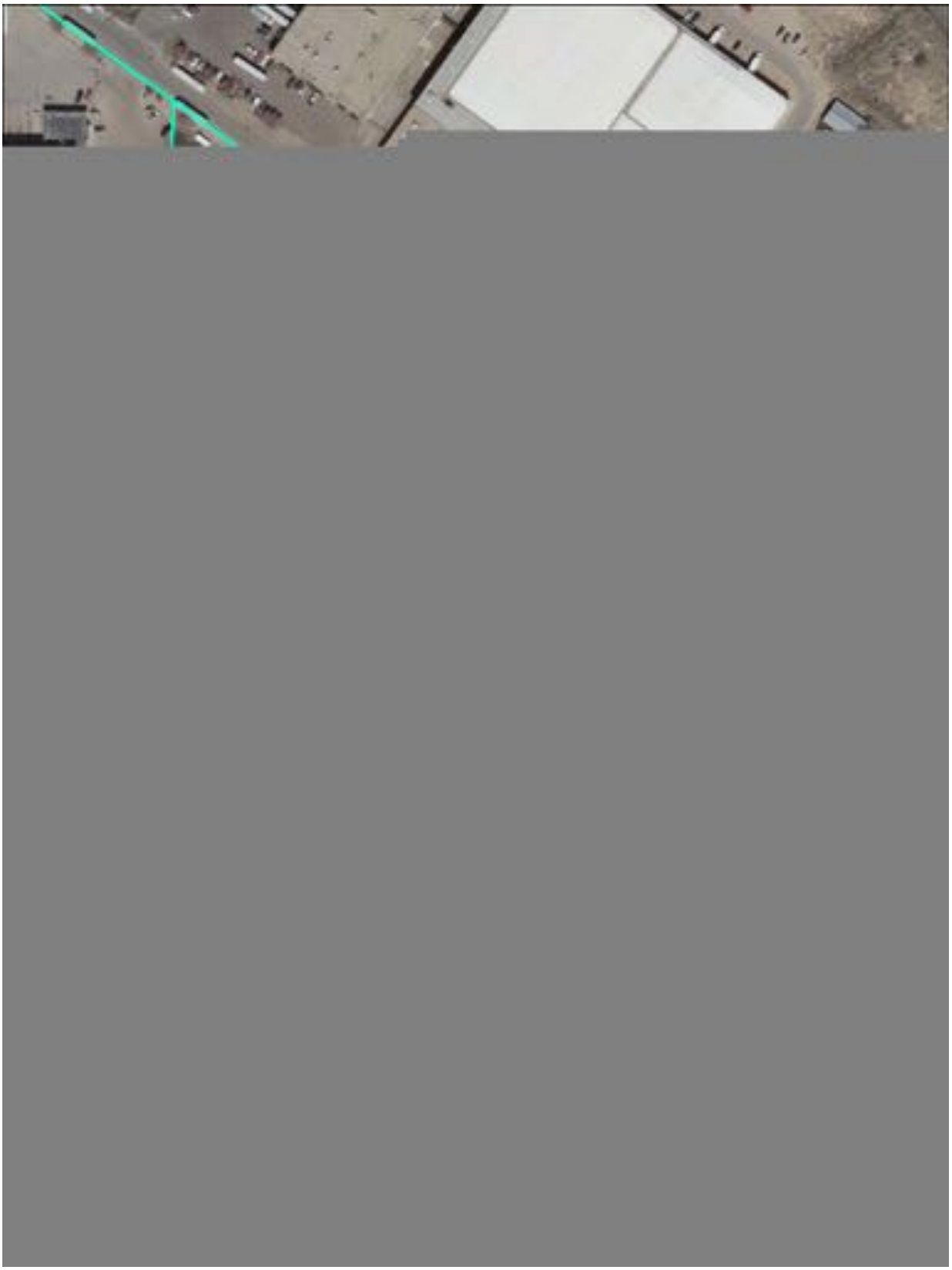
Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16832
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16832
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16832
Temporary Resource Number:

Address: 5115 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the southeast of the facade

View to the southeast of the facade and northwest elevation

Resource Number: 5DV.16832
Temporary Resource Number:

Address: 5115 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the southwest of the facade and southeast elevation

View to the northeast of the norhwest and southwest elevations and rear addition

Resource Number: 5DV.16832
Temporary Resource Number:

Address: 5115 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the southeast of the overall site

Resource Number: 5DV.16833

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16833
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Rocky Mountain Colby/BSI Building
7. Building address: 5125 Race Court
8. Owner name and address: AW RACE LLC., 15 Cherry Hill Park Drive, Cherry Hills Village, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 502830mE 4404213mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property description is as follows: T3S R68W S14 SE1/4 BEG CNTR COR SD S14 S 266.26FT S 54.3904 E ALNG SLY ROW LI RACE CT 1124.45FT TO TPOB DAF.

!!!"#*-)/!'%)'1-*2#$%3)-!.'!+&

14. Building plan (footprint, shape): IRREGULAR PLAN
15. Dimensions in feet: Length 450 x Width 370
16. Number of stories: 1
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: FENCE
21. General architectural description:
    The building at 5125 Race Court is a one-story irregular-shaped 1979 warehouse. 5DV.16833 appears to be compromised of multiple sections, including a one-story wing on the northeast corner, with varying one-story roof heights. Some sections may be later additions but available research could not confirm this possibility. Overall the concrete block building rests on a concrete foundation, is clad in ribbed concrete panels, and has a flat roof with metal coping. The roof material is not known and the ribbed concrete panels are only located on the front (northeast) facade and northwest elevations as well as on the wing. The building lacks architectural details. The front (northeast) elevation features multiple overhead doors and a single-leaf door. The side

Resource Number: 5DV.16833

Temporary Resource Number:

(northwest) elevation has louvered window openings and two single-leaf doors accessed by a small metal staircases. The opposing side (southeast) elevation has two overhead doors. The rear (southwest) elevation features multiple overhead and rolling doors. The wing has multiple door and window openings on the northeast and southeast elevations. All have been boarded-up with plywood.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

The parcel is generally paved, with trees and grass along Race Court and a portion of the northeast elevation. A small parking lot is located next to the northeast elevation. A fence border makes a portion of the property inaccessible.

24. Associated buildings, features, or objects:

A steel silo is located at adjacent to the rear (southwest) elevation.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1979

Source of information: City and County of Denver Assessor's Office

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: City and County of Denver Assessor's Office

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

The City and County of Denver AssessorÕs Office Records indicate that this building was constructed in 1979 as a warehouse facility. Historical aerial photographs suggest that no major changes have been made to the building since its construction. The building appears to be comprised of several sections. Some sections may be later additions but available research did not confirm this possibility. Some door openings on the rear elevation appear to have been infilled with concrete block.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

34. Site type(s): Industrial

35. Historical background:

Available documentation on the 5125 Race Court is scarce. The City and County of Denver AssessorÕs records state that this building was constructed in 1979 as a warehouse. The building is sited on former Denver Union Stock Yards (DUSY) land at location that once contained animal pens. A portion of the stockyards, including this property, was sold off by the Denver Union Stock Yard Company in the 1970s for industrial development. Research did not reveal any additional information on the buildingÕs history other than the sale of the property by Marjorie Ann Crane sold the property to AW Race LLC. According to Denver City Directories Marjorie A. Crane was the vice-president of National Duplicating Co. No additional information was found on the National Duplicating Co. and its potential connection with this property. The current tenant is the Rocky Mountain Colby Pipe Company, which also occupies the adjacent building to the east at 5131 Race Court.

36. Sources of information:

City and County of Denver Assessor's Records

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 4, 2017.

Denver City Directories

Resource Number: 5DV.16833
Temporary Resource Number:

4!"#3!,&!(!)*&)%

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance:

41. Level of significance: National ____tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Although the building is sited at the former location of DUSY animal pens, it is not related to the stockyard history or any specific stockyard event. Built in 1979, the building is associated with a later phase of development within the stockyards grounds and not directly associated with either the stockyards or the National Western Stock Show. Likewise, the building at 5125 Race Court is a modest warehouse with no distinct architectural detailing or style and should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and do not contain significance under Criterion D. In addition, the warehouse at 5125 Race Court was constructed in 1979, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouse does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

4!!"#&*'!+&*2#-%,!3'%-#%2!,!6!2!'5#*33%330%&'

44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

4!!!"#-%)+-$!&,#!&(+-0*'!+&

47. Photograph numbers:

Resource Number: 5DV.16833

Temporary Resource Number:

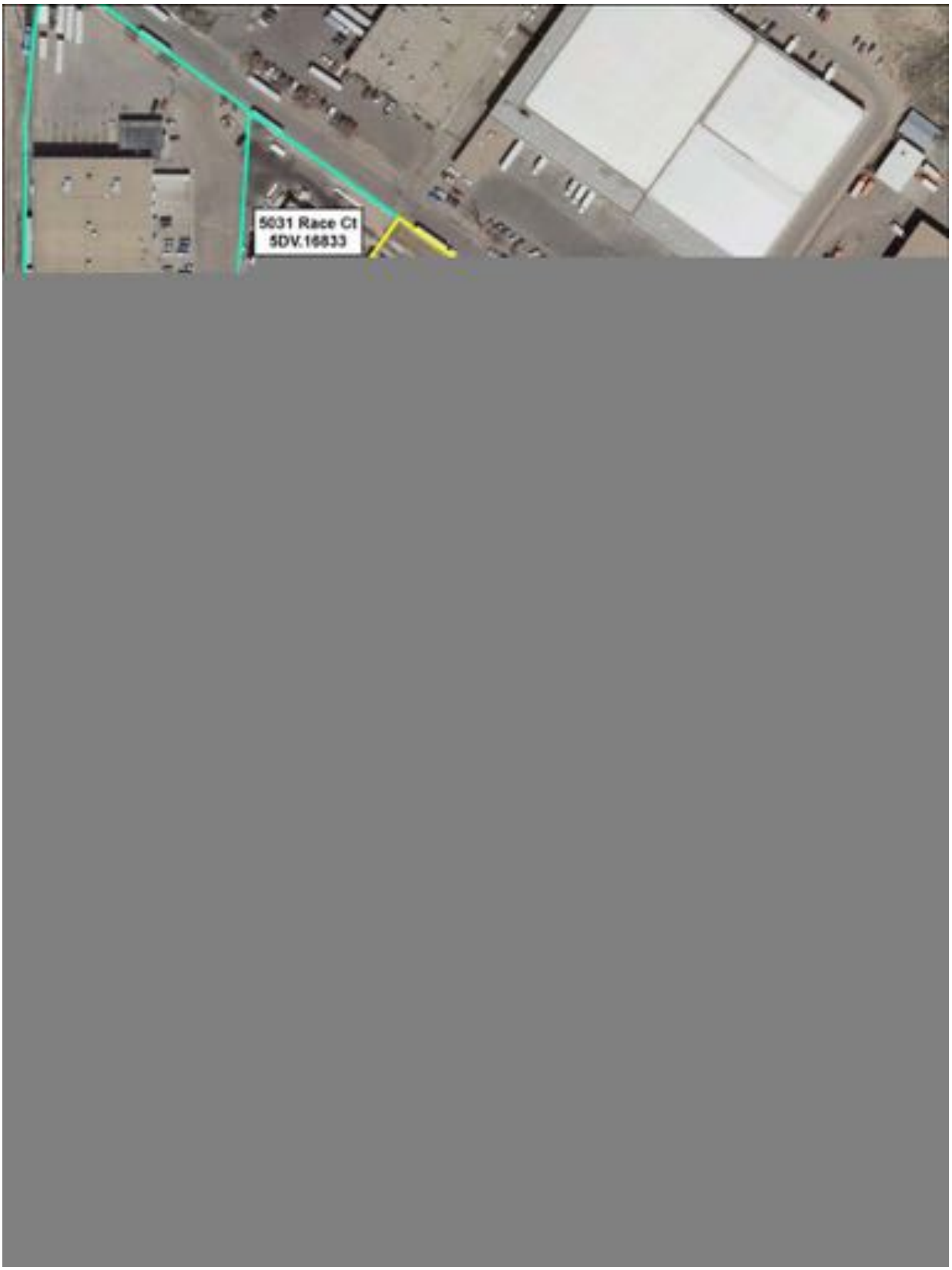
Colby SI- Rocky Mountain Pipe Co 5125 Race Court, Facing Southwest.JPG, Colby SI- Rocky Mountain Pipe Co 5125 Race Court, Facing Southwest (2).JPG, Colby SI- Rocky Mountain Pipe Co 5125 Race Court, Facing Southwest (3).JPG, Colby SI- Rocky Mountain Pipe Co 5125 Race Court, Facing Southeast.JPG, Colby SI- Rocky Mountain Pipe Co 5125 Race Court, Facing Northwest.JPG, Colby SI- Rocky Mountain Pipe Co 5125 Race Court, Facing Northeast (5).JPG, Colby SI 5125 Race Court, Facing Northeast.JPG, Colby SI 5125 Race Court, Facing Northeast (4).JPG

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16833
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16833
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16833
Temporary Resource Number:

Address: 5125 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the southwest of facade and southeast elevation

View to southwest of facade

Resource Number: 5DV.16833
Temporary Resource Number:

Address: 5125 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to southwest of facade

View to southeast of facade and northwest elevation

Resource Number: 5DV.16833
Temporary Resource Number:

Address: 5125 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the northwest of southwest and southeast elevations

View to the northeast of southwest elevation

Resource Number: 5DV.16833
Temporary Resource Number:

Address: 5125 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of northwest and southwest elevations

View to northeast of southwest elevation

Resource Number: 5DV.16836

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16836
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Ship Art Denver
7. Building address: 5130 Franklin Street
8. Owner name and address: City & County of Denver, 201 W Colfax Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 502741mE 4404188mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property description is as follows: T3S R68W S14 SE1/4 BEG CNTR COR S14 S 226.26FT TO PT ON SLY ROW RACE CT TH S 54.3904 EALNG SD SLY ROW 631.27FT TH S 34.2559W 526.03FT TO TPOB DAF.

!!!"#*-)/!'%)'1-*2#$%3)-!.'!+&

14. Building plan (footprint, shape): L-SHAPED PLAN
15. Dimensions in feet: Length 165 x Width 145
16. Number of stories: 1
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: NONE
21. General architectural description:
    This one-story concrete block building rests on a poured concrete foundation and has a flat roof with metal coping. The flat roof is covered with an unknown material. The northeast corner of the building is recessed giving the building a slight L-shaped form. The building is comprised of three sections that are distinguished by slightly projecting or recessing walls and lacks overall architectural details. The main entry is located on the front (southwest) elevation and features a glass block side light, metal awning, and concrete stoop with a metal railing. Other fenestration on the front elevation consists of two glass block windows within a larger infilled

Resource Number: 5DV.16836

Temporary Resource Number:

opening, and a single-leaf door accessed by a small metal staircase. Visible fenestration on the other elevations is minimal and consist of a single-leaf metal door with a metal staircase on the northwest elevation; two glass block windows within a larger infilled opening and overhead doors on the northeast elevation; and a metal overhead door on the southeast elevation.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

The property is paved.

24. Associated buildings, features, or objects:

N/A

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1983

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

City and County of Denver Assessor's Records indicate that this building was constructed in 1983 as a warehouse facility. Field observations suggest that some original door openings have been filled in with concrete block and glass block windows. Aerial photographs indicate that a connection extended between the northeast elevation of this building and the southeast elevation of the building located at 5125 Race Court. The specific nature of that connection could not be determined by the aerials. The connection was removed c.2005.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): COMMERCE/TRADE: WAREHOUSE

32. Intermediate use(s): COMMERCE/TRADE: WAREHOUSE

33. Current use(s): COMMERCE/TRADE: WAREHOUSE

34. Site type(s): Commercial

35. Historical background:

Available documentation on 5130 Franklin Street is scarce. The building is sited on former Denver Union Stock Yard (DUSY) land at a location that once contained animals pens. A portion of the stockyards, including this property, was sold off by the Denver Union Stock Yard Company in the 1970s for industrial development. The City and County of Denver AssessorÕs RecordÕs indicate that this building was constructed in 1983 as a warehouse. Little is known of the buildingÕs history until 2006 when Marjorie Ann Crane sold the facility to Back Country Holdings LLC. Back Country Holding LLC sold the property to the current owner City and County of Denver in 2016. The building is currently occupied by Ship Art.

36. Sources of information:

City and County of Denver Assessor's Records

Historic Aerials, https://historicaerials.com/viewer, October 13, 2017.

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

Designating Authority:

38. Applicable National Register Criteria:

Resource Number: 5DV.16836

Temporary Resource Number:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Although the building is sited at the former location of DUSY animal pens, it is not related to the stockyard history or any specific stockyard event. Built in 1983, the building is associated with a later phase of development within the stockyard grounds and not directly associated with either the stockyards or the National Western Stock Show. Likewise, the building at 5130 Franklin Street is a modest warehouse with no distinct architectural detailing or style and should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. In addition, the building at 5130 Franklin Street was constructed in 1983, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The building does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, the property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

Ship Art SA 5130 Race Court, Facing Northeast.JPG, Ship Art SA 5130 Race Court, Facing northwest (2).JPG, Ship Art SA 5130 Race Court, Facing Southeast (2).JPG, Ship Art SA 5130 Race Court, Facing West (2).JPG

Resource Number: 5DV.16836

Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16836
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16836
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16836
Temporary Resource Number:

Address: 5130 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of the facade and northwest elevation

View to the northwest of facade and southeast elevation

Resource Number: 5DV.16836
Temporary Resource Number:

Address: 5130 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the southeast of northwest and northeast elevations

View to the west of southeast elevation

Resource Number: 5DV.16834
Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16834
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Rocky Mountain Colby/BSI Building
7. Building address: 5131 Race Court
8. Owner name and address: City & County of Denver, 201 W Colfax Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 502792mE 4404361mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property description is as follows: T3 R68 S14 SE/4 DIF BOOK 2659-343.

!!!"#*-)/!'%)'1-*2#$%3)-!.'!+&

14. Building plan (footprint, shape): IRREGULAR PLAN
15. Dimensions in feet: Length 200 x Width 115
16. Number of stories: 1
17. Primary external wall material(s): CONCRETE: CONCRETE BLOCK
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: NONE
21. General architectural description:
    The building at 5131 Race Court is a one-story rectangular-shaped 1985 warehouse. The concrete block building rests on a concrete foundation and has a flat roof with metal coping. Ribbed concrete block are located on the front (northeast) facade and northwest elevations. The roof material is not known. The building lacks overall architectural details and a large c.1992 concrete block addition and two small c.2005 concrete block additions have been constructed on the buildingÕs northwest elevation. One of the c.2005 additions is a loading dock with an overhead door. The front facade features a fixed window and a clipped north corner with overhead doors. The side (southeast) elevation has a single louvered window opening and a single-leaf door

accessed by a small concrete staircase with a metal railing. The opposing side (northwest) elevation is largely covered by the c.1992 and c.2005 additions. Visible fenestration consists of an overhead door and single-leaf door. No fenestration is visible on the rear (southwest) elevation. The c.1992 concrete block addition features three overhead doors on the front (northeast) elevation and a single-leaf door on the northwest elevation. Metal beams extend from the southeast elevation to the adjacent building at 5125 Race Court.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

The parcel is paved.

24. Associated buildings, features, or objects:

The cylindrical steel silos are located adjacent to the front (northeast) facade and rear (southwest) elevation. A prefabrication wood shed with a gambrel roof is sited on the roof of the building.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1985

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

The City and County of Denver AssessorÕs Office Records indicate that this building was constructed in 1985 as a warehouse facility. Historical aerial photographs indicate that an addition was constructed on the northwest elevation c.1992. The northwest elevation also features to small additions that were constructed c.2005. One of the additions appears to be a loading dock. The steel silos were added to the site c.2000. Metal beams that connect this building with the adjacent building at 5125 Race Court were added c.2005.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY
32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY
33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY
34. Site type(s): Industrial
35. Historical background:

Available documentation on the 5131 Race Court is scarce. The City and County of Denver AssessorÕs records state that this building was constructed in 1985 as a warehouse. The building is sited on former Denver Union Stock Yards (DUSY) land at location that once contained animal pens. A portion of the stockyards, including this property, was sold off by the DUSY in the 1970s for industrial development. Research did not reveal any additional information on the buildingÕs history other than the sale of the property by Wedco Investments LLC to the City and County of Denver in 2016. The current tenant is the Rocky Mountain Colby Pipe Company, which also occupies the adjacent building to the east at 5125 Race Court.

36. Sources of information:

City and County of Denver Assessor's Records

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 4, 2017.

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

Designating Authority:

Resource Number: 5DV.16834

Temporary Resource Number:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for potential significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Although the building is sited at the former location of DUSY animal pens, it is not related to the stockyard history or any specific stockyard event. Built in 1985, the building is associated with a later phase of development within the stockyards grounds and not directly associated with either the stock yards or the National Western Stock Show. Likewise, the building at 5131 Race Court is a modest warehouse with no distinct architectural detailing or style and should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and do not contain significance under Criterion D. In addition, the warehouse at 5131 Race Court was constructed in 1985, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouse does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

Colby SI- Rocky Mountain Pipe Co 5131 Race Court, Facing Southwest (4).JPG, Colby SI- Rocky Mountain Pipe Co 5131 Race Court, Facing Southeast (4).JPG, Colby SI 5131 Race Court, Facing Northeast.JPG

Resource Number: 5DV.16834

Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

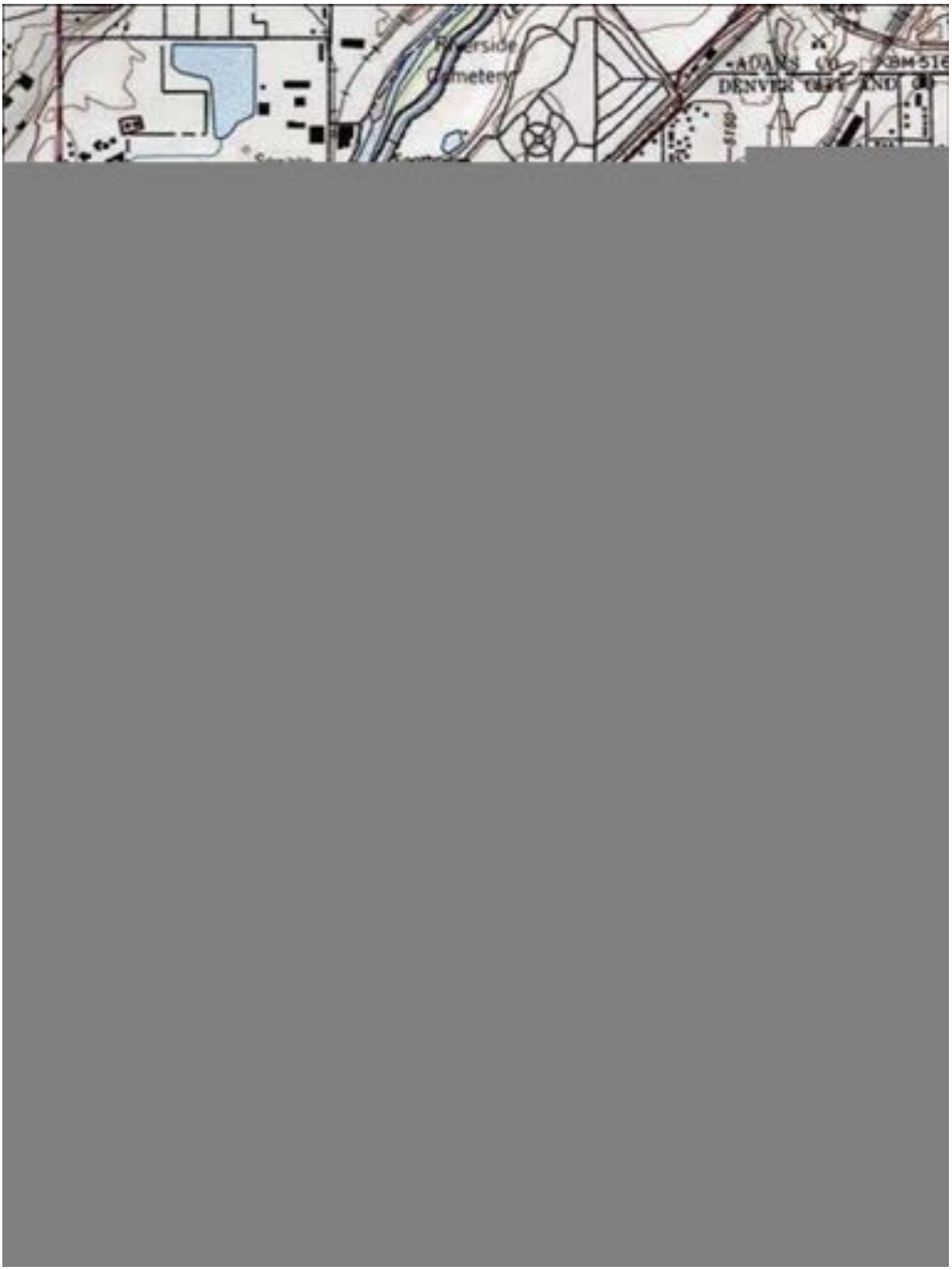
48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16834
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16834
Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.16834
Temporary Resource Number:

Address: 5131 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the southwest of facade and southeast elevation

View to the southeast of the facade and northwest elevation

Resource Number: 5DV.16834
Temporary Resource Number:

Address: 5131 Race Court
Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of the southwest elevation

Resource Number: 5DV.16800

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16800
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Warehouse
6. Current building name: International Paper Warehouse
7. Building address: 5135 Race Court
8. Owner name and address: City and County of Denver, 201 W Colfax Avenue, Denver, CO

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9. P.M. 6th Township 3S Range 68W
   ____ 1/4 of NW/SW 1/4 of NW 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 502709mE 4404328mN
11. USGS quad name: Commerce City, CO
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): N/A Block: N/A
    Addition: Elyria Year of Addition: _____
13. Boundary Description and Justification:
    The legal property description is: T3 R68 S14 SE/4 BEG 266.93FT SOF NW COR SE/4 TH SE 64.63FT TO TPOB SE 332.43FT S 296.07FTS 26.55FT SE 67.54FT SW 484.03FT CV/L 103.83FT N 240.86FT E 50FT N 60FT W 50FT NLY TO TPOB. The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property.

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14. Building plan (footprint, shape): IRREGULAR PLAN
15. Dimensions in feet: Length 200 x Width 150
16. Number of stories: 2
17. Primary external wall material(s): CONCRETE; OTHER WALL MATERIAL
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: NONE
21. General architectural description:
    The primary building at 5135 Race Court consists of a large two-story concrete warehouse with an attached one-story frame office. The form is simple and devoid of architectural detail. The flat roof is covered with an unknown material, and a protruding cornice accentuates the roofline of the office. The main entry to the office is on the front (east) facade and features a glass-and-metal door flanked by one-over-one, double-hung sash windows within a prominent entry surround. The office walls are clad in vinyl siding. Other office fenestration includes one-by-one sash on the front facade, and fixed sash on the side (north) and rear (west) elevations.

Resource Number: 5DV.16800

Temporary Resource Number:

The warehouse portion, which generally lacks architectural details, features walls with a vertical ribbed texture. The front facade features ten industrial bay doors and two metal entry doors, with fixed sash windows on the second story. The side (north) elevation of the warehouse features a metal entry door and fixed metal windows on the second floor. The side (south) elevation features two large bay doors; the door at the southwest corner is double height and width. The rear (west) elevation features six large bay doors with railroad access to the Denver Rock Island & Pacific active grade, and flat awnings with tie rods are located over the northwest and southwest bay doors.

22. Architectural style/building type: MODERN MOVEMENT

23. Landscaping or special setting features:

The lot is generally paved, with planting beds featuring trees, bushes, and grass along Race Court.

24. Associated buildings, features, or objects:

A c.1960 guard shack is located south of the main warehouse building at the south end of the triangular lot. The one-story brick building has a rectangular plan. The shed roof is covered with an unknown material and features a prominent frieze and wide eaves. Two wood-and-glazing doors provide entry on the north and south elevations. A bank of metal fixed and casement windows wrap around the east end of the building, which are covered with metal bars. Other fenestration are metal sliding sash windows.

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1979

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

The City and County of Denver Assessor's Records reflect that this building was constructed in 1979 as a warehouse facility. A c.1959 brick scale house is located south of the warehouse facility on the southern end of the lot.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE

32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE

33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: INDUSTRIAL STORAGE

34. Site type(s): Industrial

35. Historical background:

Available documentation on 5135 Race Court is scarce. The City and County of Denver Assessor's Records reflect that this building was constructed in 1979 as a warehouse facility. The building is sited on former Denver Union Stock Yards (DUSY) land at location that once contained animal pens. A portion of the stockyards, including this property, was sold off by the Denver Union Stock Yard Company in the 1970s for industrial development. Little is known of the building's history until 1989 when Jeffrey Goldfogel sold the facility to BFG Partnership. The property was acquired by Race Distribution Inc. in 1991, by Weyerhaeuser Company in 1993, and by IP Eat Five LLC in 2008. In August 2013 the property was acquired by BH Partnership B LP, who sold it to the City and County of Denver in October 2015.

36. Sources of information:

City and County of Denver Assessor's Records

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37. Local landmark desi gnation: Yes No X Date of desi gnation:

Resource Number: 5DV.16800

Temporary Resource Number:

Designating Authority: N/A

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: 1979

41. Level of significance: National _____ tate _____ Local _____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Although the building is sited at the former location of DUSY animal pens, it is not related to the stockyard history or any specific stockyard event. Built in 1979, the building is associated with a later phase of development within the stockyards grounds and not directly associated with either the stock yards or the National Western Stock Show. Likewise, the building at 5115 Race Court is a modest warehouse with no distinct architectural detailing or style and should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and do not contain significance under Criterion D. In addition, the warehouse at 5115 Race Court was constructed in 1978, and has not reached the 50-year benchmark to be considered for inclusion in the National Register of Historic Places. The warehouse does not rise to the level of significance to meet Criteria Consideration G, Properties That Have Achieved Significance Within the Past 50 Years. Research did not indicate that this property is potentially eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

4, 10-12, 17-20

Resource Number: 5DV.16800

Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: #.//.0'$.120/3'45/62758'9.:/.07'!5;1<:'$.=.> .821;.7/?@06AB/27'@8>=C'DD/B'/2'$5E.'!2<0/
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee St., Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16800
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16800
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16800
Temporary Resource Number:

Address: 5135 Race Court
Photographer: D. Litvak Photograph Date: July 2017

View to southwest of sign and parking lot

View to west

Resource Number: 5DV.16800
Temporary Resource Number:

Address: 5135 Race Court
Photographer: D. Litvak Photograph Date: July 2017

View to south Race Court

View of east elevation view to northwest

Resource Number: 5DV.16800
Temporary Resource Number:

Address: 5135 Race Court
Photographer: D. Litvak Photograph Date: July 2017

South elevation, view to north

View to north of west elevation and train tracks

Resource Number: 5DV.16800
Temporary Resource Number:

Address: 5135 Race Court
Photographer: D. Litvak Photograph Date: July 2017

View to north

View to southwest

Resource Number: 5DV.16837

Temporary Resource Number:

OAHP1403
Rev. 9/98

!"#"$%&'"!(#)($%#'$*+"($!*'+($,*-

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

!"#!$%&'!(!)*'!+&

1. Resource number: 5DV.16837
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Food Production/Biodiesel
7. Building address: 5300 Franklin Street
8. Owner name and address: City & County of Denver, 201 W Colfax Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of NE 1/4 of section 14
10. UTM reference
    Zone 13S; 502730mE 4404749mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal property description is as follows:
    T3 R68 S14 NE/4 BEG 92.5FT E &291FT N OF SW COR NE/4 TH E 50.43FT NE CV/L 300FT M/L NELY75FT NE 163.4FT N 11.41FT W 229.41FT S 22.54FT W 16FT S 250FT E 16FT S 250FT TO POB.

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14. Building plan (footprint, shape): IRREGULAR PLAN
15. Dimensions in feet: Length 236 x Width 165
16. Number of stories: 2
17. Primary external wall material(s): STUCCO
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: FENCE
21. General architectural description:
    The building at 5300 Franklin Street is a two-story irregular-shaped industrial facility that lacks architectural detail. It rests on a poured concrete foundation, is clad in stucco, and has a flat roof with metal coping. The roof height varies throughout the building and the roof material is unknown. The front (south) facade steps back towards the north as it extends from west to east. It features an entrance vestibule that is accessed by a metal staircase, an entrance that is accessed by a wood staircase, and a covered entrance ramp near the west end. An additional entrance accessed by a wood staircase, a wood staircase that extends second-story entrance on

Resource Number: 5DV.16837

Temporary Resource Number:

the east elevation, and overhead doors are located near the east end. A metal awning extends above first story windows at the approximate center of the facade adjacent to the entrance ramp. Windows are one-over-one, double-hung, fixed, and sliding sash. A brick plantar extends along a portion of the foundation. The simple side (west) elevation features four sliding windows, two sliding windows at the basement, a single one-over-one, double-hung window, and two single-leaf doors accessed by metal staircases. The opposing side (east) elevation has a projecting bay with a single-leaf and recessed double-leaf door and a pent eave near the north end. Moving to south along the east elevation there is a single-leaf door, an overhead door, a single-leaf door accessed by a metal staircase, and a single-leaf door on the second story that is accessed by a wood staircase. Windows consist of a single sliding sash, one-over-one, double-hung sash, and six-light casement. The rear (north) elevation features three central overhead doors that are flank by a double-leaf door on the east and entrance portico with a staircase on the west. The entrance portico is covered by front gable roof supported by wood posts. A loading dock with an overhead door is located at the west end and is recessed from the remainder of the facade. Windows are one-over-one, double-hung, fixed, and sliding sash.

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

The property is covered with dirt and gravel. A retaining wall is located adjacent to the east elevation. An approximately 8-foot-high chain link fence surrounds the property.

24. Associated buildings, features, or objects:

N/A

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: _____ Actual: 1951

Source of information: City and County of Denver Assessor's Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: City and County of Denver Assessor's Records

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

The City and County of Denver AssessorÕs Office Records indicate that this building was constructed in 1951. Historical aerial photographs suggest that no major changes have been made to the building since its construction. Photographs, however, do suggest that small changes have been made throughout the decades. Aerials indicate that the metal awning on the fa•ade was constructed c.1995, the gable roof that covers the portico on the rear elevation was constructed c.2000 and the projecting bay and pent eave were constructed c.2010. Other changes may have been made to the building that are not visible on aerial photographs. Additionally, an outbuilding located on the eastern edge was removed from the property c.1975. It appears that this outbuilding may have been connected to the primary building on the property.

30. Original location _X_ Moved _____ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

32. Intermediate use(s): INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

33. Current use(s): INDUSTRY/PROCESSING/EXTRACTION: PROCESSING SITE

34. Site type(s): Industrial- Meat Packing Site

35. Historical background:

Available documentation on the 5300 Franklin Street is scarce. The City and County of Denver AssessorÕs records state that this building was constructed in 1951. Two Master Property Record cards were found for this property, which may be the result of two former properties being joined to create this current property. One card shows Air Conditioning Plumbing & Heating Service Co. Inc. as the owner in 1975. This card also provides an address of 4350 Race Street, which may have been the actual location of Air Conditioning Plumbing & Heating

Service Co. Inc. at that time. The card also indicates that that property was sold to Robert Jones in 1976 who soon after granted it to 5300 Property Company in 1978. In 1984 the property was sold to both CPH Holding Co. and Sterling Colorado Beef Co. The property was sold again in 1985 to E & J. Properties LTD. According to the City and County of Denver AssessorÕs office online records, E & J Properties Ltd sold the property Rocking M. Cattle Co in 1996. The property was sold to the current owner, City and County of Denver, in 2016.

The second Master Property Record card lists Applied Chemicals Inc. as the owner in 1975. Similar to the other card, records go on to state that the property was granted to Robert Jones in 1977 and then to the 5300 Property Company in 1978. Subsequently, CPH Holding Co. and Sterling Colorado Beef Co. gained ownership in 1984. This card does not list E & J Properties Ltd. Research did not reveal any additional information on these companies.

36. Sources of information:

City and County of Denver Assessor's Records

NETR Online, Historic Aerials https://historicaerials.com/viewer, October 4, 2017.

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register Criteria

39. Area(s) of significance:

N/A

40. Period of significance: N/A

41. Level of significance: National ____ tate ____ Local ____

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a Denver Landmark. Research did not produce evidence that this property is associated with events or persons that have made a significant contribution to history under Criteria A or B. Likewise, the building at 5300 Franklin Street should be considered not eligible under Criterion C. The building does not represent a distinctive type, period, method of construction, work of a master, nor does it possess any artistic value. Additionally, the property is not likely to contain information important to history or prehistory beyond what is archivally documented, and does not contain significance under Criterion D. Research did not indicate that this property is eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

Due to the lack of significance, integrity was not evaluated.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: Although there are other historic buildings nearby, the property is not part of a grouping that would

Resource Number: 5DV.16837

Temporary Resource Number:

support a National Register district designation.

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

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

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47. Photograph numbers:

Chicken Farm 5300 Franklin, Facing N-NW (2).JPG; Chicken Farm 5300 Franklin, Facing N-NW (5).JPG; Chicken Farm 5300 Franklin, Facing N-NW (7).JPG; Chicken Farm 5300 Franklin, Facing N-NW (10).JPG; Chicken Farm 5300 Franklin, Facing N-NW (12).JPG; Chicken Farm 5300 Franklin, Facing N-NW (17).JPG; Chicken Farm 5300 Franklin, Facing N-NW (19).JPG

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Cultural Resource Survey: Class I Inventory Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee St., Denver, CO 80202

53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16837
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16837
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16837
Temporary Resource Number:

Address: 5300 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the north northeast of front (south) facade

View to the northeast of northwest elevation

Resource Number: 5DV.16837
Temporary Resource Number:

Address: 5300 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to south southeast of west and north elevations

View to the south southwest of north elevation

Resource Number: 5DV.16837
Temporary Resource Number:

Address: 5300 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to south southwest of overall site

View to the south southwest of east elevation

Resource Number: 5DV.16837
Temporary Resource Number:

Address: 5300 Franklin Street
Photographer: K. Ohland Photograph Date: September 2017

View to the north northeast of east elevation

Resource Number: 5DV.16842

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16842
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: D & G Stock Car No. 5654
6. Current building name: Stock Car
7. Building address: c.4755 Packing House Road
8. Owner name and address: Western Stock Show Association, 4665 Humboldt Street, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of NW 1/4 of section 23
10. UTM reference
    Zone 13S; 502256mE 4403687mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The legal description of this parcel is: T3 R68 S23 NW/4 BEG 295FT W OFNE COR OF NW/4 NW/4 SD SECTIONS 9DEG 01MIN 39SEC E 89.23FT S 7DEG 22MIN 12SEC E 91.02FT SE 215.99FT NE 350FT TH W 403.5FT TO POB. This stock car is located on a length of narrow gauge track at the northeast corner of the parcel.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 30 x Width 8
16. Number of stories: 1
17. Primary external wall material(s): WOOD; METAL
18. Roof configuration: OTHER ROOF
19. Primary external roof material: WOOD ROOF
20. Special features:
21. General architectural description:
    5DV.16842 is Denver & Rio Grande Western (D&G) stock car No. 5654. The stock car is currently located at the northeast corner of 7401 Packing House Road. Car No. 5654 is 30 feet long and has a capacity to haul 25 tons. The car height is 6 feet, 1-3/4 inches tall. This cattle car is almost completely made of wood. The roof is slightly pitched and features a ridgeline vent, all covered in wood planking topped with sheet metal, and the walls consist of heavy timber posts with diagonal bracing, and horizontal wood boards spaced to allow air circulation. Large wood doors with vertical slats are mounted sliding tracks on each side of the car, and an

additional wood door is located at one end of the car. The car is painted oxide red and had white lettering. Large lettering of "D.&R.G. 5654" is painted on each side, with smaller identifying lettering located on the ends of the car. Lettering denoting the dimensions and load capacity of the car is painted on the sides of the car at the level of the deck. Metal ladders are affixed to select corners to allow access to the roof of the stock car. The wheels are iron.

22. Architectural style/building type:

23. Landscaping or special setting features:

The stock car rests upon a length of track at the northeast corner of the parcel. It is surrounded by a paved parking lot. The Denver Rock Island Railroad (DRIR) rail line located on the east side of Packing House Road and runs parallel to the road.

24. Associated buildings, features, or objects:

None

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: 1905 Actual: _____

Source of information: "Denver & Rio Grande Western stock cars" website. Available at http://drgw.free.fr/DRGW/Freight/Stockcar/Bestiaux_en.htm.

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: American Car & Foundry

Source of information: "Denver & Rio Grande Western stock cars" website.

28. Original owner: Unknown

Source of information: N/A

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Available records on 5DV.16842 are scarce. Research has shown Stock Car No. 5654 was constructed by the American Car & Foundry in 1904-1905. It was one of 350 stock cars commissioned by the Denver & Rio Grande Railroad (#5500-5849) to replace the aging fleet of stock cars they had amassed since 1873. It is likely the car was rebuilt in 1917, 1926, and 1945, as routine maintenance. It is not known when the car was last in service.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): TRANSPORTATION: RAIL-RELATED: ROLLING STOCK
32. Intermediate use(s): TRANSPORTATION: RAIL-RELATED: ROLLING STOCK
33. Current use(s): VACANT/NOT IN USE
34. Site type(s): Industrial
35. Historical background:

Available records on 5DV.16842 are scarce. While the individual history of Stock Car No. 5654 is unknown, research has shown that this Denver & Rio Grande Western (D&RGW) stock car was one of 350 new stock cars (#5500-5849) produced by the American Car & Foundry and delivered to the Denver & Rio Grande Railroad in 1904-1905. The Denver & Rio Grande Railroad began their fleet of stock cars in 1873, but they were scrapped and replaced with the new cars by 1905. Some were equipped with two decks to carry smaller animals. Most of these cars remained in active service on the Denver & Rio Grande narrow gauge through the mid-1950s, although the railroad itself remained small. The cars were rebuilt periodically throughout their long lives: in 1917, 1926, and 1945. The early cars were an oxide red, and in 1926 most were painted black with white lettering. In 1923 the last class of stock cars, which were longer, were produced for the D&RGW (#5900-5999)

36. Sources of information:

"Denver & Rio Grande Western stock cars" website.
"Freight Cars", Colorado Railroad Museum website. http://coloradorailroadmuseum.org/freight-cars/

Resource Number: 5DV.16842

Temporary Resource Number:

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

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

____ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

TRANSPORTATION: RAIL-RELATED

40. Period of significance: 1905-1967

41. Level of significance: National ____ tate ____ Local X

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a Denver Landmark. A property may be considered for inclusion as a Denver Landmark at 30 years of age. 5DV.16842 has a direct association with the livestock and meat packing industries that once dominated this site, and the ethnic workers once employed here. The stock car also has an association with the railroad history at the site, so may have significance under Criterion A: Economic Development, Social History, Rail-related History. 5DV.16842 may also have significance under Criterion C as an example of an intact Denver & Rio Grand Western stock car. This property does not possess significance under Criteria B or D as research did not reveal an association with persons important to our history, and this site is not likely to yield information important to history or prehistory.

Denver Landmark Summary: Denver landmarks must meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography. As noted in the National and State Register summary, 5DV.16842 possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

Denver Landmark Summary: Denver landmarks must meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography. 5DV.16842 possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

43. Assessment of historic physical integrity related to significance:

Although 5DV.16842 is not located on an active rail line, this car is rolling stock and movement such as this does not detract from significance. The stock car retains excellent integrity of design, materials, workmanship, association and feeling, and clearly reflects its significance.

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44. National Register eligibility field assessment:

Eligible X Not Eligible ____ Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: This stock car is located within the proposed Denver Union Stock Yards Historic District. The proposed district has significance as a National Register of Historic Places District under Criterion A for the association with the Denver Union Stock Yards, the Economic Development contributions to the city of Denver (livestock and animal processing industries that once dominated the site), and for the contributions to transportation history. The proposed district is also significant for the architecture

Resource Number: 5DV.16842

Temporary Resource Number:

of the buildings and structures within its boundaries, which include NeoClassical, Denver Terrace, Late 19th and Early 20th Century American Movements styles and vernacular buildings.

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

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

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47. Photograph numbers:

Boxcar (2).jpg; Boxcar (4).jpg; Boxcar (1).jpg; Boxcar (3).jpg

Negatives filed at:

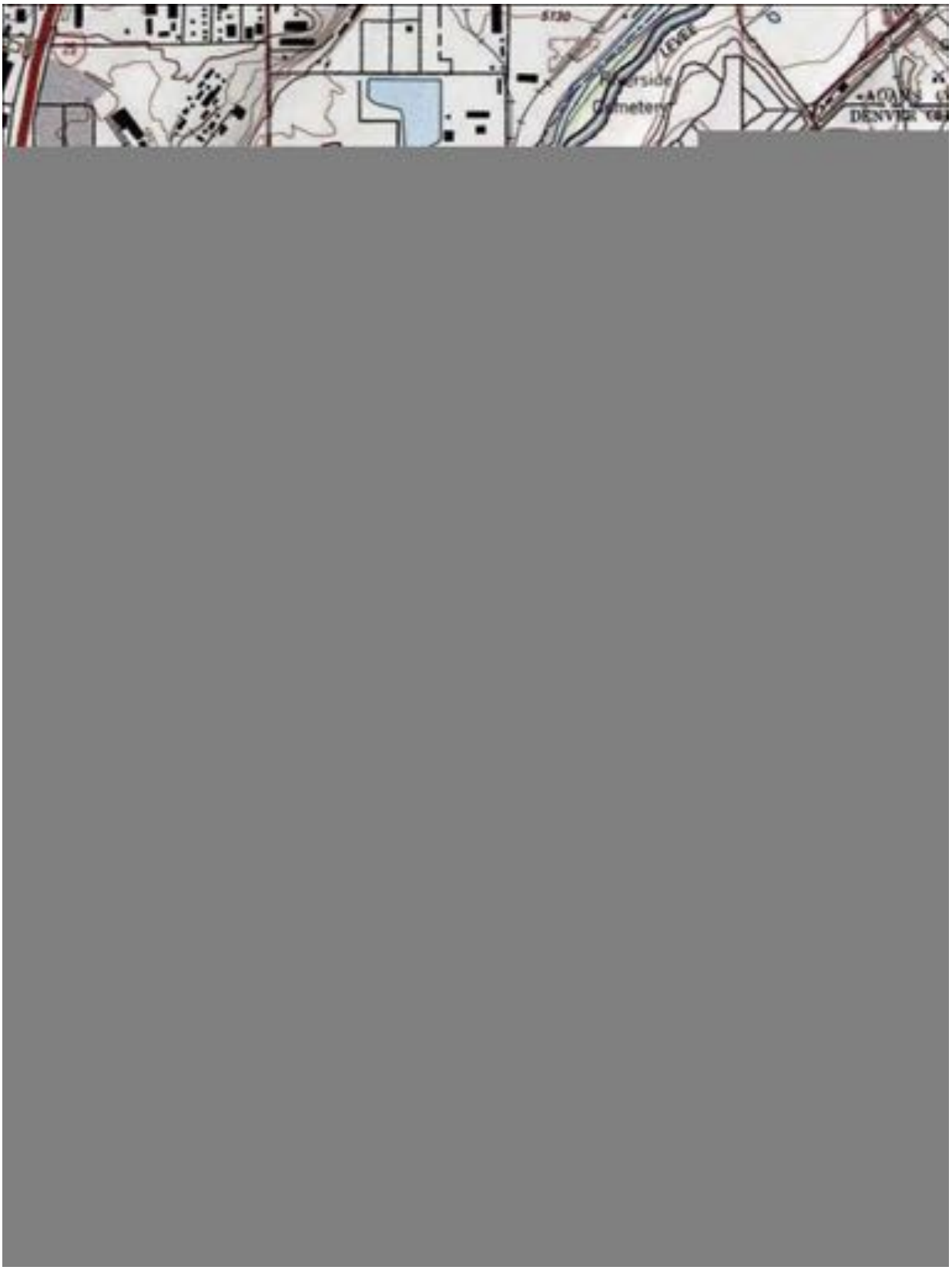
48. Report title: Historic Resources Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Liz Boyer, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16842
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.16842
Temporary Resource Number:



USGS Quad Map

Resource Number: 5DV.16842
Temporary Resource Number:

Address: c.4755 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Southwest and southeast elevations, view facing north/northwest

Northeast and southeast elevations, view facing southwest

Resource Number: 5DV.16842
Temporary Resource Number:

Address: c.4755 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Stock Car context view with McConnel Welders, view facing southwest

Stock Car with Packing House Road and DUSY Joint Track No. 2 in foreground, view facing north

Resource Number: 5DV.16839

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.16839
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Unknown
6. Current building name: Green Shed
7. Building address: c.4775 Packing House Road
8. Owner name and address: Western Stock Show Association, 4655 Humboldt Street, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SW 1/4 of section 14
10. UTM reference
    Zone 13S; 502307mE 4403824mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    The boundary is consistent with the legal parcel boundary for this property and includes all structures and features associated with the property. The legal description is: T3 R68 S14 SW/4 BEG 89.5FT E OF SW COR OF SE/4 SW/4 N 24DEG59MIN 45SEC E 256.64FT TH N 55DEG 10MIN 27SEC W 19.75FT TO COR 118 CONT ALG SAME LI 587.39FT S 2DEG 56MIN 36SEC W.

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14. Building plan (footprint, shape): RECTANGULAR PLAN
15. Dimensions in feet: Length 40 x Width 16
16. Number of stories: 1
17. Primary external wall material(s): BRICK; CONCRETE: CONCRETE BLOCK
18. Roof configuration: FLAT ROOF
19. Primary external roof material: UNKNOWN
20. Special features: NONE
21. General architectural description:
    This one-story brick industrial building has a rectangular footprint. The flat roof is covered with an unknown material, and there is a low parapet on the rear (southwest) elevation, which is the only elevation of concrete block construction. The roofline features a narrow wood frieze topped by metal coping on the front facade and side (northwest and southeast) elevations. The front facade features a wood slab door and a large window opening that is covered with plywood panels. A modern exterior light has been affixed to the building just below the frieze (front facade). The building has no other fenestration.

Resource Number: 5DV.16839

Temporary Resource Number:

22. Architectural style/building type: NO STYLE

23. Landscaping or special setting features:

The building is located at the northeast corner of the lot and is surrounded by concrete and asphalt parking lots. Chain link fences meet the building on the northeast and southeast corners.

24. Associated buildings, features, or objects:

None

!4"#*-)/!'%)'1-*2#/!3'+-5

25. Date of Construction: Estimate: 1920 Actual: _____

Source of information: City and County of Denver County AssessorÕs Records

26. Architect: Unknown

Source of information: N/A

27. Builder/Contractor: Unknown

Source of information: N/A

28. Original owner: Unknown

Source of information: N/A

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

Available construction records on 5DV.16839 are scarce and the actual construction date is unknown. No building records are available for this building. This building appears to be associated with the meat packing plant that once stood on this lot and was demolished prior to 1970. This building consists of three brick walls (front facade and side elevations) and one concrete block wall. It appears the building was once a wing of a larger structure that was demolished, and the concrete block wall was constructed to enclose the space. The Swift & Company smokestack stood at the site until it was demolished in August 1977.

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

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): UNKNOWN USE

32. Intermediate use(s): UNKNOWN USE

33. Current use(s): VACANT/NOT IN USE

34. Site type(s): Industrial

35. Historical background:

Available documentation on 5DV.16839 is scarce. The Denver Assessor Records provide no title records for this building. However, a review of historic photographs housed at the National Western Center Photographic Archives shows the small industrial building sits on the lot that was once occupied by Swift & Company, a meat packing industry giant. The 1928-1936, and the 1962-1967, Sanborn Maps confirm the Swift & Company plant was at this site. Due to changes in the livestock/meat processing industry, the major plants (Swift, Armour, Wilson, and Cudahy) closed one by one. The Denver Union Stock Yards bought the Swift plant in 1966 but it was not economically feasible to recycle the plant and it was demolished. The smokestack on the lot was demolished in 1977. This industrial building is the last structure on this lot that was associated with the meat packing industry that once dominated the Denver Union Stock Yards.

36. Sources of information:

City and County of Denver Assessor Records
National Western Center Photographic Archives
Noel, Thomas J. Riding High, Colorado Rancher and 100 Years of the National Western Stock Show. (Fulrum Publishing: 2005), 112.
Sanborn Fire Insurance Maps, 1928-1936, 1962-1967

4!"#3!,&!(!)*&)%

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

Designating Authority:

Resource Number: 5DV.16839

Temporary Resource Number:

38. Applicable National Register Criteria:

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

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

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

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

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

___ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

INDUSTRY

40. Period of significance: 1920

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

42. Statement of signifiance:

In addition to the National Register of Historic Places and Colorado Register of Historic Places, this property was evaluated for significance as a Denver Landmark. A property may be considered for inclusion as a Denver Landmark at 30 years of age. 5DV.16839 has an association with the animal processing industry that once dominated this site, and the ethnic workers once employed here, so may have significance under Criterion A: Economic Development and/or Social History. 5DV.16839 should not be considered eligible under Criterion C as it is a modest building that exhibits common building practices, does not possess exceptional artistic value, or represent the work of a master. Nor is it a representative example of an important architectural style. This property does not possess significance under Criteria B or D as research did not reveal an association with persons important to our history, and this site is not likely to yield information important to history or prehistory.

Denver Landmark Summary: 5DV.16839 does not have potential as a Denver landmark, as it does not meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography.

43. Assessment of historic physical integrity related to significance:

5DV.16839 has undergone numerous changes over time, including the construction of the rear (southwest) elevation, replacement of original windows and doors, and installation of a modern exterior light. In addition, the associated buildings on the site have been removed, thus 5DV.16839 has lost its context. Due to the physical changes and loss of context, 5DV.16839 has suffered a loss of integrity of design, materials, feeling, and association. As such, 5DV.16839 no longer reads as a building associated with a major packing house, and is unable to convey significance.

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44. National Register eligibility field assessment:

Eligible ___ Not Eligible X Need Data ___

45. Is there National Register district potential? Yes ___ No: X

Discuss: Although there are other historic buildings nearby, this property is not part of a grouping that would support a National Register district designation.

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

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

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47. Photograph numbers:

Green Industrial Building (8).jpg; Green Industrial Building (6).jpg; Green Industrial Building (3).jpg

Resource Number: 5DV.16839

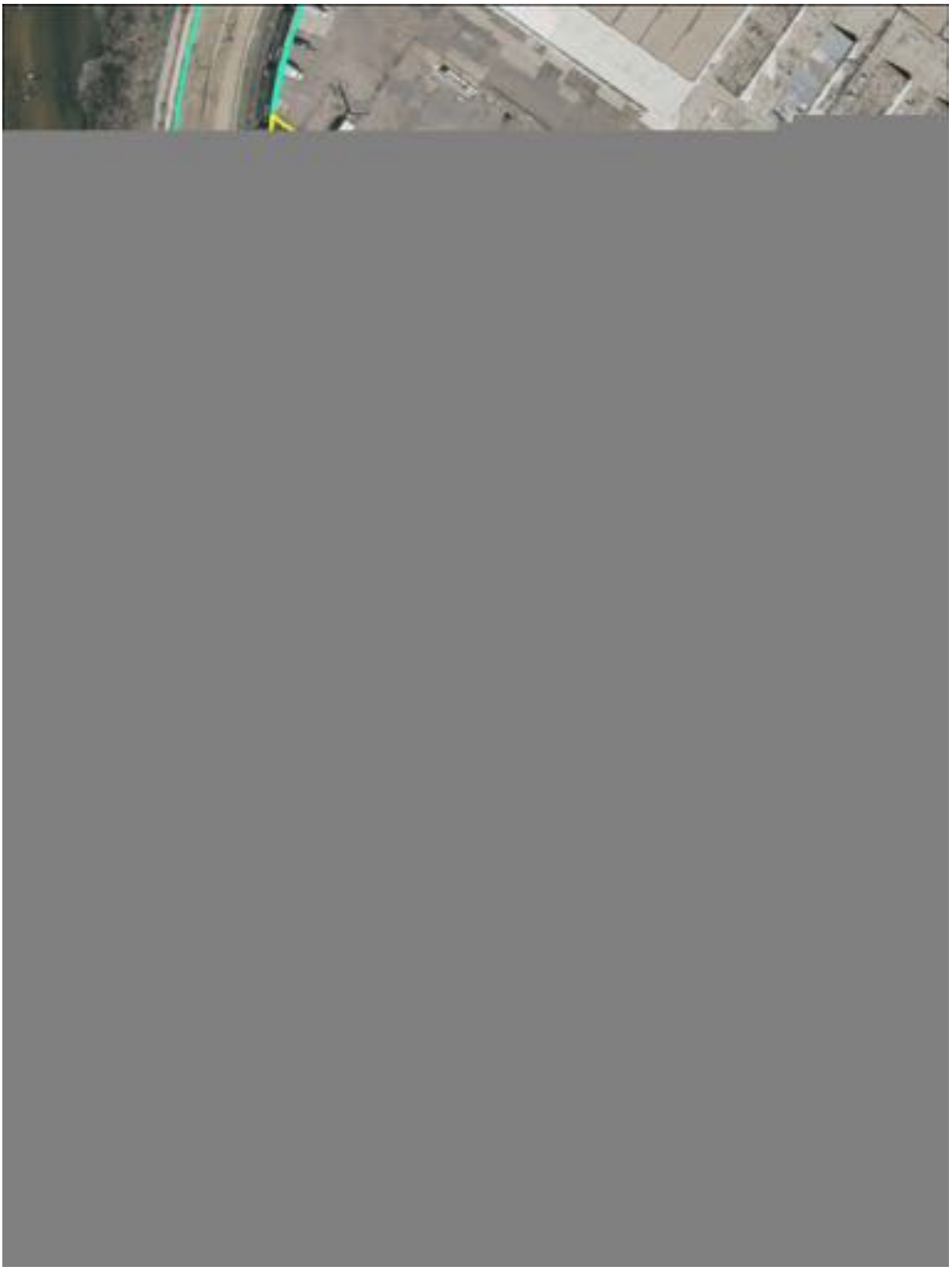
Temporary Resource Number:

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Report, National Western Center Redevelopment
49. Date(s): 11/1/2017
50. Recorder(s): Dianna Litvak, Senior Historian, Liz Boyer, Historian
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.16839
Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16839
Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16839
Temporary Resource Number:

Address: c.4775 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Front (northeast) facade and side (southeast) elevation, view facing west

Side (southeast) elevation, view facing northwest

Resource Number: 5DV.16839
Temporary Resource Number:

Address: c.4775 Packing House Road
Photographer: K. Ohland Photograph Date: September 2017

Rear (southwest) and side (southeast) elevations, view facing north

Resource Number: 5DV.6247.9

Temporary Resource Number:

OAHP1403
Rev. 9/98

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Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date_____Initials_____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

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1. Resource number: 5DV.6247.9
2. Temporary resource number:
3. County: Denver
4. City: Denver
5. Historic building name: Railroad Bridge over Race Court
6. Current building name: Chicago Burlington & Quincy Railroad Bridge over Race Court
7. Building address: Race Court
8. Owner name and address: Colorado Department of Transportation, 4201 E. Arkansas Avenue, Denver, CO

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9. P.M. 6th Township 3 S Range 68 W
   ____ 1/4 of _____ 1/4 of ____ 1/4 of SE 1/4 of section 14
10. UTM reference
    Zone 13S; 503044mE 4404225mN
11. USGS quad name: Commerce City
    Year 1994 Map scale: 7.5' X 15' __
12. Lot(s): _____ Block: _____
    Addition: _____ Year of Addition: _____
13. Boundary Description and Justification:
    This structure is a feature of the BNSF Railway/Burlington & Colorado/Chicago, Burlington & Quincy Railroad (5DV.6247.3). The bridge crosses Race Court.

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14. Building plan (footprint, shape):
15. Dimensions in feet: Length 105 x Width 40
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:
21. General architectural description:
    This structure is the Burlington Northern & Santa Fe (BNSF) railroad bridge over Race Court in northeast Denver. 5DV.6247.9 was designed to carry two sets of tracks across Race Court, although the eastern set have been removed. The steel stringer bridge consists of two 31-foot spans over the roadway, with reinforced-concrete slab approach spans and concrete abutments. Spans over the roadway consist of seven steel stringers supporting each set of tracks. The deck originally carried the typical railroad bed construction of stone ballast, wooden ties, and rails for two sets of tracks. The eastern track has been removed (wood ties and rails) and only the stone ballast remains, while the western tracks continue to serve the active BNSF line. The substructure consists of concrete and steel beam piers set in a reinforced-concrete base.

Resource Number: 5DV.6247.9

Temporary Resource Number:

Metal mesh pedestrian walkways are located between the two tracks and on either side of the bridge. A railing that consists of metal posts affixed to the sides of the bridge with metal roping. The southern end of the bridge features a metal and concrete retaining wall.

22. Architectural style/building type:

23. Landscaping or special setting features:

5DV.6247.9 is located at the northeast corner of the National Western Stock Show Complex. This structure is just west of the Brighton Boulevard Overpass (5DV.7079) that carries Brighton Boulevard over Race Court.

24. Associated buildings, features, or objects:

This structure is a feature of resource, 5DV.6247.3, the Chicago, Burlington, & Quincy Railroad (CB&Q), currently the BNSF Railroad. 5DV.6247.1-.8 consists of other previously recorded segments and features of the CB&Q/BNSF Rail line. The closest building to the underpass is Robert Mann Oriental Rugs (5DV.16832) at 5115 Race Ct.

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25. Date of Construction: Estimate: 1920 Actual: _____

Source of information: Baist's Real Estate Atlas of Surveys of Denver, 1905
Railroad Map of the Denver Union Stock Yards, 1929
Sanborn Fire Insurance Maps, 1928-1936, 1962-1967

26. Architect: Unknown

Source of information:

27. Builder/Contractor: Unknown

Source of information:

28. Original owner: Burlington Northern & Santa Fe Railroad

Source of information:

29. Construction history (include description and da tes of major additions, alterations, or demolitions):

No written documentation on the construction of this resource could be located, but historic maps, photographs, and stock show history narrows the construction to 1906 to 1929. Looking at historic maps of Denver, the underpass does not appear on the 1904 Sanborn or the 1905 Baist Atlas. Presumably the underpass was constructed by the Chicago, Burlington, & Quincy (CB&Q) Railroad, which built the original line in 1882. The Denver Union Stock Yards (DUSY) may have also been involved in the construction.

30. Original location ____ Moved __X__ Date of move(s):

4"#/!3'+-!)*2#*33+)!*'!+&3

31. Original use(s): TRANSPORTATION: RAIL-RELATED: RAILROAD BRIDGE

32. Intermediate use(s): TRANSPORTATION: RAIL-RELATED: RAILROAD BRIDGE

33. Current use(s): TRANSPORTATION: RAIL-RELATED: RAILROAD BRIDGE

34. Site type(s): Railroad Underpass

35. Historical background:

The development of the ranching industry in Colorado followed quickly on the heels of the mining industry. Early settlers discovered that Colorado's prairie grasses made ideal cattle pastures. And with meat in high demand in the mining camps, ranching could also be very profitable. One challenge to the growth of the industry was the transportation and marketing of the state's cattle. The DUSY was established in 1881 to fill this need and opened the DUSY between the South Platte River and tracks of the CB&Q Railroad in 1886. The first stock show was held at the DUSY in January 1898. Denver was still trying to recover from the Silver Crash of 1893, and local leaders sought to promote Denver's livestock industry in hopes of stimulating the economy. The stock show was a success and the National Live Stock Association, based in Denver, was established. A second stock show was held in conjunction with the association's meeting in 1899, but the meetings then moved to other cities.

In 1906 the Denver Live Stock Exchange was incorporated to promote and oversee the stock yards business. The stock show was also revived this year, with financial support from the DUSY. The show sought to attract

the general public as well as those in the livestock industry. The show was held in a borrowed circus tent erected near the Livestock Exchange Building and admission was free. Exhibits included cattle, horses, sheep, and hogs. Following a successful show, in March 1906 the Western Stock Show Association (WSSA) was established to produce future stock shows. In early years, the association struggled. Larger, more permanent facilities were needed for the show, but the association lacked land or money. In 1907, the show moved to the opposite side of the railroad tracks from the DUSY (on land still owned by the DUSY) and was held in a giant custom tent. As the stock show continued to grow, the DUSY agreed to build an amphitheater and more barns for the stock show if the show agreed to several conditions: that the stock show continue for at least the next ten years; that DUSY receive a larger percent of show proceeds; and that WSSA make a deposit of $50,000 towards the new amphitheater (estimated to cost $125,000). The WSSA sold memberships, providing free admission to the show, in order to raise the deposit. After $10,000 was raised, the DUSY agreed to go ahead with construction plans. The National Amphitheater, costing $160,000, was completed in time for the 1909 show.

Visitors to the popular stock show initially arrived via horse or streetcar. After 1900 personal automobile ownership rose and streetcar ridership declined. As increased numbers of automobiles and trucks created congestion and bottlenecks on nearby streets, the site experienced direct physical changes to alleviate the congestion. In addition, in the early decades of the twentieth century many communities began to address dangerous at-grade railroad crossings to improve pedestrian and vehicle safety.

It seems most likely 5DV.6247.9 was constructed c.1928 to safely allow vehicular travel along Race Court, including access to the stockyards and packing plants, without disrupting rail transport. Though the exact date of the underpass construction is unknown, it was constructed sometime after 1911 and before 1929. The steel stringer technology dates to 1890 and reinforced concrete was being used to construct bridges in the 1910s.

The railroad bridge consists of a two-span, steel stringer and reinforced-concrete slab bridge, carrying two tracks of rail line and pedestrian paths. Historically, the underpass carried vehicular and pedestrian traffic beneath the rail line, just as it does today. While steel stringers had been used in bridge construction for some time, concrete slabs in bridge design was an emerging type. Concrete had become more affordable and accessible in the late nineteenth century with the commercial production of Portland cement. Engineers began experimenting with concrete's various building applications. Concrete was adapted for use in bridge construction, by utilizing metal to reinforce and strengthen it. Reinforced-concrete slab bridges began appearing around 1905, becoming widespread in the 1910s. Promoted through engineering journals and various technical publications, it quickly became standardized for use across the U.S. with highway departments, railroads, etc. adopting the type as easily replicable. This bridge is an interesting example of steel stringer bridge utilizing concrete slab approach spans and abutments, with a substructure of steel beam piers in reinforced-concrete footers.

36. Sources of information:

City and County of Denver Assessor Records
National Western Center Photographic Archives
Noel, Thomas J. Riding High, Colorado Rancher and 100 Years of the National Western Stock Show. (Fulrum Publishing: 2005), 112.
Baist's Real Estate Atlas of Surveys of Denver, 1905
Railroad Map of the Denver Union Stock Yards, 1929
Sanborn Fire Insurance Maps, 1928-1936, 1962-1967

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

Designating Authority:

38. Applicable National Register Criteria:

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

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

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

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

Resource Number: 5DV.6247.9

Temporary Resource Number:

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

____ Does not meet any of the above National Register Criteria

39. Area(s) of significance:

TRANSPORTATION: RAIL-RELATED

40. Period of significance: 1920

41. Level of significance: National ____ tate ____ Local X

42. Statement of signifiance:

5DV.6247.9 is significant under Criterion A for its clear and direct association with the rail-related transportation history of Colorado. The structure is a resource of the determined-eligible CB&Q Railroad/BNSF Railway (5DV.6247.3). In addition, 5DV.6247.9 has an association with DUSY, and the livestock industry that once dominated this site. The bridge may also have significance under Criterion C as a unique steel stringer bridge design featuring steel piers set in reinforced-concrete footings.

43. Assessment of historic physical integrity related to significance:

5DV.6247.9 retains a high degree of integrity of setting, location, association, and feeling. It also retains high integrity of design, materials, and workmanship. No significant alterations have been made to the railroad bridge structure.

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44. National Register eligibility field assessment:

Eligible ____ Not Eligible X Need Data ____

45. Is there National Register district potential? Yes ____ No: X

Discuss: While 5DV.6247.9 was once located at the northeast corner of DUSY, due to development in the early 1970s the bridge is not adjacent to or near any historic buildings, making the delineation of a historic district less likely because there is not a cohesive collection of buildings, objects, and features that relate to one another and convey the historic significance of the site.

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

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

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47. Photograph numbers:

Concrete Bridge, Facing Southwest.JPG; Stringer Bridge, Facing East (2).JPG

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Report, National Western Center Redevelopment

49. Date(s): 11/1/2017

50. Recorder(s): Dianna Litvak, Senior Historian, Liz Boyer, Historian

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): 303-729-3777

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

Resource Number: 5DV.6247.9
Temporary Resource Number:

Sketch Map

Resource Number: 5DV.6247.9

Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.6247.9
Temporary Resource Number:

Address: Race Court
Photographer: K. Ohland Photograph Date: September 2017

Northwest elevation, view facing southeast

Northwest elevation, view facing southeast

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

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- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.10447 2. Temporary Resource Number:
3. Resource Name: Livestock Bridge and flyover, 1325 E. 46th Avenue
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☐ Building(s) ☑ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.10447 was recorded in 2007 (OAHP 1405) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement.
   I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement 2013.
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: The resource was determined a contributing feature of the (proposed) National Western Historic District (5DV.10050) in 2007; there have been no changes to the structure and the eligibility status has not changed.
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed:
12. Condition (describe): Good

Resource Number: 5DV.10447 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    Colorado Cultural Resource Survey Indentification Form, 5DV.10447. Filed at OAHP 12/19/2007.
17. Site Description/Update:

    Since the evaluation in 2007 (SAIC), 5DV.10447 retains the same design, materials, location, setting, feeling, and association. The Livestock Bridge and flyover has not been subjected to obvious changes, beyond normal wear due to the elements and use. Additional research shows 5DV.10447 can be seen on the 1929 updated to 1951 Sanborn Fire Insurance map.

    As noted in the National and State Register summary, the property possesses historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

    Sources:
    Sanborn Fire Insurance Map, 1929 updated to 1951.
18. Photograph Numbers: IMG_2606.JPG, IMG_2611.JPG, IMG_2615.JPG, IMG_2934.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10447 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.10447 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10447 Temporary Resource Number:

Address: 1325 E. 46th Avenue

Photographer: K. Ohland Photograph Date: September 2017

South end of bridge and flyover, view facing north.

View facing east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10447 Temporary Resource Number:

Address: 1325 E. 46th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Detail of support columns, view facing north.

North end of 5DV.10447, view facing west.

OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

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- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.11033 2. Temporary Resource Number:
3. Resource Name: Events Center/Horse Barn/Paddock, 1515 E. 47th Avenue
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.11033 was recorded in 2010 (OAHP 1403) by URS Corporation as part of the North Metro project.
10. Most recent National Register Eligibility Assessment: ☐ Eligible ☑ Not Eligible ☐ Need Data
    Explain: The previous recording determined that 5DV.11033 did not meet any of the National Register criteria. The building is sited within the (proposed) National Western Historic District (5DV.10050) and was found to be noncontributing to the district.
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed:
12. Condition (describe): The condition of 5DV.11033 appears unchanged since the last assessment.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.11033 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    Fastracks North Metro Corridor Project Updated Area of Potential Effects (URS Corportion 2010)
17. Site Description/Update:

    Since the evaluation in 2010 by URS Corporation, 5DV.11033 retains the roofline, massing, and materials that were previously recorded. The setting of 5DV.11033 also appears unchanged since the last assessment.
18. Photograph Numbers: 1515 E 47th Ave, Events Center, Horse Barn, Paddock, Facing NW.JPG, 1515 E 47th Ave, Events Center, Horse Barn, Paddock, Facing NW (2).JPG, 1515 E 47th Ave, Events Center, Horse Barn, Paddock, Facing SW.JPG, 1515 E 47th Ave, Events Center, Horse Barn, Paddock, Facing WSW.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.11033 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.11033 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.11033 Temporary Resource Number:

Address: 1515 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Front (south) facade, view facing northwest.

East elevation, view facing northwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.11033 Temporary Resource Number:

Address: 1515 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

East and north elevations, view facing southwest.

North elevation, view facing west/southwest.

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

!""#$#%&'(*+#,%)#-, .!/01 23(-,&45

- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.9805 2. Temporary Resource Number:
3. Resource Name: E.G. Trading Post, 1632, 1643 E. 47th Avenue
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: Lorenzo Ferrer, 4669 High Street, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.9805 was recorded in 2007 (OAHP 1405) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement. The building was found to be eligible for the National Register of Historic Places under *C e A: S c a H* for its association with the social history of the Elyria neighborhood as a local brewery and saloon. It is also eligible under *C e C: A ch ec e* as a commercial form of the Late 19th and Early 20th Century American Movements.
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: The resource was determined officially eligible on 5/28/2007; there have been no changes to the building and the eligibility status has not changed.
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed:
12. Condition (describe): The condition of 5DV.9805 appears unchanged since the last assessment, except for doors and window openings being boarded up.

Resource Number: 5DV.9805 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☐ Vandalism ☐ Recreation ☐ Construction ☐ Other (specify):

14. Existing Protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

Comments:

15. Recorder's Management Recommendations:

Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.

16. Known Collections, Reports, or Interviews:

Architectural Inventory Form for 5DV.9805. Report filed at OAHP 4/14/2006

I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

17. Site Description/Update:

Since the evaluation in 2007 (SAIC), 5DV.9805 retains the roofline, massing, materials, and fenestration patterns that were previously recorded. The building shows mild deterioration that has occurred in recent years. At some point after 2007, the embedded name "Coors" above the angled door on the corner was removed. In addition, the building is not currently in use and windows and doors have been boarded up. The setting of 5DV.9805 has not changed since the last assessment.

Additional research on 5DV.9805 has revealed the following: according to the Denver County Assessor's Records, lots and blocks in Elyria were plotted and available for development in 1898.* The 1905 Baist Real Estate Atlas of Denver shows no buildings on lots 49 and 50 of block 10. While the previous recording (2007, SAIC) showed this building as constructed in 1898, with a period of significance of 1898, assessor's records indicate the Adolf Coors Brewing and Manufacturing Company acquired the property in 1913. On August 11, 1913, lots 23, 24, (south of this property fronting Franklin Street) 49, and 50 (1632 E 47th Ave) were granted to the Adolf Coors Brewing and Manufacturing Company, who constructed 5DV.9805 as a brewery tavern to serve the neighborhood and nearby stock yards. The 2006 Colorado Cultural Resource Re-Visitation form for this property indicated it stopped functioning as a tavern and became a retail store in 1916, when prohibition laws were enacted. On October 2, 1918, Coors Brewing Co. granted lots 23 and 24 to Stephen Pozelnik.

May 23, 1947, the property was granted to Joe Barer and Mark A. Rocchio. The 1930 federal census shows Mark Rocchio as born in Colorado and the son of Italian immigrants. Rocchio was then employed in the shoe industry, and the 1940 census lists him as a shoe salesman. The 1947 City Directory shows Louis Gutierrez and his wife Beatrice residing at 1632 E 47th Ave; however, in the 1957 City Directory the Gutierrez family are listed as living at 4665 Baldwin Court. Denver Assessor records indicate that an addition was made to the building in 1950. The 1951 City Directory shows Mark A. Rocchio as married to Helen and living at 1901 Olive. The 1929 (updated to 1951) Sanborn Map, shows four addresses for this property (1628 and 1632 E 47th Ave and 4695 and 4699 Baldwin Court), indicating the building housed three retail store spaces and an auto garage. Mr. Rocchio was listed as assistant supervisor of the VA Center in the 1956 Directory, and as a clerk for the U.S. Bureau of Land Management in the 1968 City Directory.

Mr. Roccio had passed away in 1971, and his widow, Helen, and Joe Barer granted the property to Larry Plomondon and Jack Pritchett on November 11, 1972. The building was granted to John Hey on July I, 1975, who held the property until April 25, 1996, when it was granted to Joan Frances Hey. The property changed hands six times in the subsequent 15 years, and was granted to Lorenzo Ferrer in October 30, 2013. The Denver Rocky Mountain News reported that murals were added to the building in 2006, created by Denver artist and former Marine Ray Espinoza who dedicated them to Marine Corps members for their service and sacrifice.

This research supports that this property is eligible for the National Register or State Register under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. Previous research indicated the property is also significant under *C e C* for Architecture as an intact example of a Late 19th and Early 20th Century American Movements style building. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

Resource Number: 5DV.9805 Temporary Resource Number:

*Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Sources:
Denver County AssessorÕs Records
Federal Census Records (1940)
Denver City Directories (1947, 1951, 1956, 1957, 1968)
BaistÕs Real Estate Atlas of Denver, 1905
Sanborn Insurance Maps from 1929, updated to 1951
Terry Ahmad, "Ray Espinoza", photo collection, *De e R c M a Ne .*

18. Photograph Numbers: 1632-1643 E 47th St, E.G. Trading Post, Facing NE (2).JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing NE.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing NW.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing NW.JPG.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing S.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing SSE.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing SW.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing SW.JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing W (2).JPG; 1632-1643 E 47th St, E.G. Trading Post, Facing W.JPG

Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

Date: 11/1/2017

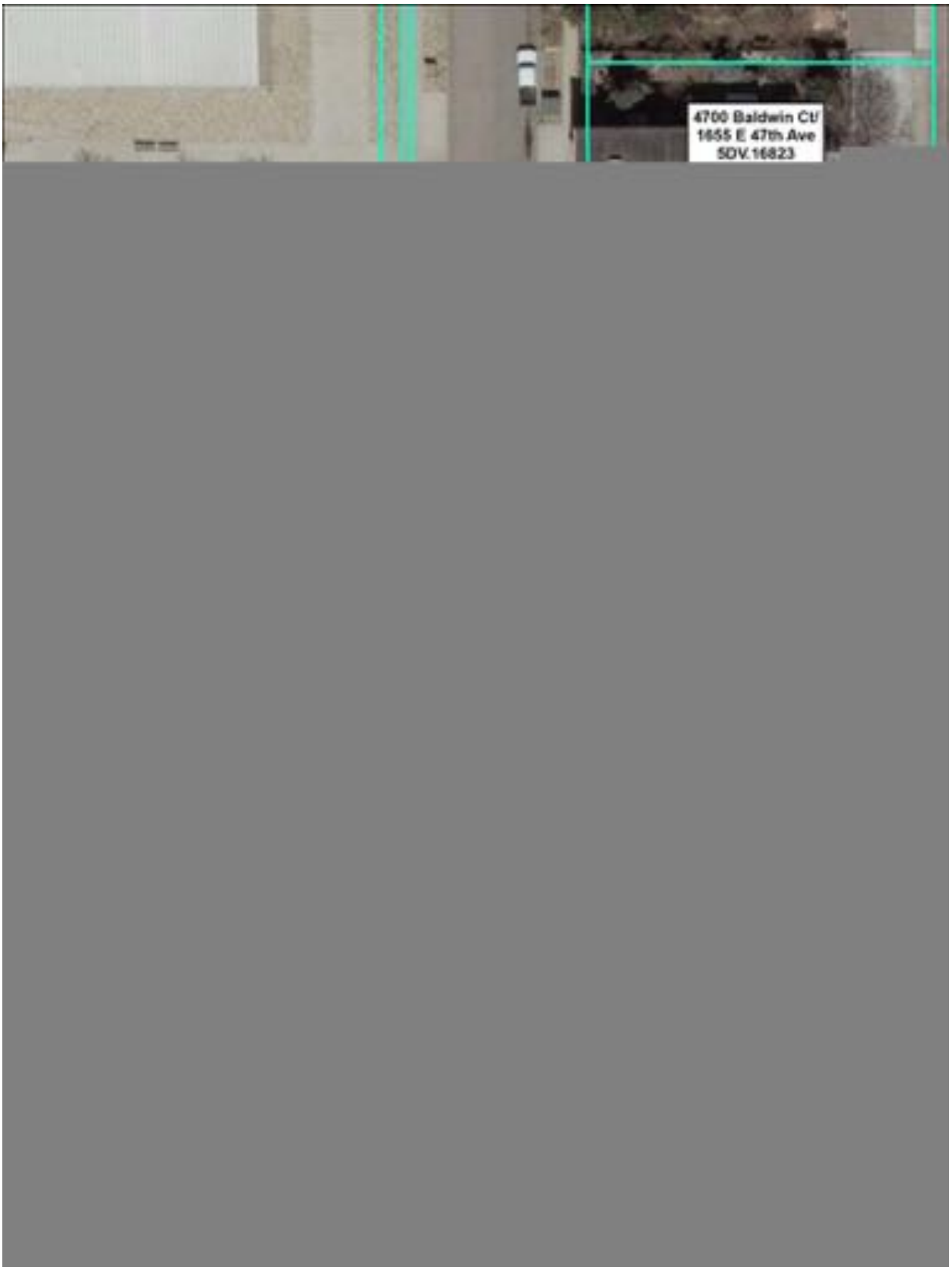
22. Recorder Affiliation: Mead & Hunt, Inc.

Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

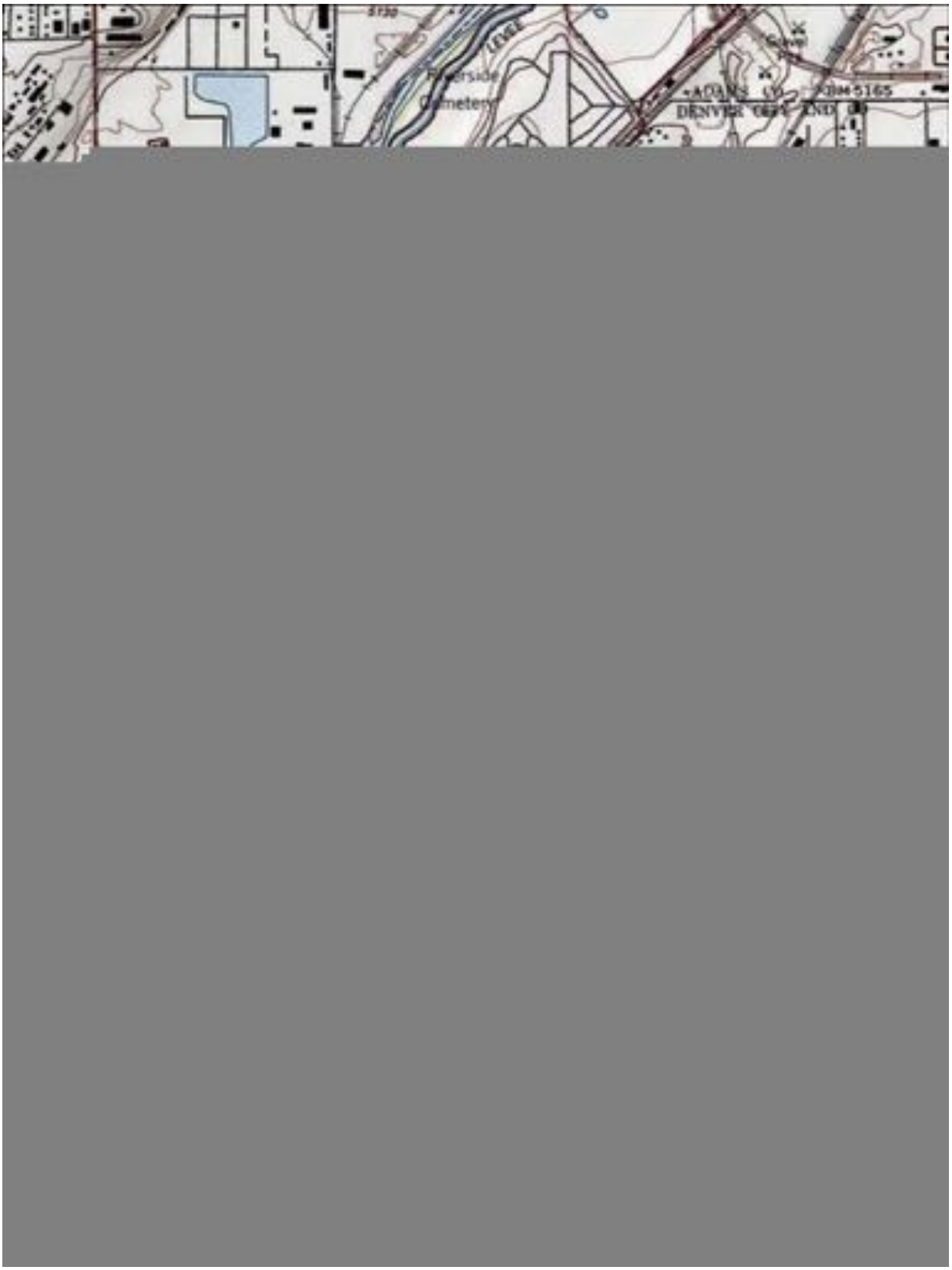
History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203
303-866-3395

Resource Number: 5DV.9805 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.9805 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9805 Temporary Resource Number:

Address: 1632, 1643 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Main entrance, view facing southwest

Side (east) elevation, view facing west

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9805 Temporary Resource Number:

Address: 1632, 1643 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Side (east) and rear (south) elevations, view facing northwest

Front (north) facade, view facing south

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9805 Temporary Resource Number:

Address: 1632, 1643 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Rear elevation, view facing northeast

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

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- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.9162 2. Temporary Resource Number:
3. Resource Name: Denver Coliseum, 4600 Humboldt Street
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.9162 was recorded in 2007 (OAHP 1403) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement. A revisitation form (OAHP 1405) was completed in 2008 (URS Corporation) and in 2013 (Pinyon Environmental)
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: The previous recordings determined that 5DV.9162 was found to be eligible for the National Register of Historic Places under *C e C* as a rare example of its type, despite undergoing numerous alterations. The building was also found to be eligible under *C e A* for its impact national agriculture, education, commerce, recreation, culture and entertainment in the city of Denver and Colorado. Furthermore, it was found to be contributing to the (proposed) National Western Historic District (5DV10050).
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed:
12. Condition (describe): The condition of 5DV.9162 appears unchanged since the last assessment.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9162 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement 2013 (Pinyon Environmental, Inc.)

    Regional Transportation District, North Metro FastTracks Corridor, Final Environmental Impact Statement, Archaeological, Historic, and Paleontological Resources (URS Corporation 2008)

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    Since the evaluation in 2013 by Pinyon Environmental, Inc., 5DV.9162 retains the roofline, massing, materials, fenestration patterns, and decorative details that were previously recorded. In addition, the setting of the 5DV.9162 also appears unchanged. As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.
18. Photograph Numbers: IMG_2603.JPG, IMG_2614.JPG, IMG_2627.JPG, IMG_2630.JPG, IMG_2638.JPG, IMG_2651.JPG, IMG_2644.JPG, IMG_2646.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

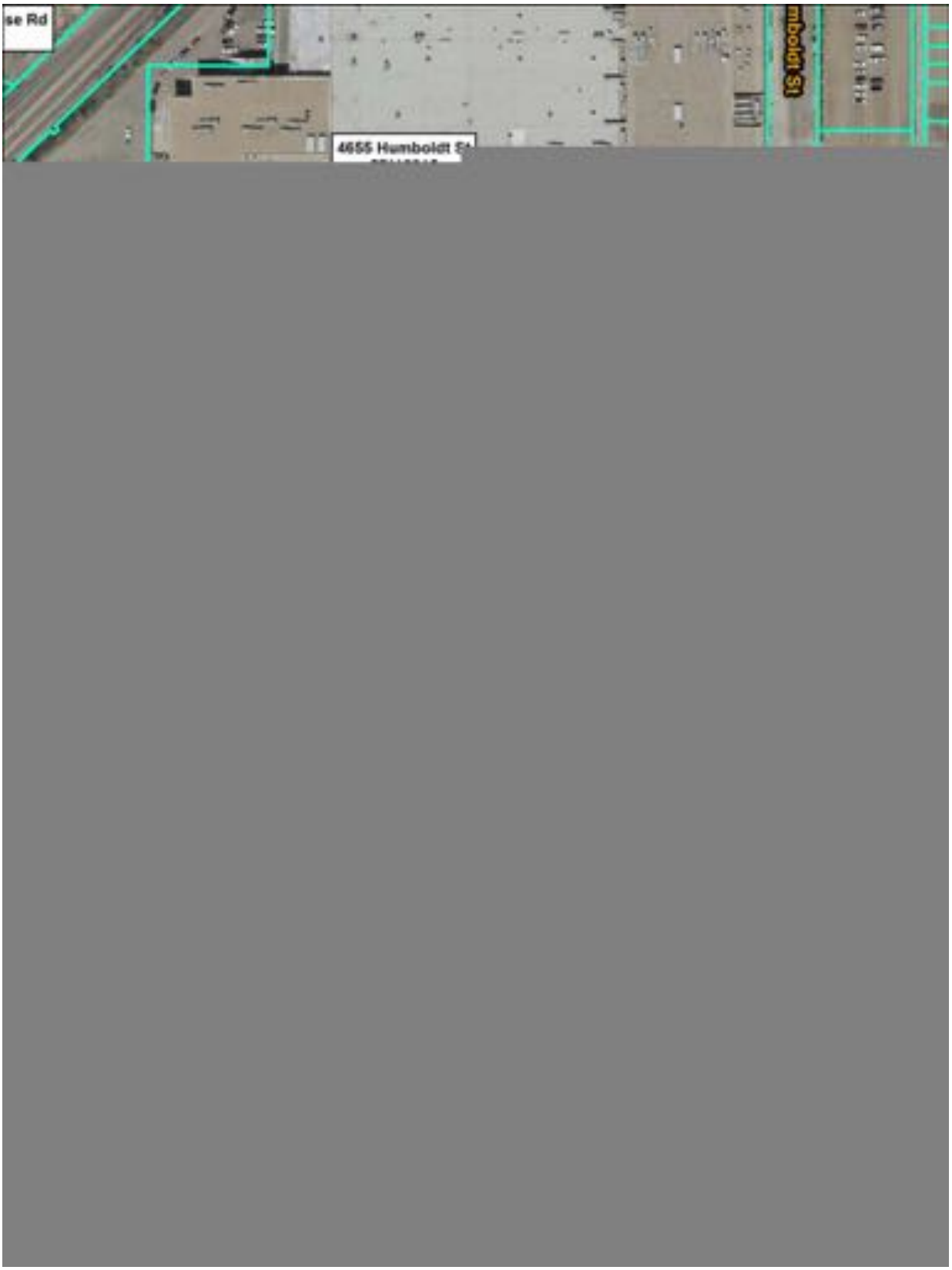
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

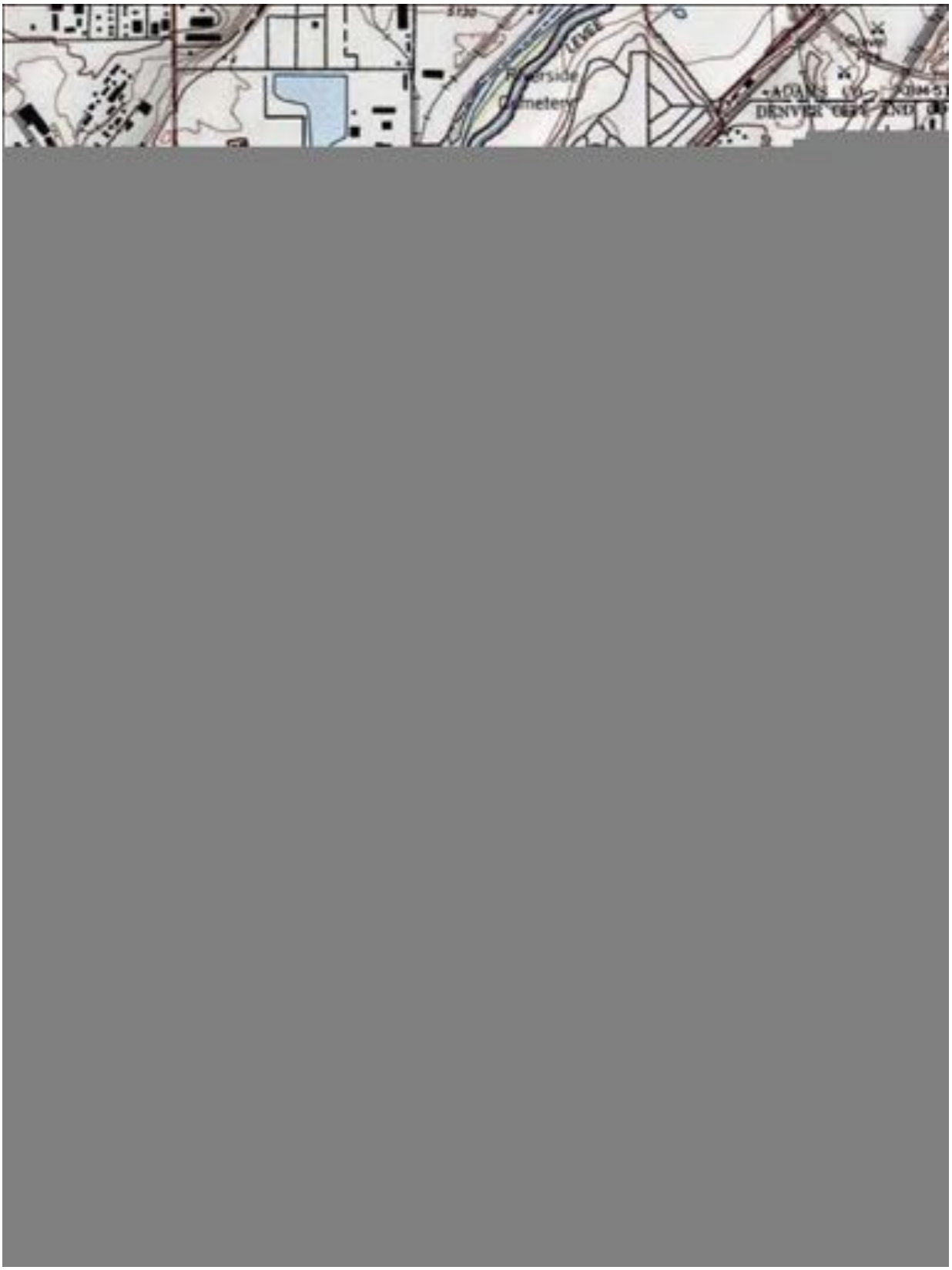
Cultural Resource Re-Visitation Form

Resource Number: 5DV.9162 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.9162 Temporary Resource Number:



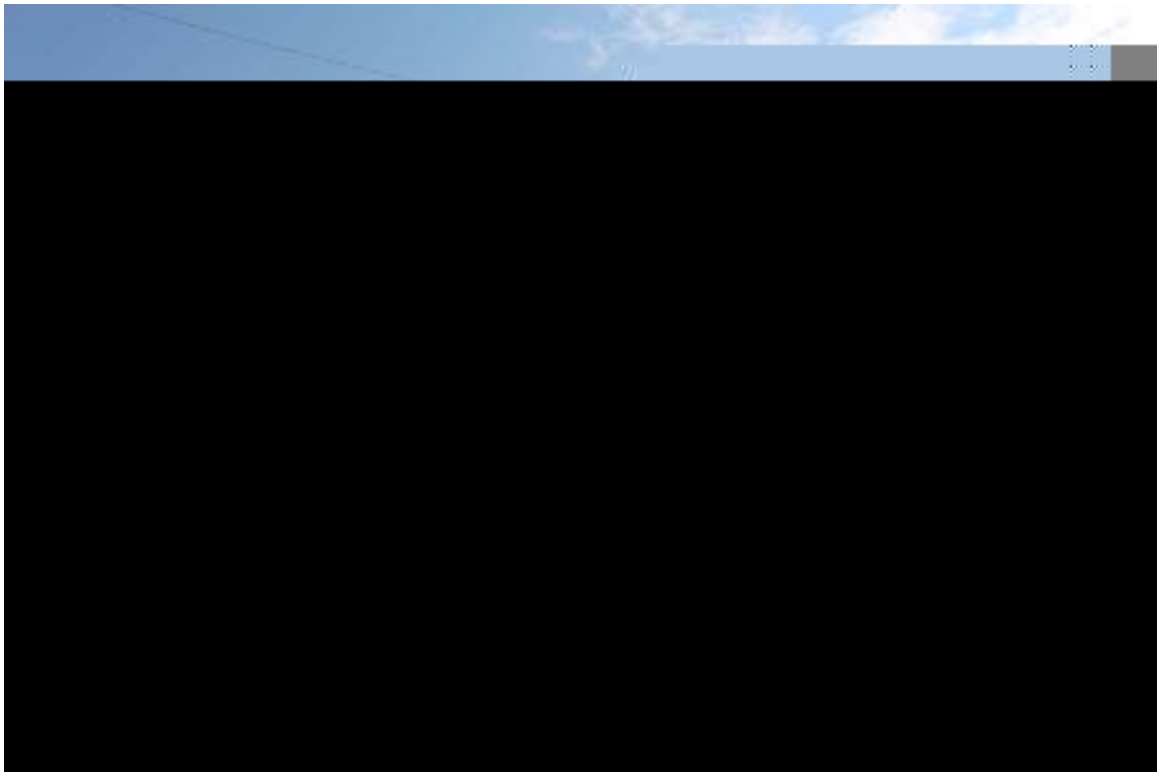
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9162 Temporary Resource Number:

Address: 4600 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017



South and west elevations, view to the northeast.

West elevation, view to the east northeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9162 Temporary Resource Number:

Address: 4600 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017

Connection with animal bridge, view to the east southeast.

North elevation, view to the east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9162 Temporary Resource Number:

Address: 4600 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017

South elevation, view to the northeast.

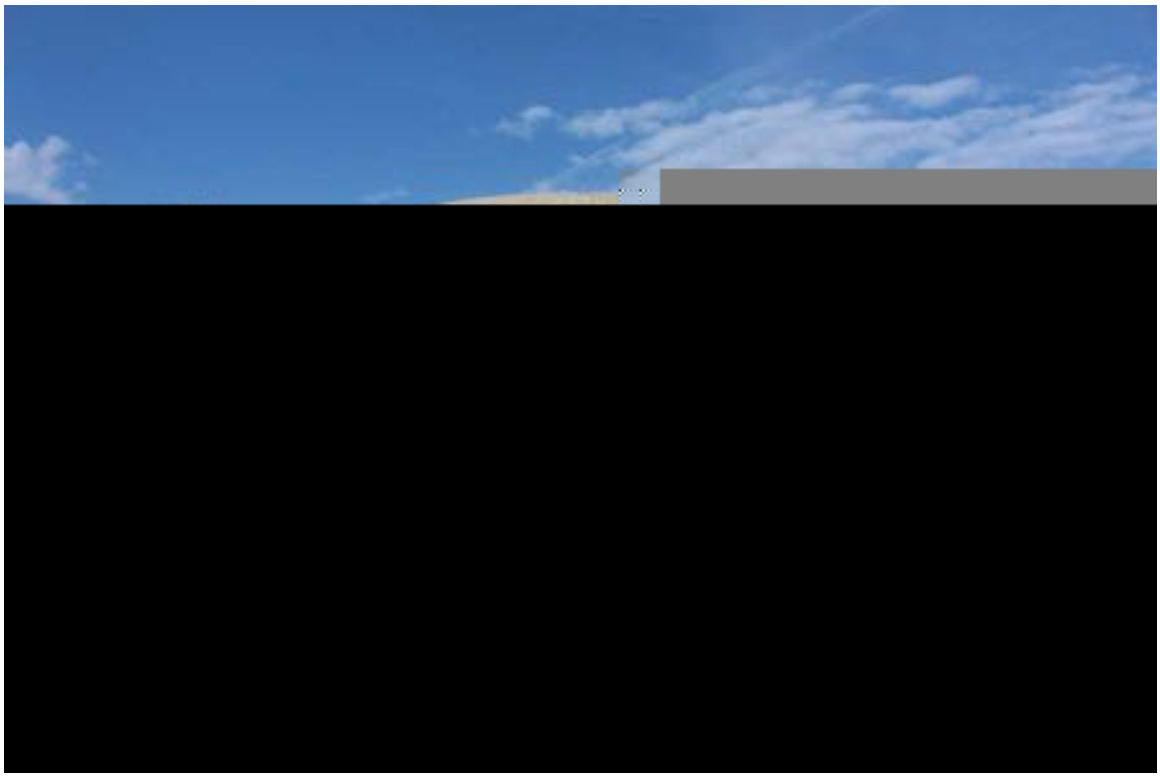
Main entrance, view to the southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9162 Temporary Resource Number:

Address: 4600 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017



Front facade, view to west.

North elevation, view to the southwest.

Resource Number: 5DV.3815 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    The building has been determined not individually eligible for the National Register; however, once additions are removed it should be re-evaluated for individual eligibility. It has been determined to be contributing to the eligible National Western Historic District and became a Denver Landmark in 2016. Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement 2013 (Pinyon Environmental, Inc. 2013)

    Regional Transportation District, North Metro FastTracks Corridor, Final Environmental Impact Statement, Archaeological, Historic, and Paleontological Resources (URS Corporation 2008)

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    CDOT Colorado Department of Transportation
17. Site Description/Update:

    Since the last evaluation in 2013 by Pinyon Environmental Inc., 5DV.3815 retains the roofline, massing, materials, and fenestration patterns that were previously recorded. The setting of 5DV.3815 has not changed. As noted in the National and State Register summary, the property contributes to a determined-eligible National Register district, and was listed as a Denver landmark in 2016.
18. Photograph Numbers: IMG_2932.JPG, IMG_2927.JPG, IMG_2936.JPG, IMG_2923.JPG, IMG_2921.JPG, IMG_2918.JPG, IMG_2707.JPG, IMG_2870.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

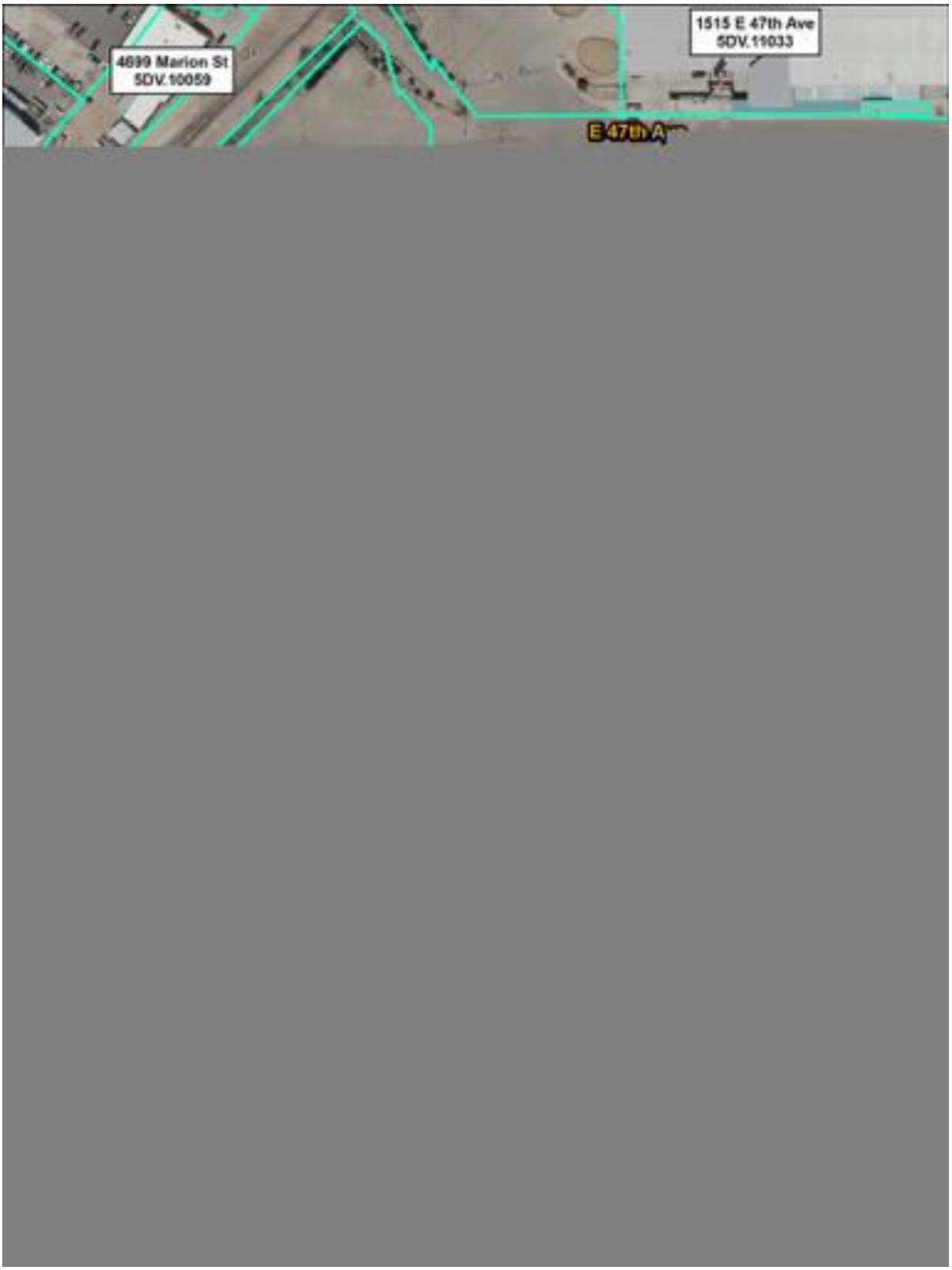
    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.3815 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.3815 Temporary Resource Number:

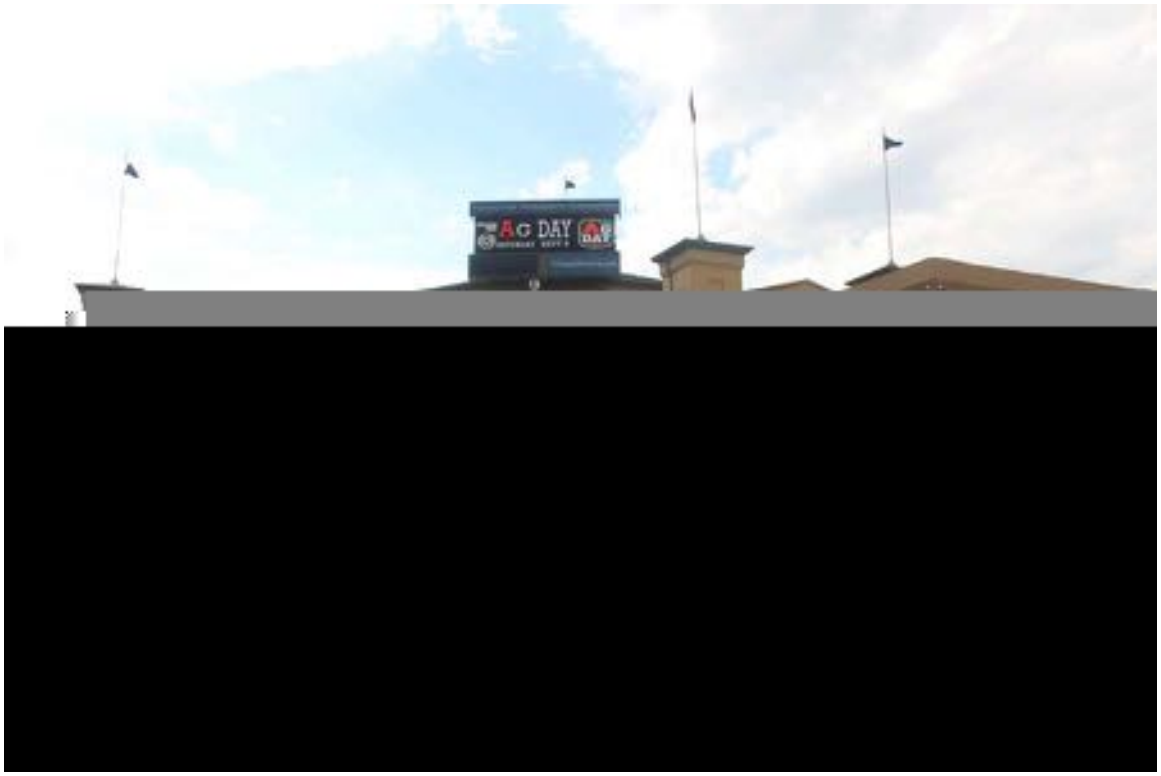
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.3815 Temporary Resource Number:

Address: 4655 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017



Front facade, view facing west.

Front facade, view facing west.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.3815 Temporary Resource Number:

Address: 4655 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017

Front facade, view facing north/northwest.

East elevation, view facing southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.3815 Temporary Resource Number:

Address: 4655 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017

East elevation, view facing west/northwest.

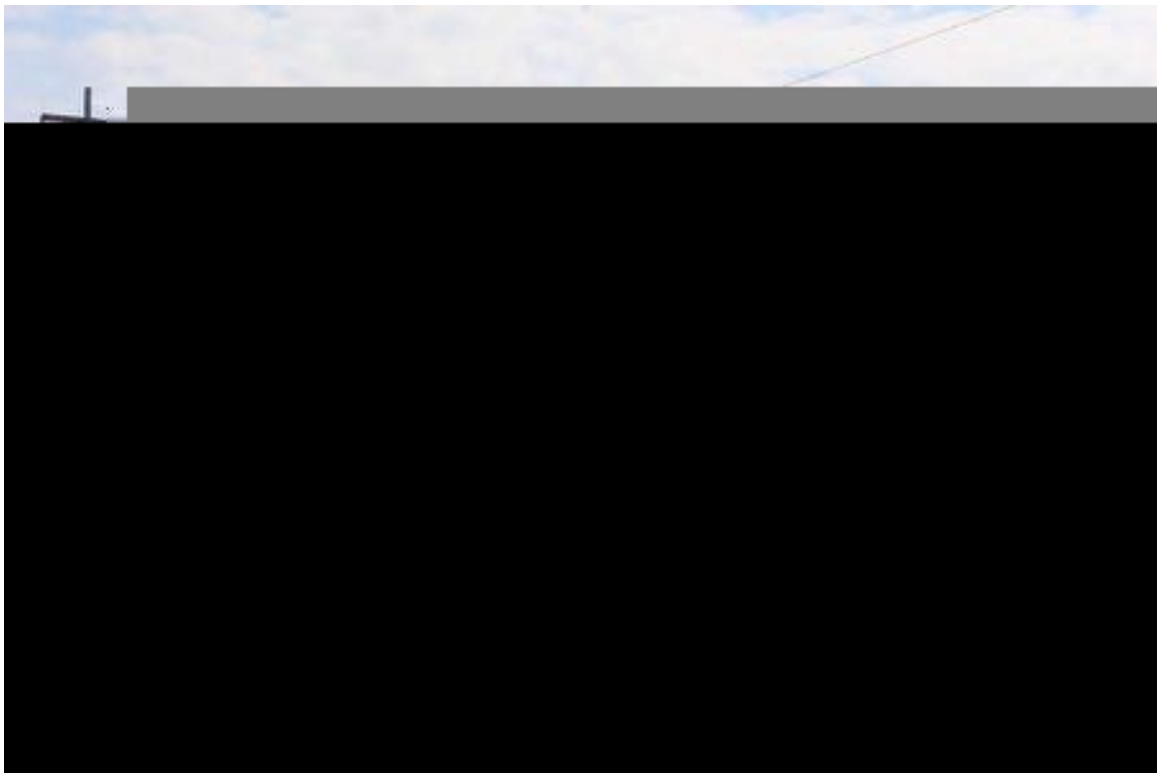
East elevation, view facing southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.3815 Temporary Resource Number:

Address: 4655 Humboldt Street

Photographer: K. Ohland Photograph Date: September 2017



West elevation, view facing east.

North elevation, view facing south/southeast.

Resource Number: 5DV.9660 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):

14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

Comments: There is a chain link fence on the western property boundary. A wood fence is on the southern, eastern, and western property boundaries.

15. Recorder's Management Recommendations:

Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.

16. Known Collections, Reports, or Interviews:

I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement, 11/19/2012

I-70 East Environmental Impact Statement: Results of an Intensive Cultural Resource Survey, Denver and Adams Counties, Colorado, 12/1/2007

Architectural Inventory Form for 5DV.9600, report filed at OAHP, 4/15/2006

17. Site Description/Update:

Since the evaluation in 2012 by Pinyon Environmental, Inc., the Torres Residence retains its general form, cladding, decorative features, and overall integrity. The only significant change to the property is that windows have been boarded up. Additionally, there is a small particle board shed east of the front gable steel shed at the rear of the property that is not mentioned in the previous site description.

According to the Denver County Assessor's Office, the residence was constructed in 1891. It appears on the 1904 Sanborn map as a one-and-one-half-story dwelling with a small one-story front porch, one-story rear vestibule, and outhouse at the rear corner of the property. On August 27, 1904, Carl M. Lindquist sold Lot 10 of Block 11 in Elyria to Robert T. McGrew, who worked in real estate according to Ballenger & RichardsÕs 1908 City Directory.* AssessorÕs records and a *De e Da Ne* article indicate that in 1908 McGrew sold Lot 10 to John and Matilda Beckman. Federal census records from 1910 and 1920 show that John Beckman (listed as "C. John Beckman" in the 1910 Census) was born in Germany in about 1863 and immigrated to the United States as a child in 1870. He became a citizen in 1888 and worked as a ranchman. His son, Carl, worked as a laborer in the lumber yard; another son, Lawrence, was a salesman at the packing house; finally, his brother-in-law, Carl C. Knapp - who also lived at 4656 Baldwin Court - was a stockman in the stockyards. According to a *De e P* article Lawrence, who lived at 4656 Baldwin Court, died as a result of an accident at the Swift Packing Company Plant in February 1921.

In 1929 Jacob and Marie L. Teltz purchased Lots 10 and 11. By 1930 the property displayed a full-width porch along the front and auto garage, as shown on the 1929-1930 Sanborn Map. The 1930 census indicates that Jacob Teltz was a butcher at the Armour & Company Packing Plant, as was his nephew Alvin, who also lived in the house. The Teltzes also had two lodgers, both of whom also worked at Armour & Company: Clarence Cutler was a laborer and John E. MacDugal was a foreman. In 1932 ownership of Lots 10 and 11 passed solely to Marie L. Teltz, and the 1940 census indicates that Dale C. Fadely - a construction laborer - and his wife Pearl T. were renting the house. James A. and Maude Marcus purchased the property in 1944 and quickly sold it to Jack E. Troxell in 1945, who the 1947 and 1948 Gazetteer Company's City Directories indicate was a car loader and oiler at the Ralston Purina Company; the directories list family members Charles R., Ernest A., James M. and Roy W. Troxell also living at the house and working as laborers and truckers, and Jean M. Troxell as the operator of Charm by Cleo Beauty Salons. By 1948 ownership passed to husband and wife Charles R. and Tina K. Troxell. Charles was a sweeper at the Ralston Purina Company according to the 1948 *Ga e ee C D ec* . He resided at 4656 Baldwin Court until at least 1970 as indicated by the *P ' C D ec* . At some point after that William Reimel purchased the property, and in 1987 he sold it to Salvador and Rose Torres. In 2017 Rose Torres sold the property to the City and County of Denver.

This research indicates that this property is eligible for the National Register or State Register under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. Previous research indicated the property is also significant under *C e C: A ch ec e* as a good example of a vernacular-style residence constructed in the ethnic working class neighborhood of Elyria during the period of significance, 1891. Denver landmarks must meet at least one

criterion in two or more of the three categories of significance for history, architecture, or geography. As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

*Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Sources:
Ba e ge & R cha d C D ec (1908)
Denver County AssessorÕs Records
ÒElyria Ð Lot 10, block 11,Ó Denver Daily News, January 16, 1908, 11.
Federal Census Records (1910, 1920, 1930, 1940)
ÒFracture of Ankle is Indirect Cause of WorkerÕs Death,Ó Denver Post, February 24, 1921, 20.
Ga e ee C a C D ec (1947, 1948)
P C D ec (1970)
Sanborn Insurance Maps from 1904, 1929-1930, 1929 (corrected to 1951)

18. Photograph Numbers: 4656 Baldwin- Torres Residence, Facing Southweast.JPG; 4656 Baldwin Court, Torres Residence, Facing ENE.JPG; 4656 Baldwin- Torres Residence, Facing North (2).JPG; 4656 Baldwin- Torres Residence, Facing NorthEast (2).JPG; 4656 Baldwin- Torres Residence, Facing Northwest.JPG; 4656 Baldwin- Torres Residence, Facing northwest (2).JPG; 4656 Baldwin- Torres Residence, Facing northwest- outbuildings.JPG; 4656 Baldwin- Torres Residence, Facing west.JPG

Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Angela Hronek, Historian

Date: 11/1/2017

22. Recorder Affiliation: Mead & Hunt, Inc.

Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

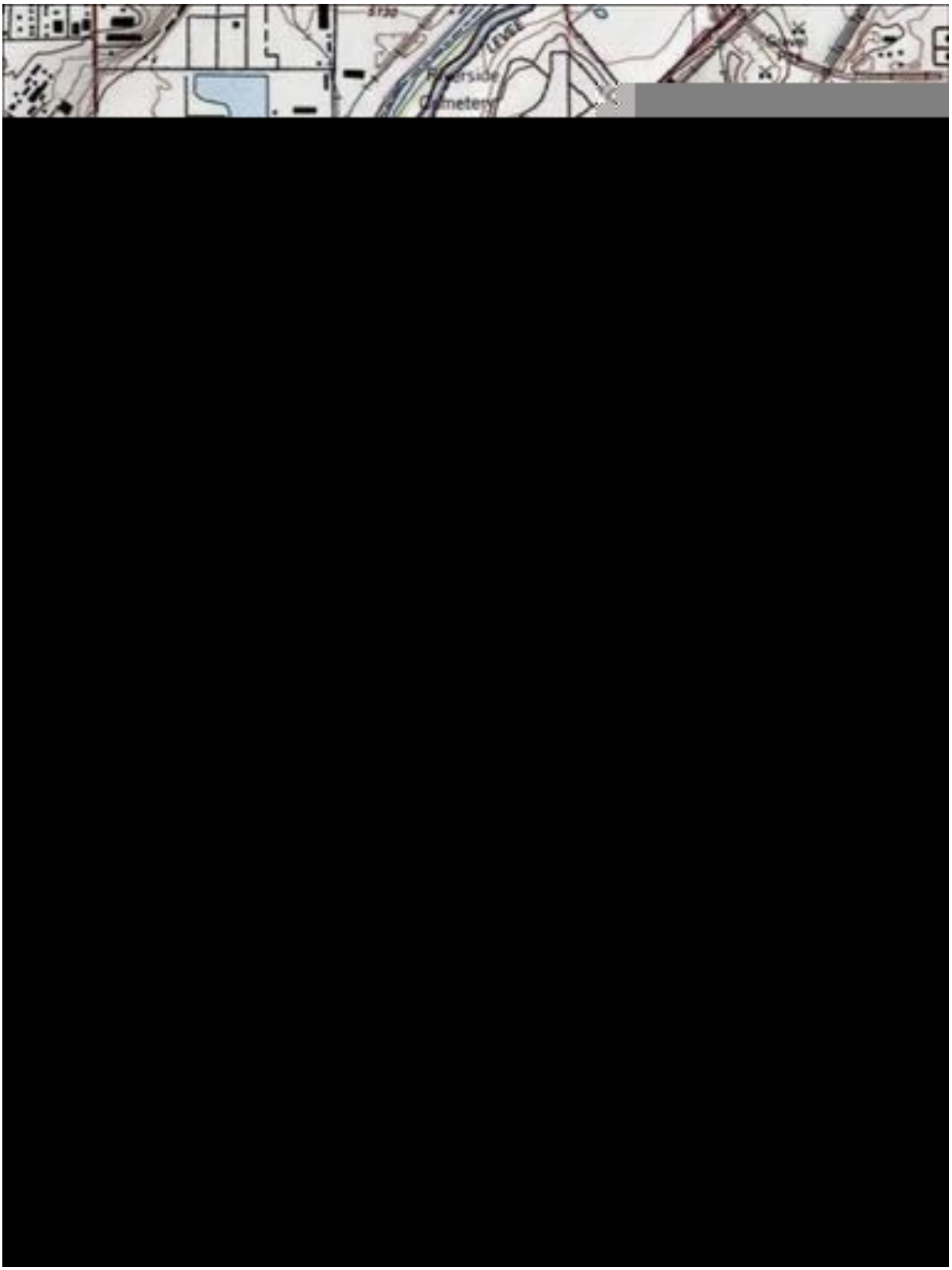
Note: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and photographs.

Resource Number: 5DV.9660 Temporary Resource Number:

Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9660 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9660 Temporary Resource Number:

Address: 4656 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017

View of west (front) and north (side) elevations.

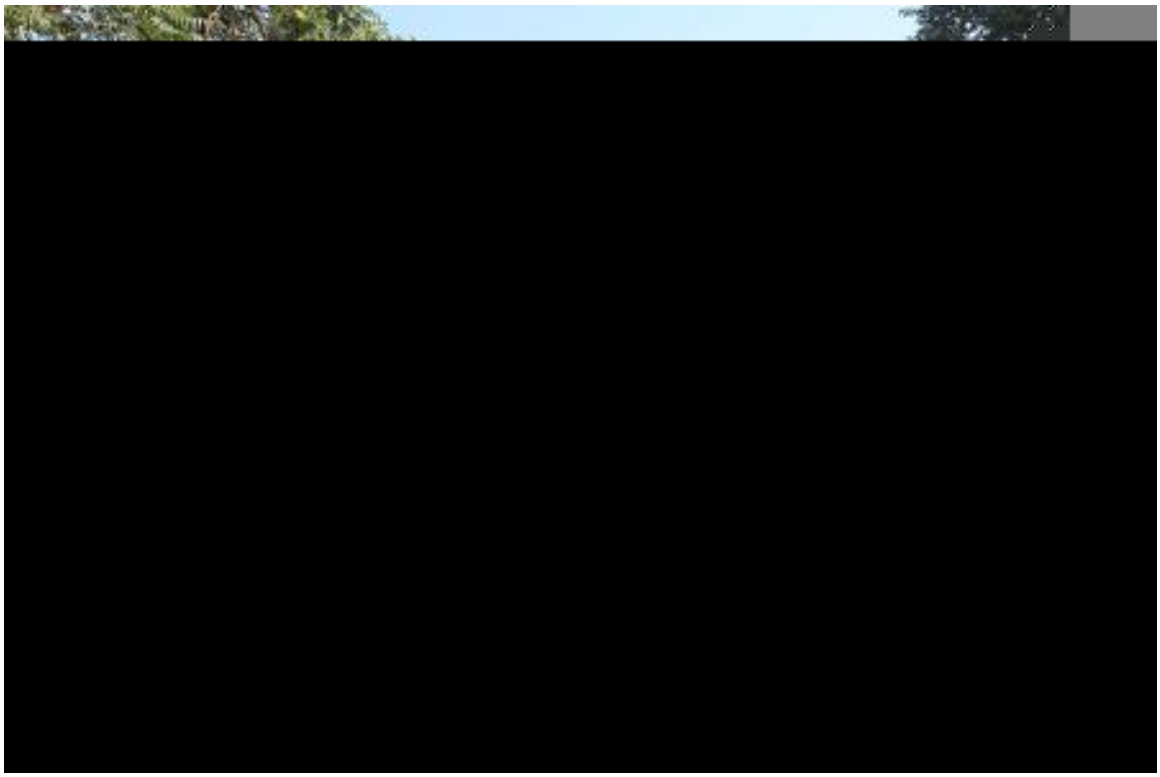
View of west (front) elevation.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9660 Temporary Resource Number:

Address: 4656 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017



View of south (side) elevation.

View of south (side) elevation and shed at rear of property.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9660 Temporary Resource Number:

Address: 4656 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017

View of south (side) and east (rear) elevations and shed at rear of property.

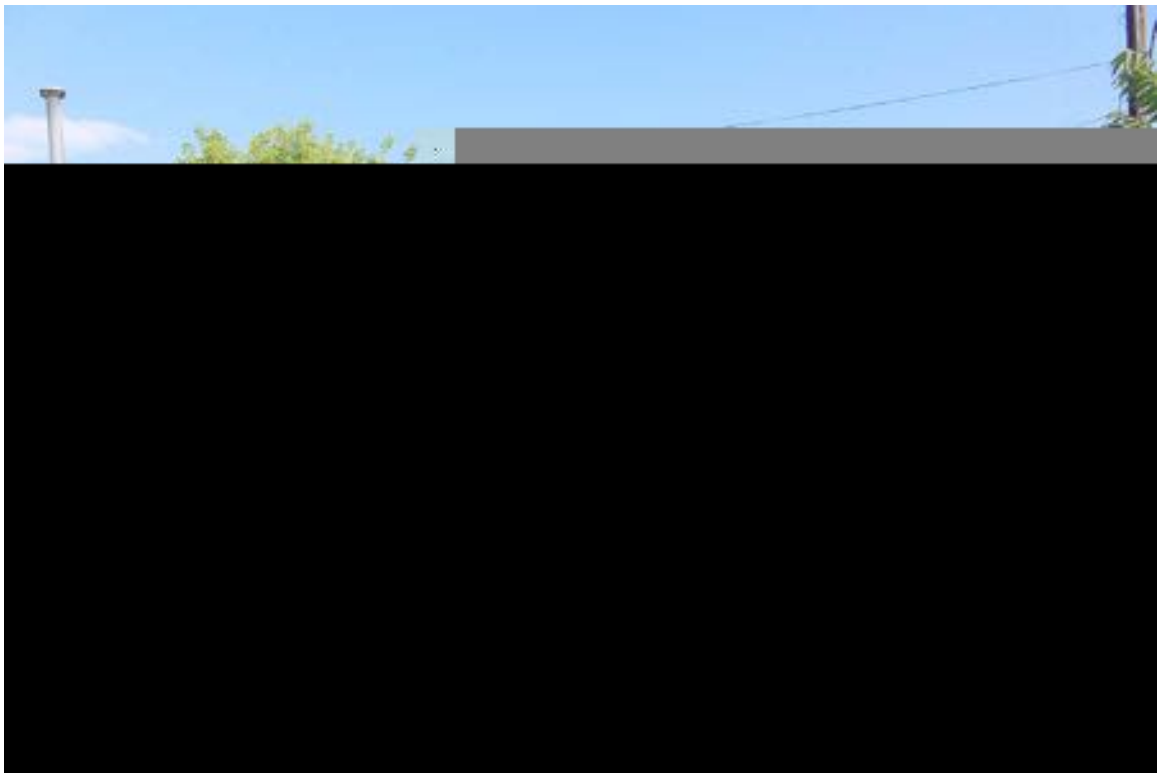
View of east (rear) elevation and sheds at rear of property.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9660 Temporary Resource Number:

Address: 4656 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017



View of sheds at rear of property.

View of shed at rear of property.

Resource Number: 5DV.1614 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    Denver Urban Renewal Authority Housing Rehabilitation Projects (Surveyed Denver Planning and Community Development Office October 1982)

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    Since the evaluation in 2007 (SAIC), field work determined that 5DV.9809 retains the roofline, massing, and materials that were previously recorded. However, the building has been subjected to numerous alterations over time that have resulted in a number of irreversible changes. These changes include the loss of the front porch and alterations to window and door openings. The alterations obscure original features and constitute a loss of original materials which results in a diminishment of physical integrity. The setting of 5DV.1614 appears unchanged since the last assessment.

    Additional research has been completed for this property and has revealed the following information. According to the Denver County AssessorÕs Office this building was constructed in 1906. The 1903-1904 Sanborn map shows that a one-story building was located on the property at that time, predating this residence. A Denver Building Permit, however, indicates that in 1909 owner Mr. Copter replaced this structure with a 24 by 30 foot brick residence on Lots 8 and 9 of Block 11 in Elyria for the cost of 1000 dollars. The 1929-1930 and 1951 Sanborn maps indicate that the house had a one-story front porch and one-story vestibule on the rear. Several outbuildings, now nonextant, including a large garage, were located at the rear of the property. No additional information was found on Mr. Copter.

    Paul Katzbon (also spelled Ketzbaum) acquired the property on April 13, 1915 although a 1910 city directory indicates that he had been living at the property by that year. The 1910 federal census and city directories indicate that Paul Katzbon immigrated from Germany in 1880 and work as a laborer at the Denver Union Stock Yard Company. In 1918 property ownership transferred to the Hoeffer family, first to Charles Hoeffer in 1918 and then to his wife Amelia in 1919. The 1920 Federal Census shows that Charles Hoeffer worked as a dairyman. A 1924 city directory indicates that Charles was deceased by that year but his widow Amelia was still living at the property. On February 14, 1928, Mrs. Hoeffer granted ownership of the property to Charles F. and Velera G. Otto. According to the 1940 federal census Charles Otto worked as a mechanic in a packing house. Charles retired by 1973 but he and his wife Valeria continued to live in the house. The previous inventory form states that Anne Troy Wagner obtained ownership of this house in 1980. She sold the property to Gerald A. Krier, the previous owner before the city purchased the house, in 1999. At some point since the previous recording in 2007 the house was converted to commercial use and is currently a liquor store.

    This research indicates that this property possesses significance under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. However; alterations to the building over the years, including changes to cladding, front entrance, fenestration patterns, and removal of the front porch, have resulted in a loss of integrity. Due to the loss of integrity, 5DV.1614 does not convey significance, and as such is not eligible for the National or State Registers of Historic Places.

    Research did not indicate that this property is eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

    Sources:
    5DV.1614 Inventory Form

Resource Number: 5DV.1614 Temporary Resource Number:

Ballenger & Richards Denver City Directory (1907, 1910)
Denver County AssessorÕs Records
Denver Building Permit (1909)2-4.0#306.0
Federal Census Records (1910, 1920, 1940)
Gazetteer CompanyÕs City Directory (1924)
PolkÕs Denver City Directory (1973)
Sanborn Insurance Maps from, 1903-1904, 1929-1930, 1929 (corrected to 1951)

18. Photograph Numbers: 4660 Baldwin Court, Krier Property, Facing NE.1.JPG, 4660 Baldwin Court, Krier Property, Facing ESE.JPG, 4660 Baldwin Court, Krier Property, Facing SW (2).JPG, 4660 Baldwin Court, Krier Property, Facing SE.1.JPG, 4660 Baldwin Court, Krier Property, Facing SE.JPG

Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Katie Ohland, Historian

Date: 11/1/2017

22. Recorder Affiliation: Mead & Hunt, Inc.

Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

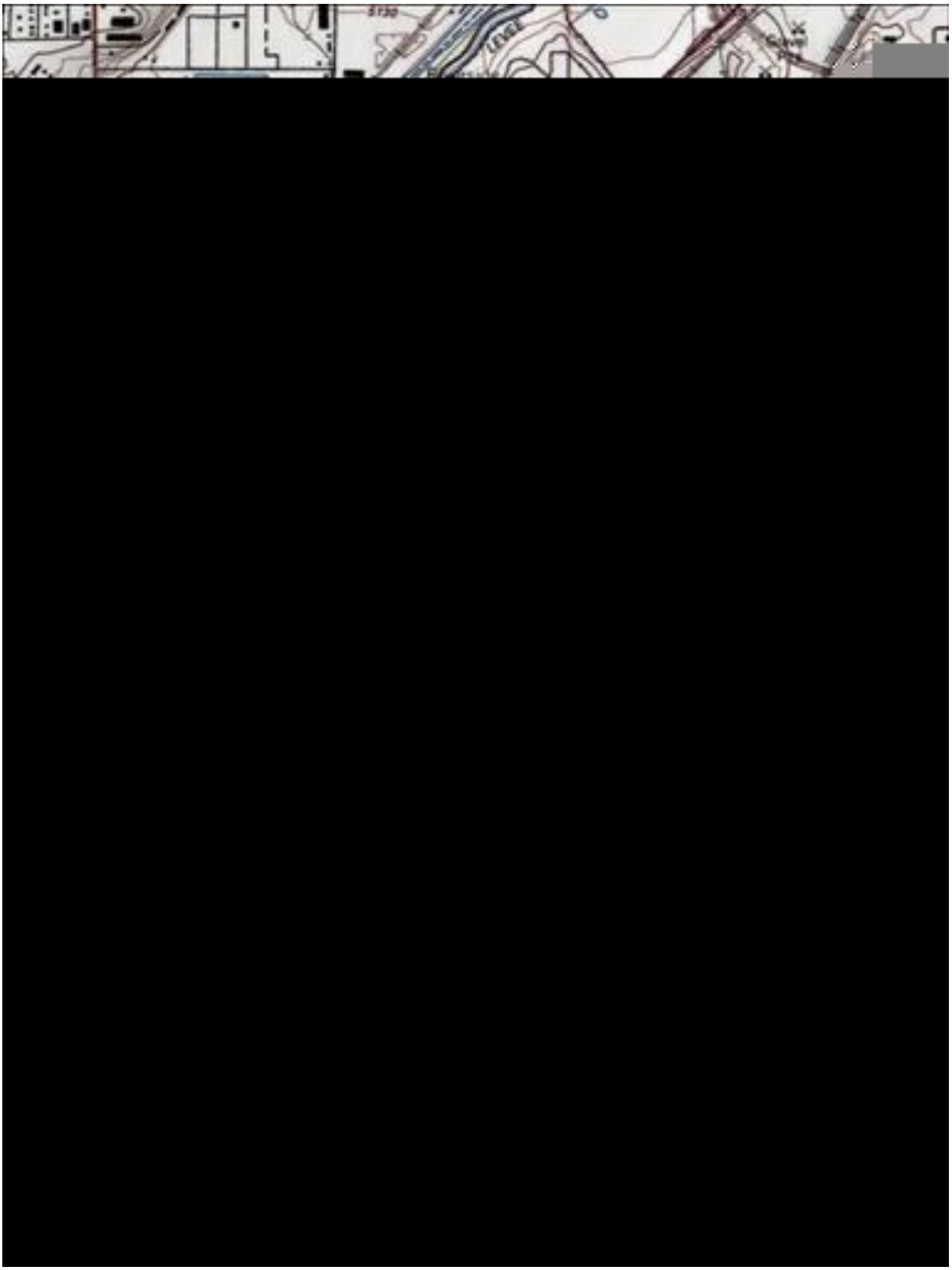
Note: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and photographs.

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

Resource Number: 5DV.1614 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.1614 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.1614 Temporary Resource Number:

Address: 4660 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017

View to the northeast of primary facade and south elevation

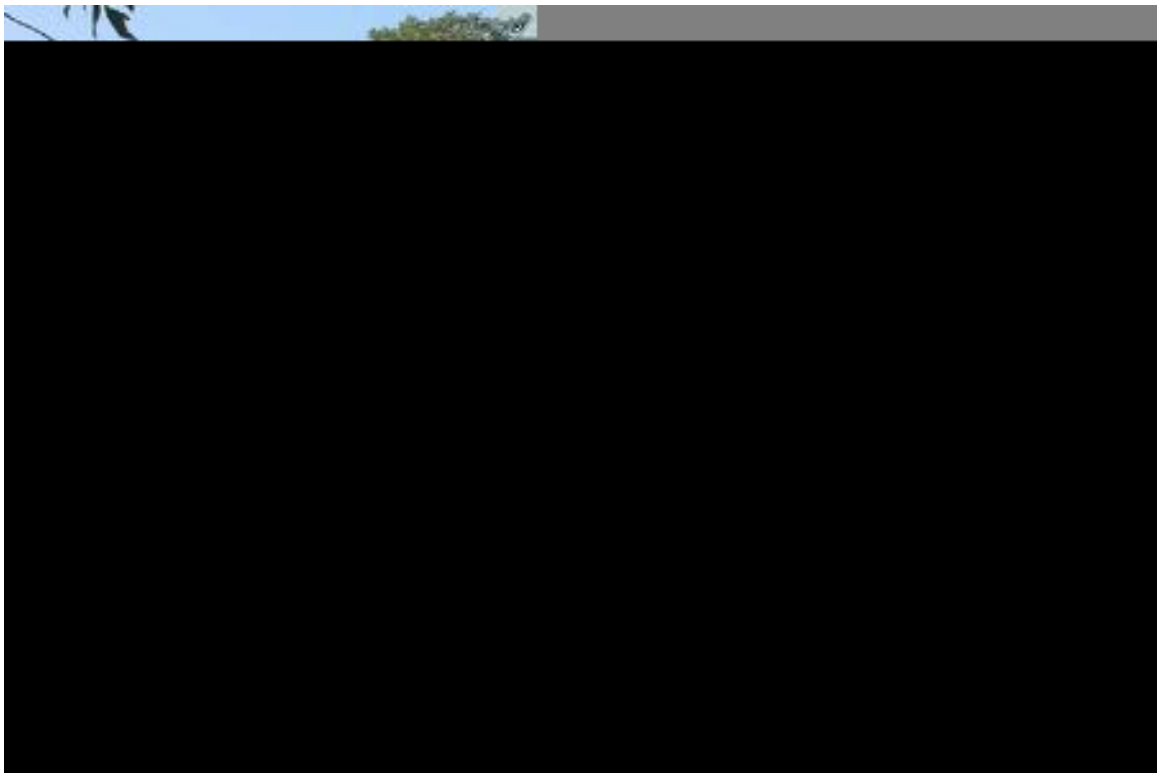
View to east southeast of primary fa•ade

Cultural Resource Re-Visitation Form

Resource Number: 5DV.1614 Temporary Resource Number:

Address: 4660 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017



View to the southwest of north and rear (east) elevations

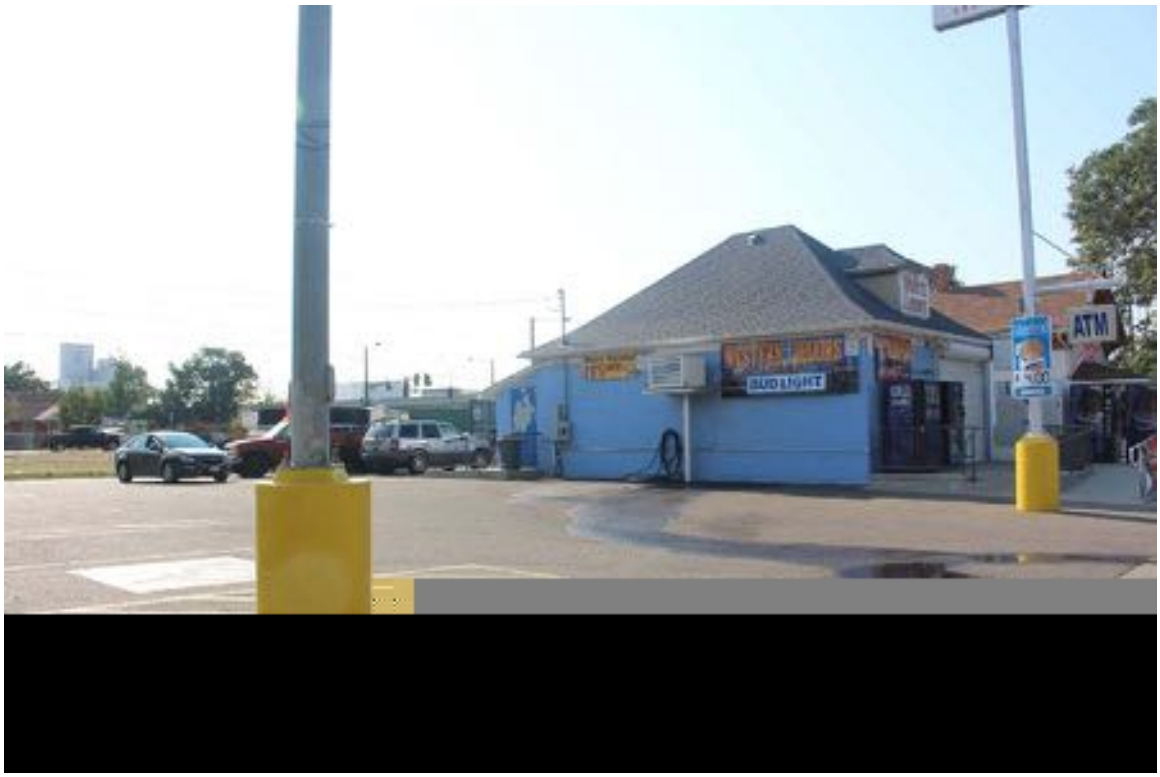
View to the southeast of primary facade and north elevation

Cultural Resource Re-Visitation Form

Resource Number: 5DV.1614 Temporary Resource Number:

Address: 4660 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017



View to the southeast of overall property, primary facade, and north elevation

Resource Number: 5DV.9807 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):
    Comments:
15. Recorder's Management Recommendations:
    No further work is recommended.
16. Known Collections, Reports, or Interviews:
    Architectural Inventory Form for 5DV.9807, Recorded at OAHP 11/20/07.

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:
    Since the evaluation in 2007 (SAIC), 5DV.9807 retains the roofline, massing, materials, and fenestration patterns that were previously recorded. The house shows mild deterioration that has occurred in recent years. In addition, the house is not currently occupied and windows and doors have been boarded up. The setting of 5DV.9807 has changed since the last assessment with the demolition of the structure to the south.

    Additional research revealed the following: according to the Denver County Assessor's Office, records show the first owners of 4667 Baldwin Court, located on lots 41-46 of Block 10 in Elyria, to be August and Kate Eckenroth, who were granted the property on June 29, 1904.* A residence appears on lot 46 in the 1905 BaistÕs Real Estate Atlas of Denver as a rectangular frame building. In 1912 resident Frederick Eckenroth had a tragic accident that occurred while he was at work at the Colorado Packing and Provision company. A *De e P* s article reported that Eckenroth impaled himself upon his own blade, and passed away at Mercy Hospital. Eckenroth left a wife. In 1915, the City Directory shows a laborer, William Pundt, was also living at 1667 Baldwin Court. Katherine (Kate) D. Eckenroth, lived in the house until her death in 1928.

    In 1938 lots 41-45 were granted to H.H. Tangeman, Alfred Ramke, and Joe Ross, while lot 46 was granted to Harry and Gretchen Eckenroth on December 19, 1938. The 1940 federal census lists a Harry Eckenroth who was born in Missouri as a Truck Driver for the City and County of Denver and his wife Gretchen, who was born in Colorado, as a homemaker. The EckenrothÕs were living at 4667 Baldwin Court with their five children, Richard, Frederick, Gerald, Shirly and Nancy, who ranged in age from 1 to 10 years. The 1945 Denver City Directory shows Harry Eckenroth was employed by Swift & Co. meat packing plant. The 1948 Denver City Directory lists Gretchen A. Eckenroth as a widow, who still lived in the house in 1950. The house appears on the 1929 Sanborn map, updated to 1951, as a frame dwelling with a one-story front porch and a one-story frame addition on the rear (west) elevation. A frame garage sits along the west lot line along the alley. It appears widow Gretchen Eckenroth remarried and became Gretchen Graves in the during this period, and records show that in 1975 Gretchen jointly owned 4667 Baldwin Court with Frederick R. Eckenroth. The property was transferred into F.R. EckenrothÕs sole possession on September 27, 1973 and Eckenroth granted the property to Brian Murray on March 26, 1996. In December 20, 1996, the property was granted to Carl and Kathy Boone, and in 2005 the Boones transferred 4667 Baldwin Court to the Baldwin Court Real Estate Company. In 2017 the property was acquired by the City and County of Denver.

    This research indicates that this property possesses significance under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. However; alterations to the building over the years, including additions to the side (south) and rear (east) elevations, changes to cladding, and the enclosure of the front porch, have resulted in a loss of integrity. Due to the loss of integrity, 5DV.9807 does not convey significance, and as such is not eligible for the National or State Registers of Historic Places.

    Research did not indicate that this property is eligible as a Denver Landmark because it does not meet two or more of the three categories of significance for history, architecture, or geography.

    *Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Resource Number: 5DV.9807 Temporary Resource Number:

Sources:
Denver County AssessorÕs Records
Federal Census Records (1940)
Denver City Directories (1915, 1945, 1948)
BaistÕs Real Estate Atlas of Denver, 1905
Sanborn Insurance Maps from 1929, updated to 1951
ÒFell on Butcher Knife and Dies in HospitalÓ, *Denver Post*, April 16, 1912, p. 17.

18. Photograph Numbers: DSCN8270.JPG through DSCN8281.JPG

    Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017

22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

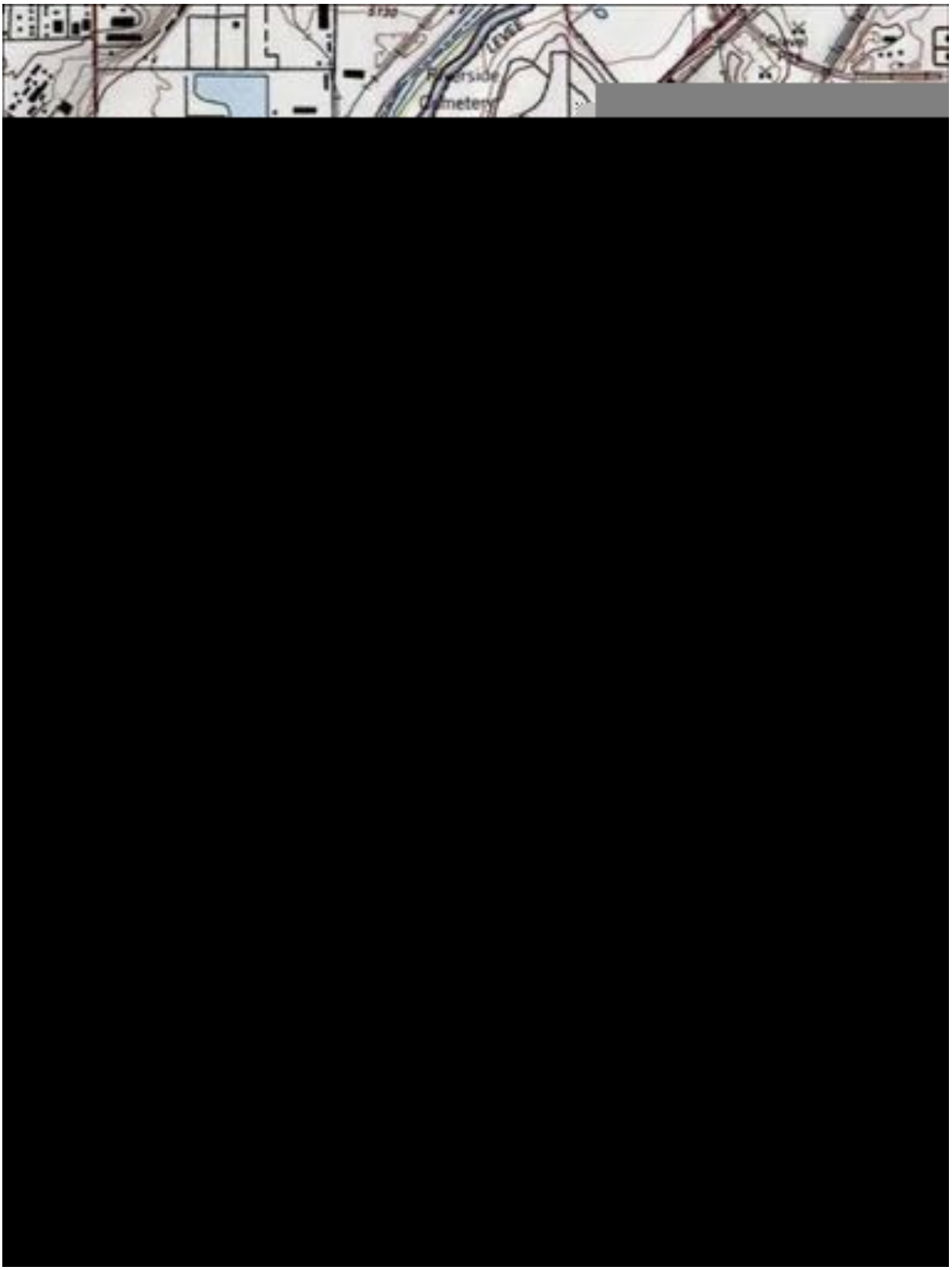
Note: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and photographs.

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

Resource Number: 5DV.9807 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9807 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9807 Temporary Resource Number:

Address: 4667 Baldwin Court

Photographer: D. Litvak Photograph Date: May 2017

View to west/southwest of front elevation.

View to west/northwest of front elevation.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9807 Temporary Resource Number:

Address: 4667 Baldwin Court

Photographer: D. Litvak Photograph Date: May 2017

View to north of side elevation.

View to northeast of rear elevation.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9807 Temporary Resource Number:

Address: 4667 Baldwin Court

Photographer: D. Litvak Photograph Date: May 2017

View to northeast of garage.

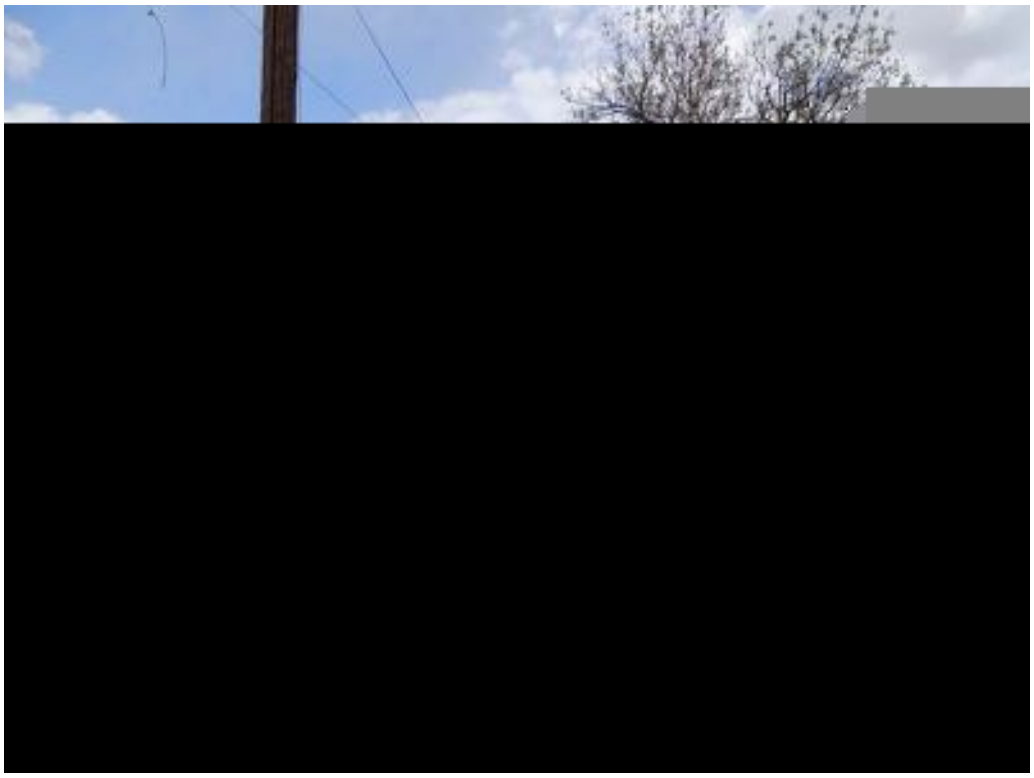
View to northwest of garage.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9807 Temporary Resource Number:

Address: 4667 Baldwin Court

Photographer: D. Litvak Photograph Date: May 2017



View to east of garage.

Overall view of property, view to northwest.

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☐ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement, 11/19/2012

    I-70 East Environmental Impact Statement: Results of an Intensive Cultural Resource Survey, Denver and Adams Counties, Colorado, 12/1/2007

    Interview with neighbor, Elijah G. Gaylor, Re-evaluation form for 5DV1247 filed at OAHP, 4/13/2006

    Elizabeth MacMillan, "Elyria: Denver's Forgotten Suburb," Unpublished manuscript, Western History and Genealogy Department, Denver Public Library, 1/1/2004
17. Site Description/Update:

    Since the evaluation in 2012 by Pinyon Environmental, Inc., the Kosik Residence retains its general form, cladding, decorative features, and overall integrity. There have been a few alterations to the property. A flat porch roof made of composite material, as well as the metal bar and diamond motif porch supports that held it up, have been removed from the south bay of the facade. An eight-foot tall wooden fence that once limited access between this and adjacent properties has also been removed. Additionally, window openings have been boarded up.

    According to the Denver County Assessor's Office, the residence was constructed in 1889. At that time it was 41-43 Baldwin Court in Elyria, which had not yet been incorporated as part of Denver. In "Elyria: Denver's Forgotten Suburb," Elizabeth MacMillan indicates that Emery V. Moore, an Elyria town trustee and marshall, resided here in 1899 and 1900. Indeed, the 1900 census records Moore, his wife Ella, and daughter Clare, as residing at the property. The form prepared by SAIC in 2006 indicates that in addition to being a town trustee and marshall, Emery Moore was employed as a driver at a local packing house.

    The 1904 Sanborn map and 1905 *Ba ' Rea E a e A a f S e f De e* show the one-story brick duplex; each side had a small one-story porch at the front and rear. In 1905, Louis and Kate Neumann purchased the property.* The 1910 census indicates that they were both German immigrants who had come to the United States in the 1880s. Additionally, they were longtime saloon owners and residents of Baldwin Court. A June 21, 1898 *De e P* article describes a holdup at their business, the Old Fort Liberty Saloon, in which Louis suffered a head injury. In August 1904, the *R c M a Ne* reported that Kate shot Louis as an act of self defense in response to a drunken assault; he survived his injuries, but their daughter Lizzie later confessed to the shooting. It is unclear whether Louis and Kate ever lived at this property, as in 1904 when the shooting occurred they resided at 4602 Baldwin Court.

    While the Neumann family owned the property until 1936, a number of tenants lived there. The 1905 *C be Ba e ge C D ec* indicates that Mason M. Belknap, a driver for the Western Packing Company, lived at 4681 Baldwin Court. By 1910 federal census records indicate that the Neumanns' son Louis - a barber - his wife Annie, and a daughter resided in one half of the duplex and William A. Edwards - a printer - his wife Katherine M., who was Hungarian-German, and two children resided in the other half of the residence. A 1916 City Directory lists William Pundt as living at 4683 Baldwin Court. Pundt was mentioned in the *De e P* in April 1916 as one of the young cowboys who chased a pair of bandits after they shot William H. Cabler, a watchman for the Denver Union Stockyards company. In 1917, the *De e R c M a Ne* reported that Pundt, an employee of the Swift Packing Company, was attacked and may have been fatally stabbed while walking home to 4683 Baldwin Court. By 1920, as shown in the federal census, Archie C. Chainhalt, a barber, lived in the duplex with his wife, Ruby, and son. The other half was occupied by Mary Clifford, who was Irish and worked as a meat trimmer at the packing house; her son John, a butcher at the packing house; and a lodger, James Murphy, who also worked as a butcher at the packing house.

In 1936 Elizabeth N. Radl (sic) purchased Block 10, Lots 47 and 48, though she may not have resided at the property; a 1936 City Directory indicates Louis Heil, an engineer at K&B Packing, and his wife Ella lived at 4681 Baldwin Court. By 1938 the Heils bought the property. The 1940 census indicates that they lived in that half of the duplex with their seven children and lists Louis and their oldest son Joseph employed as stationary engineers at the meat packing plant. The other half of the duplex was occupied by John Gurnsey, a WPA laborer, his wife Gertrude, and their four children. In 1959 ownership passed to Louis Heil and Frances A. Kosik, and by 1961 Frances A. Kosik was the sole owner. Frances lived at 4681 Baldwin Court with her husband Harvey J., listed as a construction worker in a 1961 City Directory and the owner of Kosik Remodeling in a 1967 City Directory. Their son Harvey J., a student, lived in the house as indicated in a 1977 City Directory. In 1992 Harvey John Kosik acquired the house, and he was the owner until the City of Denver purchased the home in 2017.

This research indicates that this property is eligible for the National Register or State Register under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. Previous research indicated the property is also significant under *C e C: A ch ec e* as a good example of a Denver Terrace-style residence constructed in the ethnic working class neighborhood of Elyria. Denver landmarks must meet at least one criterion in two or more of the three categories of significance for history, architecture, or geography. As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

*Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Sources:

"Aged Watchman Is Shot and Killed and Police Get Bandits After Wild Race," *De e P* , April 22, 1916, pg. 1-2
Ba ' Rea E a e A a S e f De e (1905)
C be Ba e ge C D ec (1905)
City Directories (1916, 1936, 1961, 1967, 1977)
Denver County AssessorÕs Records
"Did Wife or Daughter Shoot Louis Neumann?," *De e R c M a Ne* , August 8, 1904, pg. 10
Elizabeth MacMillan, "Elyria: Denver's Forgotten Suburb," Unpublished manuscript, Western History and Genealogy Department, Denver Public Library, 1/1/2004
Federal Census Records (1900, 1910, 1920, 1940)
I-70 East Environmental Impact Statement: Results of an Intensive Cultural Resource Survey, Denver and Adams Counties, Colorado, 12/1/2007
"Long Guns: When Properly Handled, they Captured $70 in Cash," *De e P* , June 21, 1898, pg. 8
"Man Attacked by Thugs is Reported Near Death," *De e R c M a Ne* , September 17, 1917, pg. 6
"Packing Employee Stabbed By Thug," *De e P* , September 17, 1917, pg. 13
Sanborn Insurance Maps from 1904, 1929-1930, 1929 (corrected to 1951)
"Wife Shoots Her Husband to Kill," *De e R c M a Ne* , August 6, 1904, pg. 3

18. Photograph Numbers: 4681-4683 Baldwin Court, Kosik Residence, Facing W.JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing WNW.1.JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing WNW (2).JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing SE (3).JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing ESE.JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing S.JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing SE (2).JPG; 4681-4683 Baldwin Court, Kosik Residence, Facing NE.JPG

    Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Angela Hronek, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

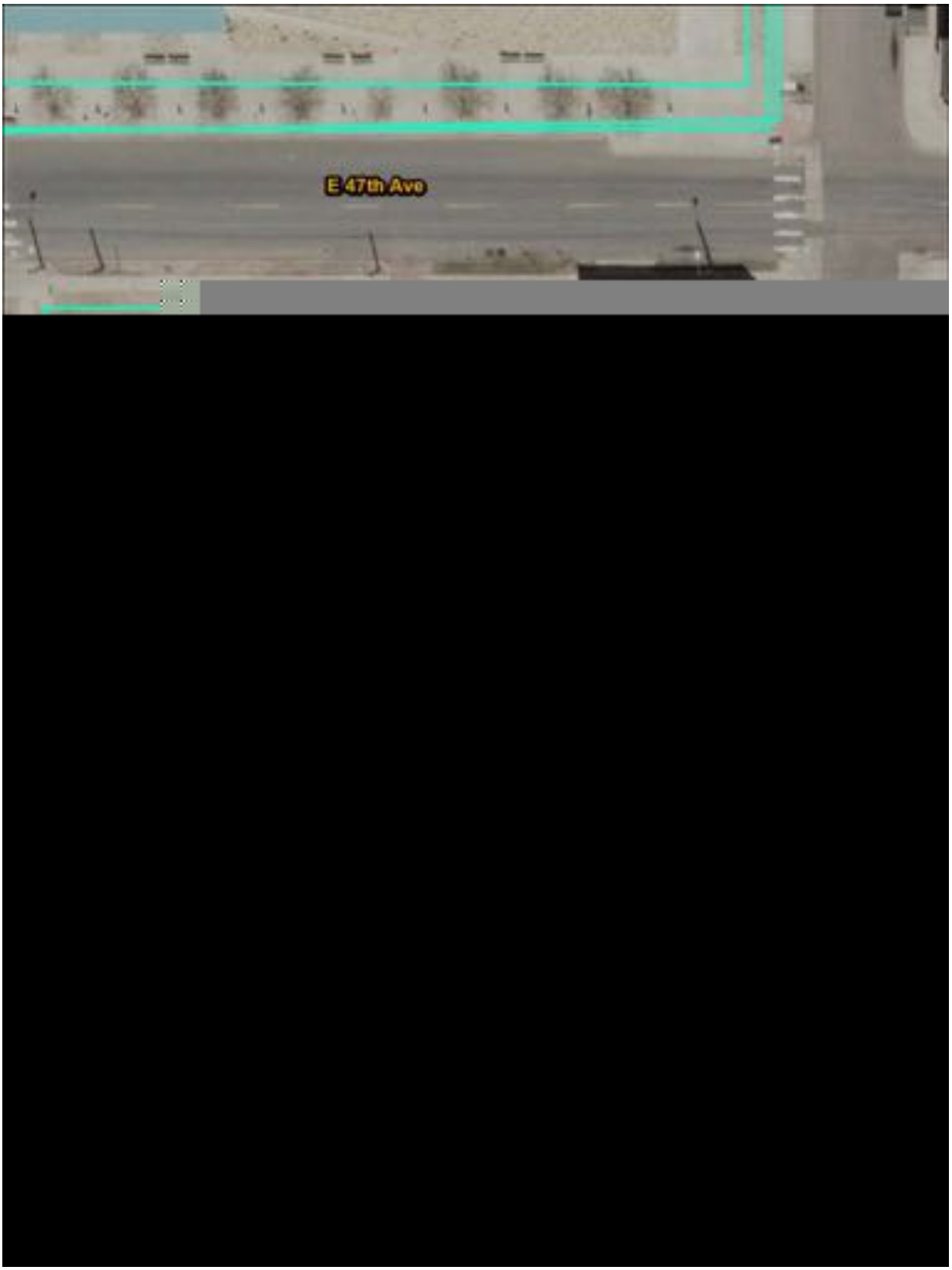
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

Note: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and

Resource Number: 5DV.1247 Temporary Resource Number:
photographs.

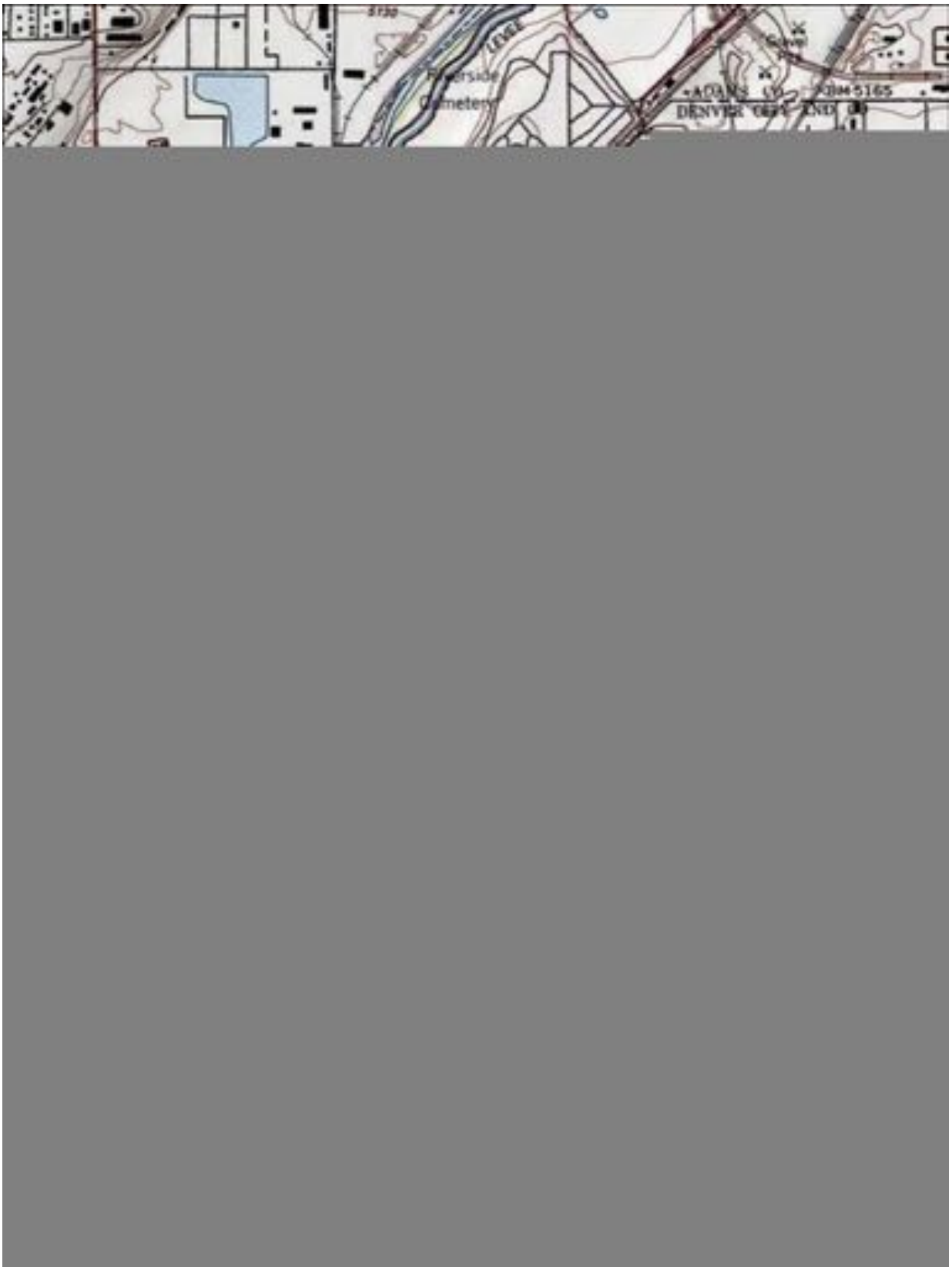
History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203
303-866-3395

Resource Number: 5DV.1247 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.1247 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.1247 Temporary Resource Number:

Address: 4681-4683 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017

View of east (front) elevation.

View of south (side) and east (front) elevations.

Resource Number: 5DV.1247 Temporary Resource Number:

Address: 4681-4683 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017

View of north (side) and east (front) elevations.

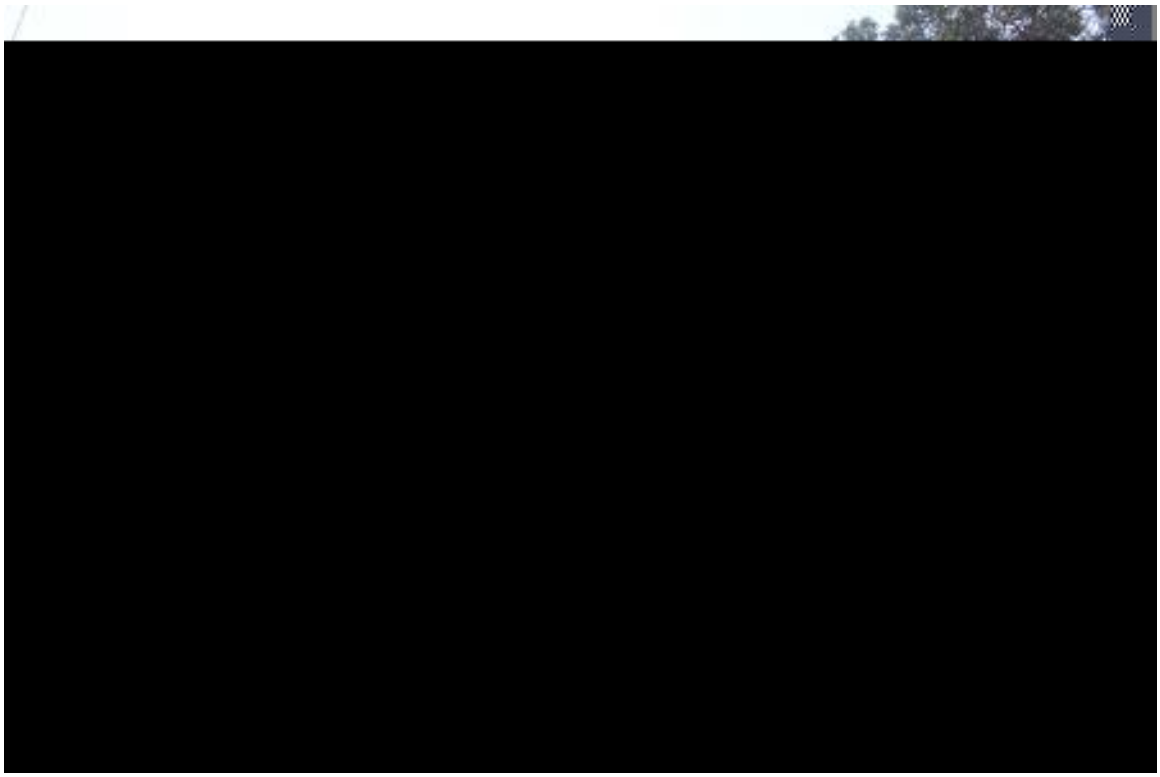
View of north (side) and west (rear) elevations.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.1247 Temporary Resource Number:

Address: 4681-4683 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017



View of west (rear) elevation and shed at rear of property.

View of shed at rear of property.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.1247 Temporary Resource Number:

Address: 4681-4683 Baldwin Court

Photographer: K. Ohland Photograph Date: September 2017

View of shed at rear of property.

View of shed at rear of property.

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

!""#$#%&'(*+#,%)#-, .!/01 23(-,&45

- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.10059 2. Temporary Resource Number:
3. Resource Name: National Western Stock Show Coffee Shop/K-M Building CafŽ, 4699 Marion Street
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.10059 was recorded in 2007 (OAHP 1403) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement. A revisitation form (OAHP 1405) was completed in 2013 (Pinyon Environmental).
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: Both previous recordings found 5DV.10059 to be recommended eligible for the National Register of Historic Places under *C e C*, as a distinctive type of construction. It is typical of the Denver Terrace style. The building was also found to be eligible under *C e A* for its association to the Denver Union Stock Yards and the National Western. Furthermore, it is a contributing resource to the (proposed) National Western Historic District (5DV.10050).
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed:
12. Condition (describe): The condition of 5DV.10059 appears unchanged since the last assessment.

Resource Number: 5DV.10059 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement 2013 (Pinyon Environmental Engineering Resources, Inc.)

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    Since the evaluation in 2013 by Pinyon Environmental, Inc., 5DV.10059 retains the roofline, massing, materials, fenestration patterns, and decorative details that were previously recorded. In addition, the setting of the 5DV.10059 also appears unchanged. As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

    The 1929-1930 and 1951 Sanborn Maps and a 1934 historic photograph indicate that this building was formally a garage. City and County of Denver Assessor's Office records indicate that the property was owned by Robert E. Schmidt in 1973. He sold the property to 4699 Marion Inc. in 1994. The property was granted to the current owner, City and County of Denver, in 2016.

    As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

    Sources:
    City and County of Denver Assessor's Records
    Sanborn Fire Insurance Map 1929-1930, 1951
    National Western Center Historic Photograph Archives
18. Photograph Numbers: IMG_2806.JPG, IMG_2783.JPG, IMG_2788.JPG, IMG_2799.JPG, IMG_2802.JPG, IMG_2785.JPG, IMG_2786.JPG

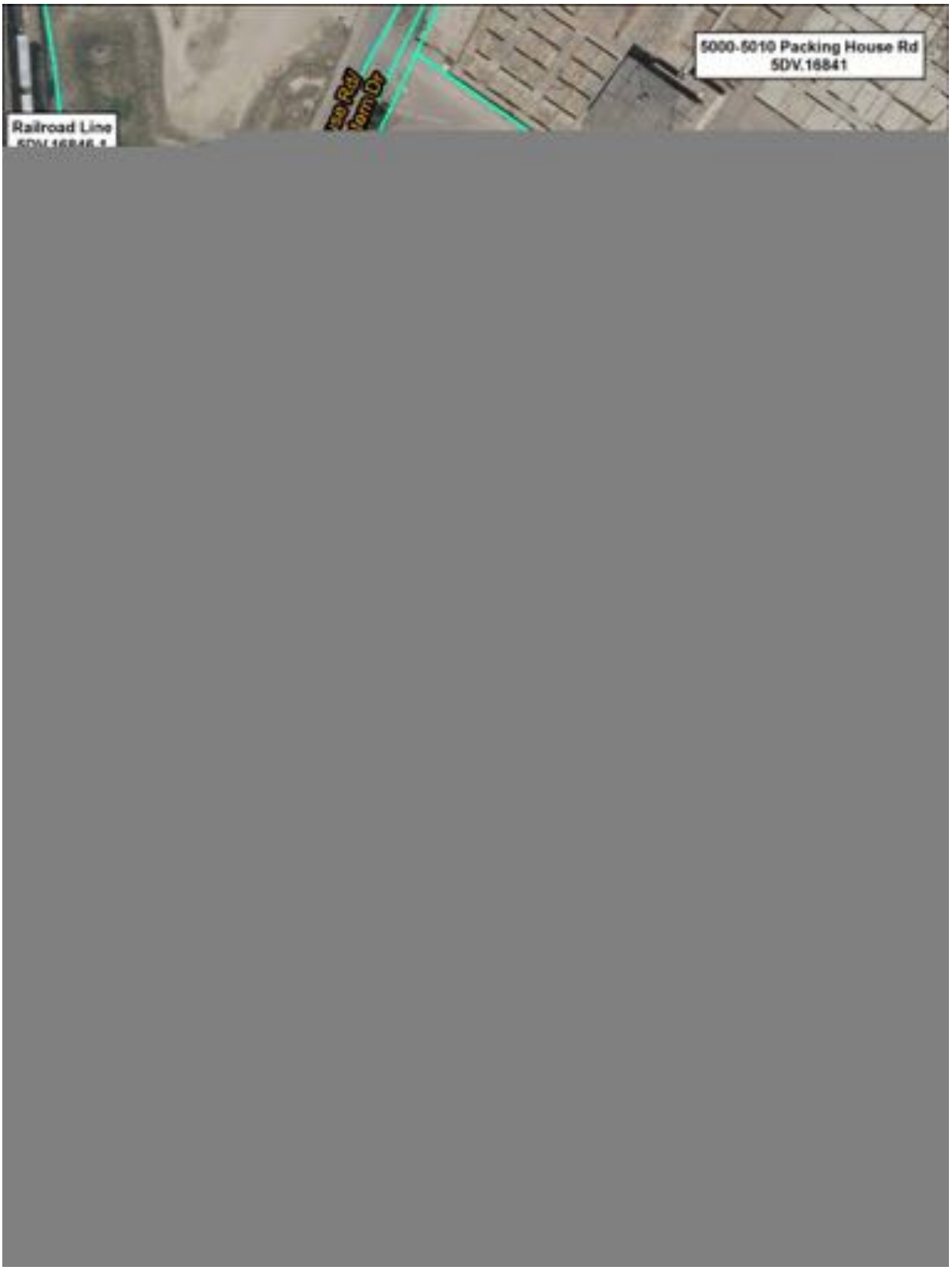
    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

Resource Number: 5DV.10059 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.10059 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10059 Temporary Resource Number:

Address: 4699 Marion Street

Photographer: K. Ohland Photograph Date: September 2017

Front (northeast) facade, view facing southwest.

Side (northwest) and rear (southwest) elevations, view facing east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10059 Temporary Resource Number:

Address: 4699 Marion Street

Photographer: K. Ohland Photograph Date: September 2017

Rear (southwest) elevation, view facing northeast.

Side (southeast) elevation and front (northeast) facade, view facing southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10059 Temporary Resource Number:

Address: 4699 Marion Street

Photographer: K. Ohland Photograph Date: September 2017

Side (northwest) elevation, view facing south.

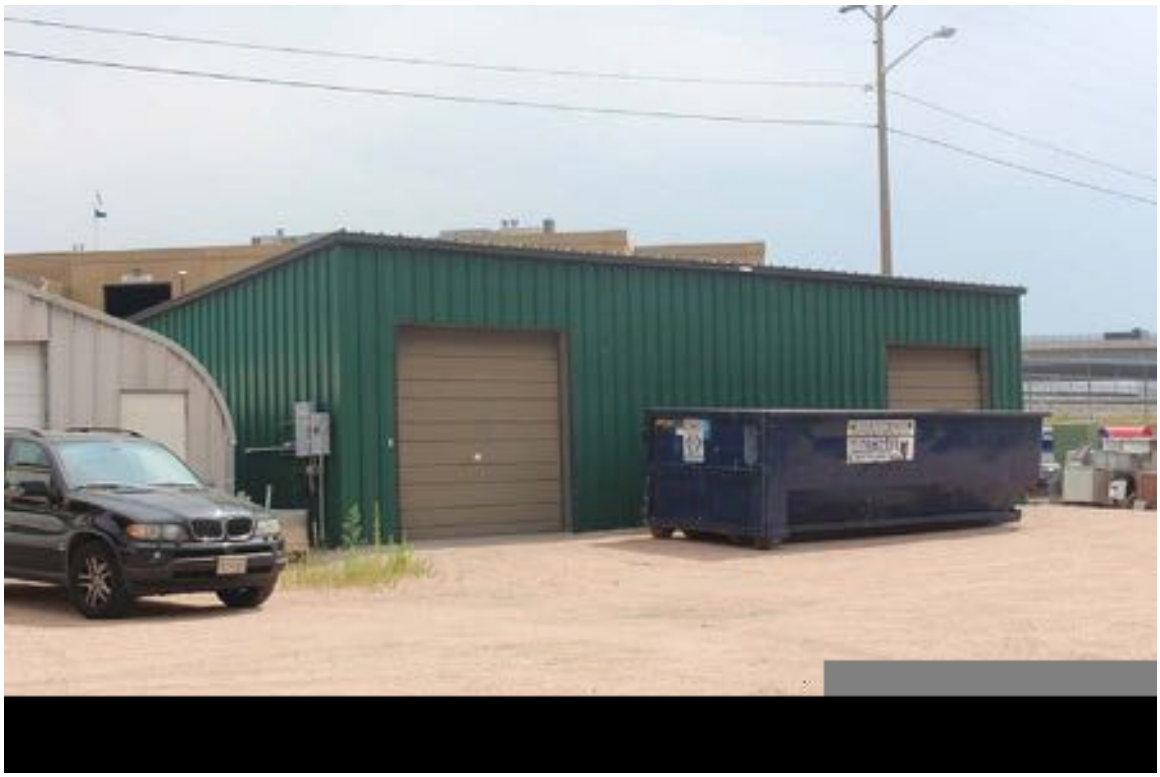
Outbuilding, view facing southeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10059 Temporary Resource Number:

Address: 4699 Marion Street

Photographer: K. Ohland Photograph Date: September 2017



Outbuilding, view facing south southeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.7057 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    OAHP Historic Bridge Inventory Form 5DV.7057, Recorded at OAHP 2002.
17. Site Description/Update:

    Field work determined that 5DV.7057 appears unchanged since its last evaluation. The bridge retains the same design, materials, features, and details that were recorded in 2002.
18. Photograph Numbers: IMG_2712.JPG; IMG_2714.JPG; IMG_2939.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

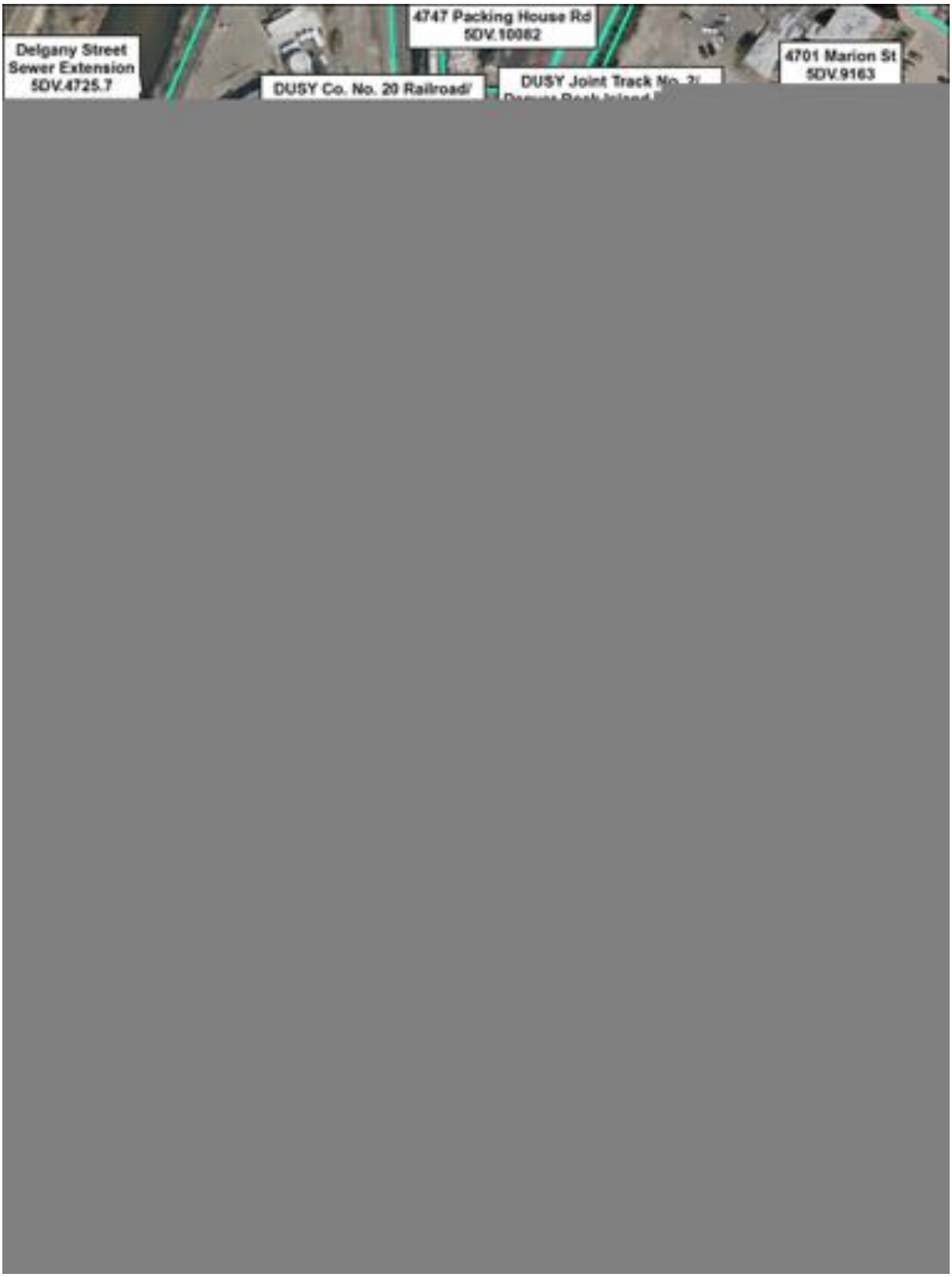
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

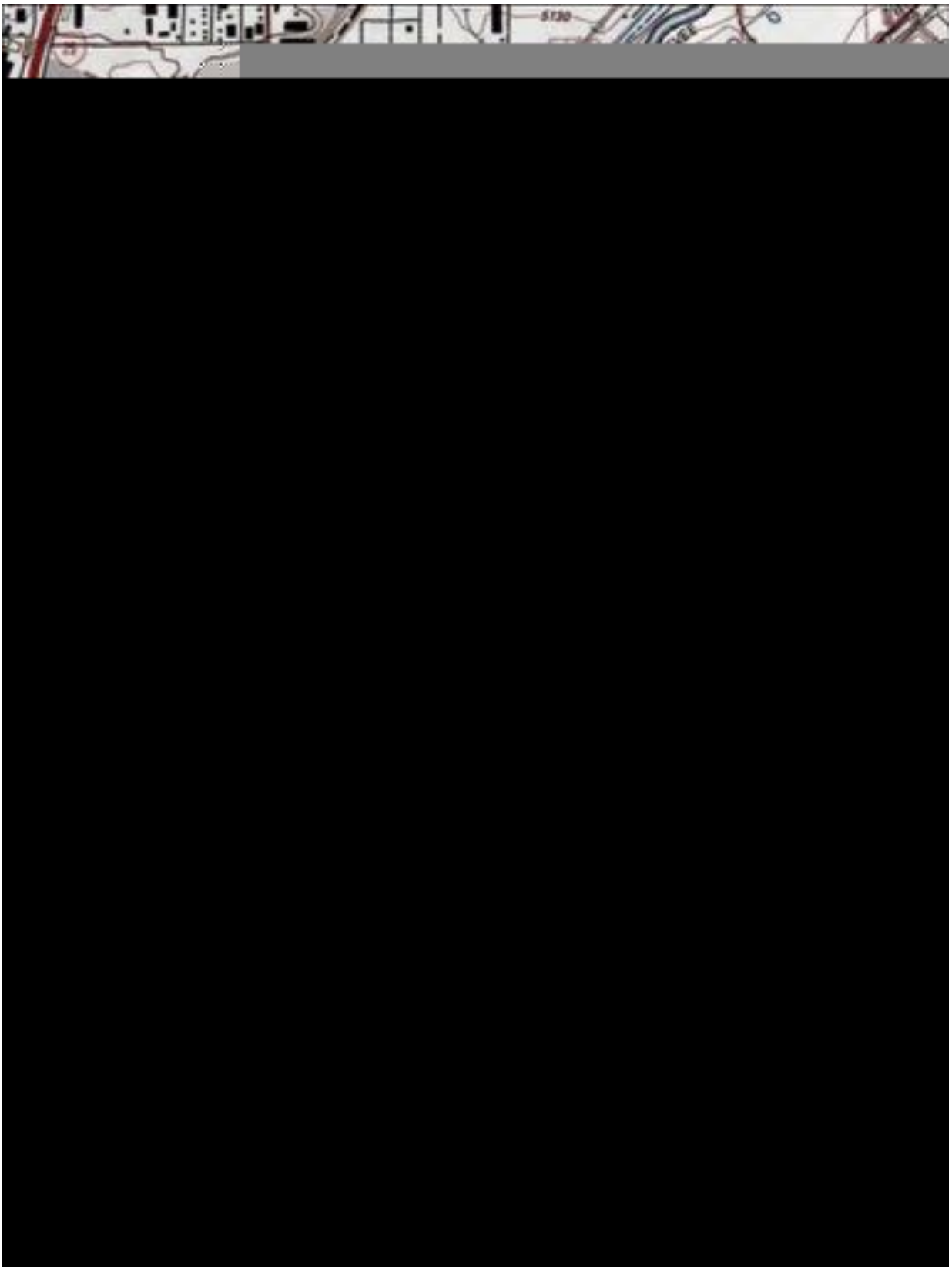
Cultural Resource Re-Visitation Form

Resource Number: 5DV.7057 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.7057 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.7057 Temporary Resource Number:

Address: 46th Street just north of I-70 and Burlington Northern Railroad

Photographer: K. Ohland Photograph Date: September 2017

West elevation context, view facing east.

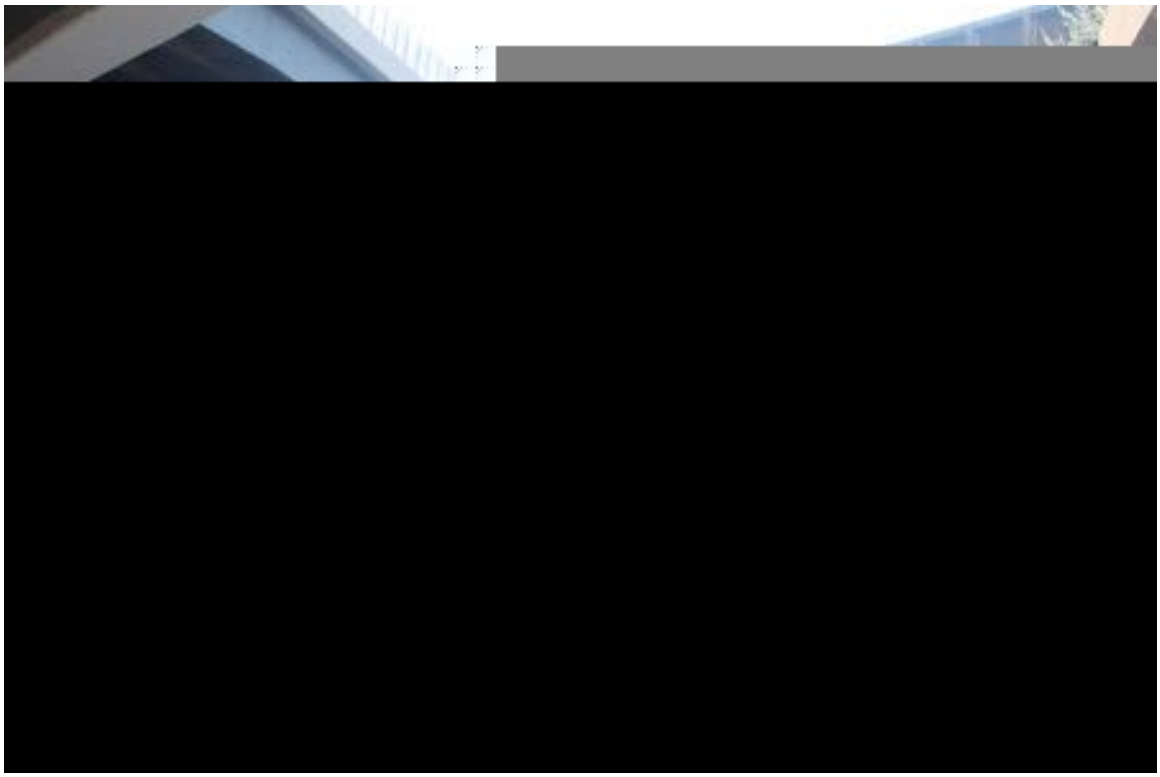
West elevation detail, view facing east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.7057 Temporary Resource Number:

Address: 46th Street just north of I-70 and Burlington Northern Railroad

Photographer: K. Ohland Photograph Date: September 2017



East elevation, view facing west.

Resource Number: 5DV.9808 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☐ Vandalism ☐ Recreation ☐ Construction ☐ Other (specify):

14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

Comments:

15. Recorder's Management Recommendations:

Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.

16. Known Collections, Reports, or Interviews:

I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

17. Site Description/Update:

Since the evaluation in 2007 (SAIC), field survey determined that 5DV.9808 retains the roofline, massing, materials, general fenestration patterns, and decorative details such as corbelled brick, that were previously recorded. The building does show some mild deterioration that has occurred in recent years. The setting of 5DV.9808 appears unchanged since the last assessment.

Additional research on 5DV.9808 has revealed the following: according to the Denver County Assessor's Office, the commercial building at 4700 Baldwin Court was constructed in 1899.* Lots 22-25 of Block 8 in Elyria were granted to Emma Mueller on September 20, 1899. The *De e P* reported that Theodore Mueller was granted a saloon license on March 17, 1903. A 1904 article in the *Da Ne : De e (C ad)* reported that building permits were issued for a one-story brick residence on the property (lots 22-23 became 4712 Baldwin Court). The buildings can be seen on the 1903-1904 Sanborn Map and 1905 BaistÕs Real Estate Atlas of Denver, with the residence on lot 22 and the commercial building encompassing the west corner of lot 25. The Sanborn map shows three outbuildings (a stable and two sheds) behind the house at the east end of lot 22, and a stable at the east end of lot 25. On May 25, 1905, a *Da Ne : De e* article relayed Theodor MuellerÕs involvement in a saloon brawl that ended in the death of one man. According to Mueller, William Soldier and George Abernathy, who were both barbers in Elyria, had a long history of bad blood between them. The men began arguing when intoxicated and Soldier shot Abernathy twice. The *De e P* mentions 4700 Baldwin Court on July 7, 1910, when building permits for an addition to the ÒstoreÓ were issued.

In November of 1914, Theodore Mueller, aged 62, was involved in a tragic car accident, as reported in the *De e P* . Mueller was taken to Mercy Hospital where he later succumbed to his injuries. The 1920 federal census shows Emma Mueller as head of household, working as a landlady with six lodgers. Emma was born in Wisconsin to German-born parents. In 1920 lodgers at 4700 Baldwin Court include: Ross L. Bramin, Earl Booth, Neil Mattson, Carl. L. Welter, and Fred and Bessie Fisher. Bramin, Booth and Welter worked as laborers, Mattson was a watchman at the stockyards, and F. Fisher worked as a building contractor. The 1930 census shows Emma Mueller had five lodgers: George Tennehill, who was a butcher at Swift & Co.; William Wilkerson, who was a laborer; Oscar Curry, who worked for a railroad; John Byers, who was unemployed; and Philip Novak, who was a laborer. The 1929-1930 Sanborn map shows only one outbuilding (shed) at the east end of lot 22, and two one-story outbuildings (garage and shed) at the east end of lots 24 and 25. No changes to the buildings on the property are noted on the 1929-1930, updated to 1951, Sanborn map.

By the late 1940s Ella Louise Robuck owned 4700 Baldwin Court, and records note 1655 E. 47th Ave as a dual address for this building for the first time. March 16, 1950, the property was granted to Albert Starr and William Lieberwitz, and on February 16, 1960, the property was transferred solely to Mr. Lieberwitz. The property was granted to Daleard and Elaine Pettijohn on November 7, 1962, and to Josie M. Ragland on August 2, 1963. James Klismet acquired the property on April 11, 1984. In 2001 the property was transferred to the James Klismet living trust and in 2013, 4700 Baldwin Court/1655 E. 47th Ave was granted to the Western Stock Show Association.

This research supports that this property is eligible for the National Register or State Register under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. *C e C:* Previous research indicated the property is also significant under *C e C* for Architecture as an intact example of the Late 19th and Early 20th Century Revival style. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes

to DenverÕs distinctive character.

*Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Sources:
Denver County AssessorÕs Records
Federal Census Records (1920, 1930)
BaistÕs Real Estate Atlas of Denver, 1905
Sanborn Insurance Maps from 1903-1904, 1929-1930, and 1929-1930 updated to 1951
ÒIs Rush Jekyll in Elyria and Hyde in Denver, or Vice VersaÓ *De e P* , March 17, 1903.
ÒMan, Hit by Auto, Dies of InjuriesÓ *De e P* , November 27, 1914.
ÒDrunk Ends in MurderÓ *Da Ne : De e* , May 25, 1905,
ÒBuilding Permits,Ó *Da Ne : De e* , October 18, 1904 and July 7, 1910.

18. Photograph Numbers: 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing N.JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NE (2).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NE.JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NNE.JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NNW.JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NW (2).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NW (3).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NW (4).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing NW.JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing SE (2).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing SE (3).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing SE (4).JPG; 4700 Baldwin Ct, Mueller Saloon and Apartments, Facing SE.JPG

Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

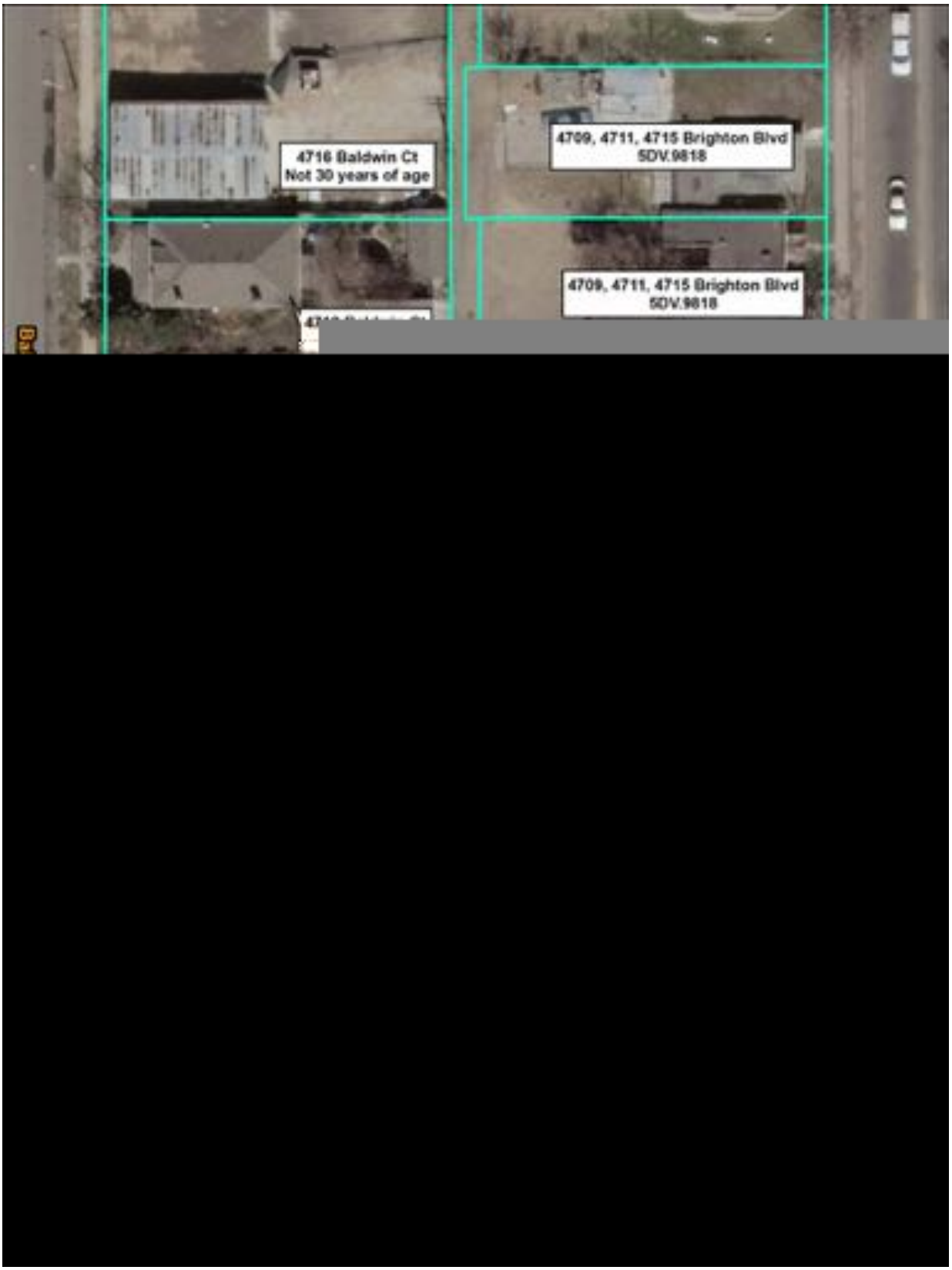
Date: 11/1/2017

22. Recorder Affiliation: Mead & Hunt, Inc.

Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

Resource Number: 5DV.9808 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.9808 Temporary Resource Number:

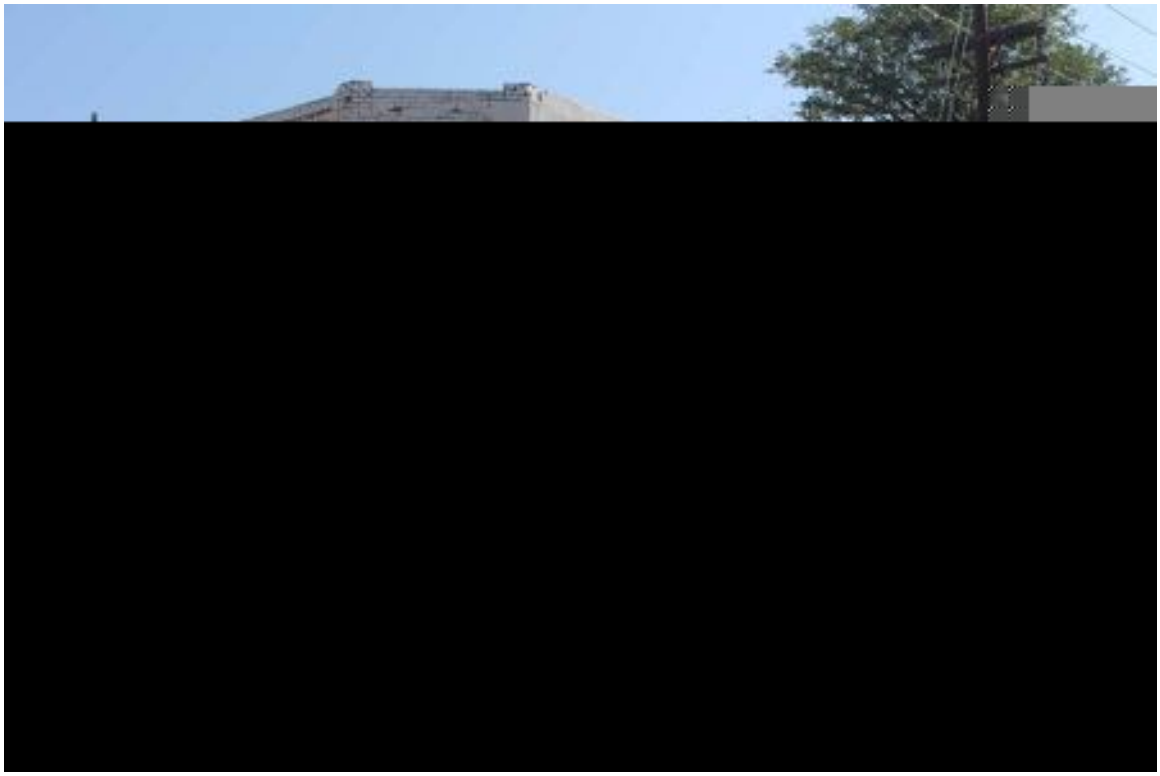
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9808 Temporary Resource Number:

Address: 4700 Baldwin Court/1655 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017



Front (west) facade and side (south) elevation, view facing northeast

Front facade and side elevation, view facing north/northeast

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9808 Temporary Resource Number:

Address: 4700 Baldwin Court/1655 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Front facade and side (north) elevation, view facing southeast.

Side (south) elevation, view facing northwest

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9808 Temporary Resource Number:

Address: 4700 Baldwin Court/1655 E. 47th Avenue

Photographer: K. Ohland Photograph Date: September 2017

Garage at east end of the property, view facing northwest.

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

!""#$#%&'(*+#,%)#-, .!/01 23(-,&45

- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.9163 2. Temporary Resource Number:
3. Resource Name: Livestock Exchange Building, 4701 Marion Street
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.9163 was recorded in 2007 (OAHP 1403) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement. A revisitation form (OAHP 1405) was completed in 2013 (Pinyon Environmental)
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: Both previous recordings found that 5DV.9163 was eligible for the National Register of Historic Places under *C e C*, as a distinctive type of construction. The building was also found to be eligible under *C e A* for its association to the Denver Union Stock Yards and the National Western. Furthermore, was found to be contributing to the (proposed) National Western Historic District (5DV10050).
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed:
12. Condition (describe): The condition of 5DV.9163 appears unchanged since the last assessment.

Resource Number: 5DV.9163 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement 2013 (Pinyon Environmental Engineering Resources, Inc.)

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    Since the evaluation in 2013 by Pinyon Environmental Engineering Resources, 5DV.9163 retains the roofline, massing, materials, fenestration patterns, and decorative details that were previously recorded. In addition, the setting of the 5DV.9163 also appears unchanged. As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.
18. Photograph Numbers: IMG_2760.JPG, IMG_2761.JPG, IMG_2773.JPG, IMG_2779.JPG, IMG_2781.JPG, IMG_2795.JPG, IMG_2807.JPG, IMG_2904.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian, Katie Ohland, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

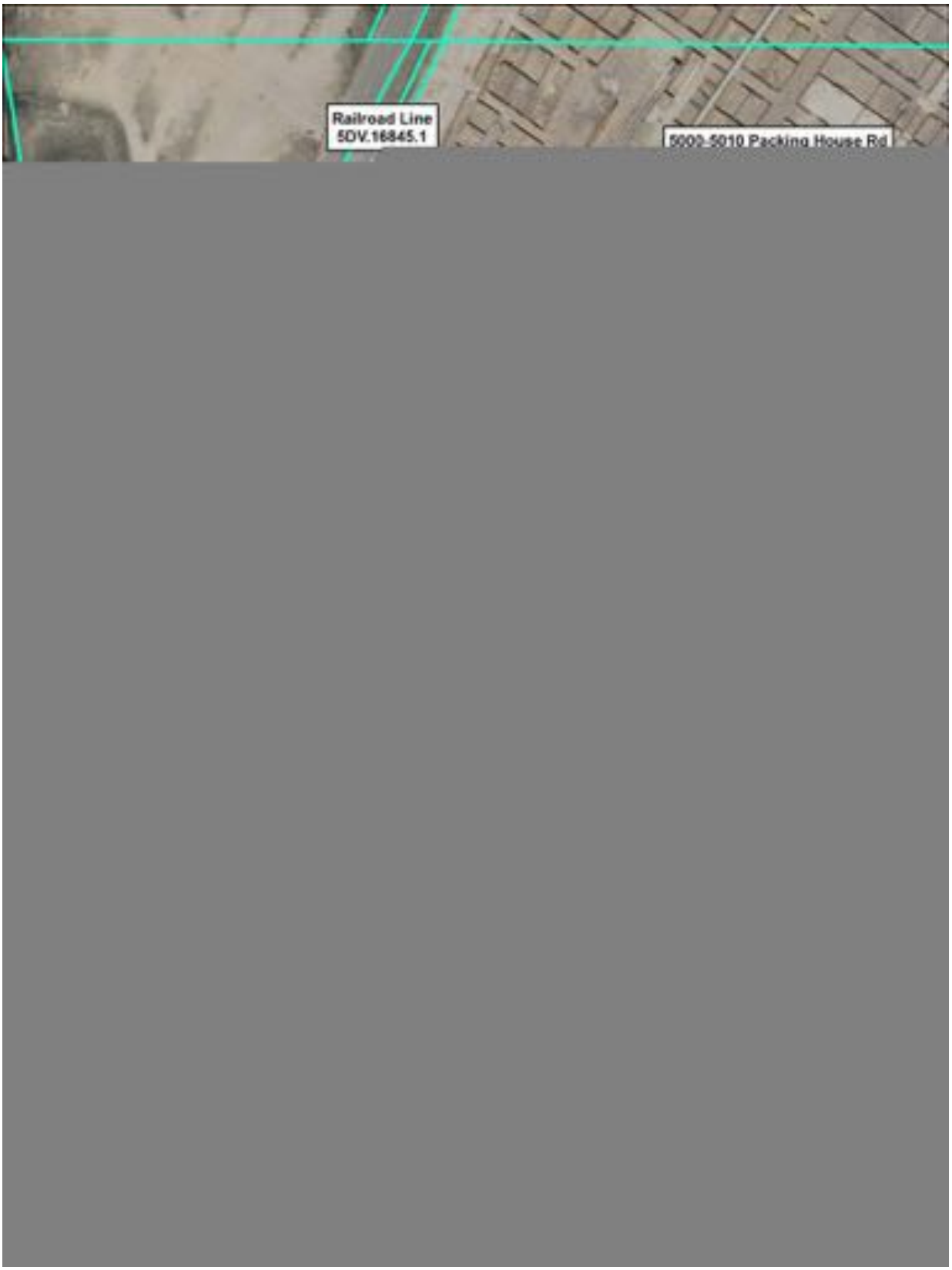
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Cultural Resource Re-Visitation Form

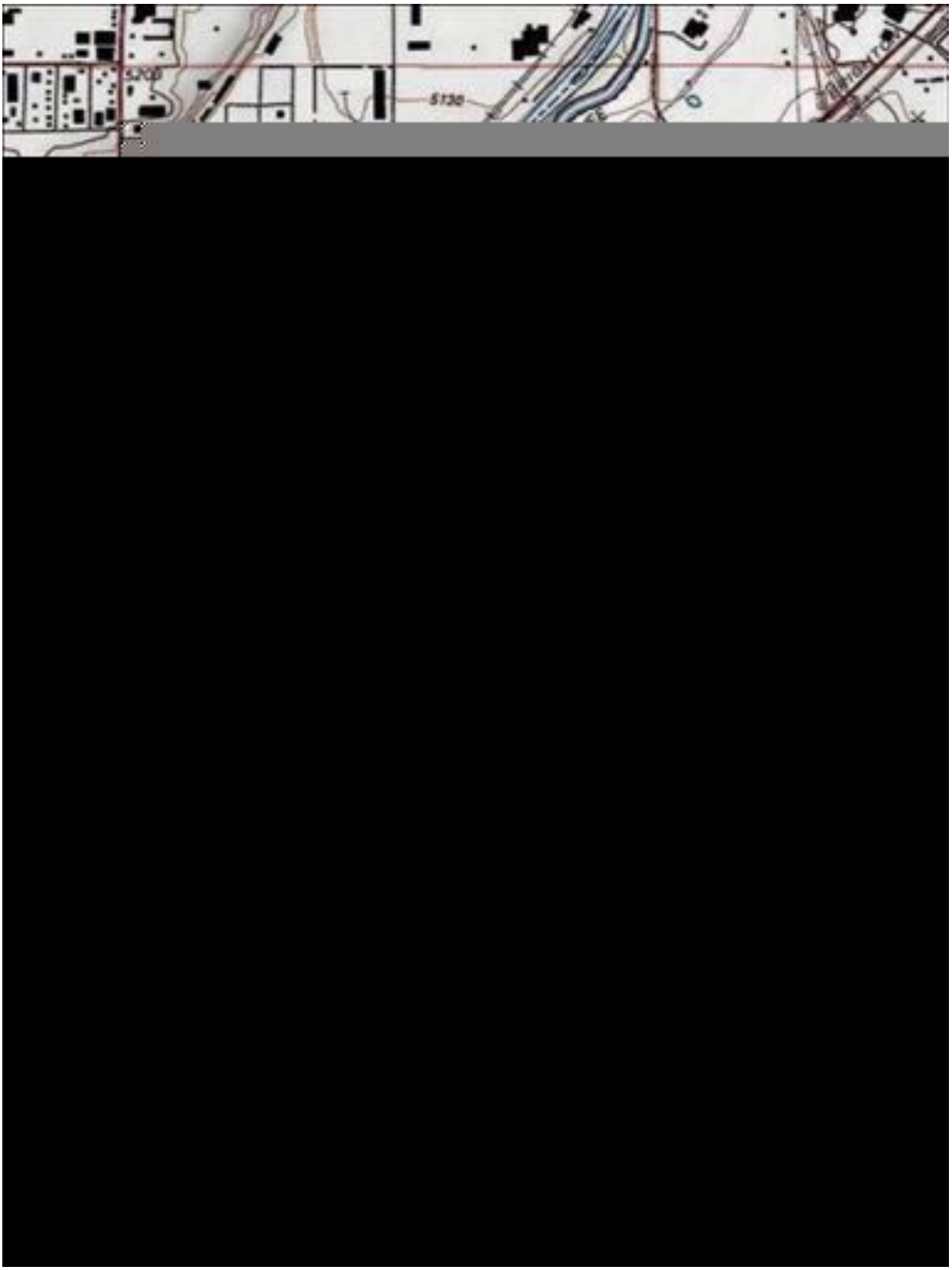
Resource Number: 5DV.9163 Temporary Resource Number:



Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9163 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9163 Temporary Resource Number:

Address: 4701 Marion Street

Photographer: K. Ohland Photograph Date: September 2017

Front facade, northeast elevation, view to the west/southwest.

Front facade and northeast elevation, view to the west/southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9163 Temporary Resource Number:

Address: 4701 Marion Street

Photographer: K. Ohland Photograph Date: September 2017

Northwest and northeast elevations, view to the south/southeast.

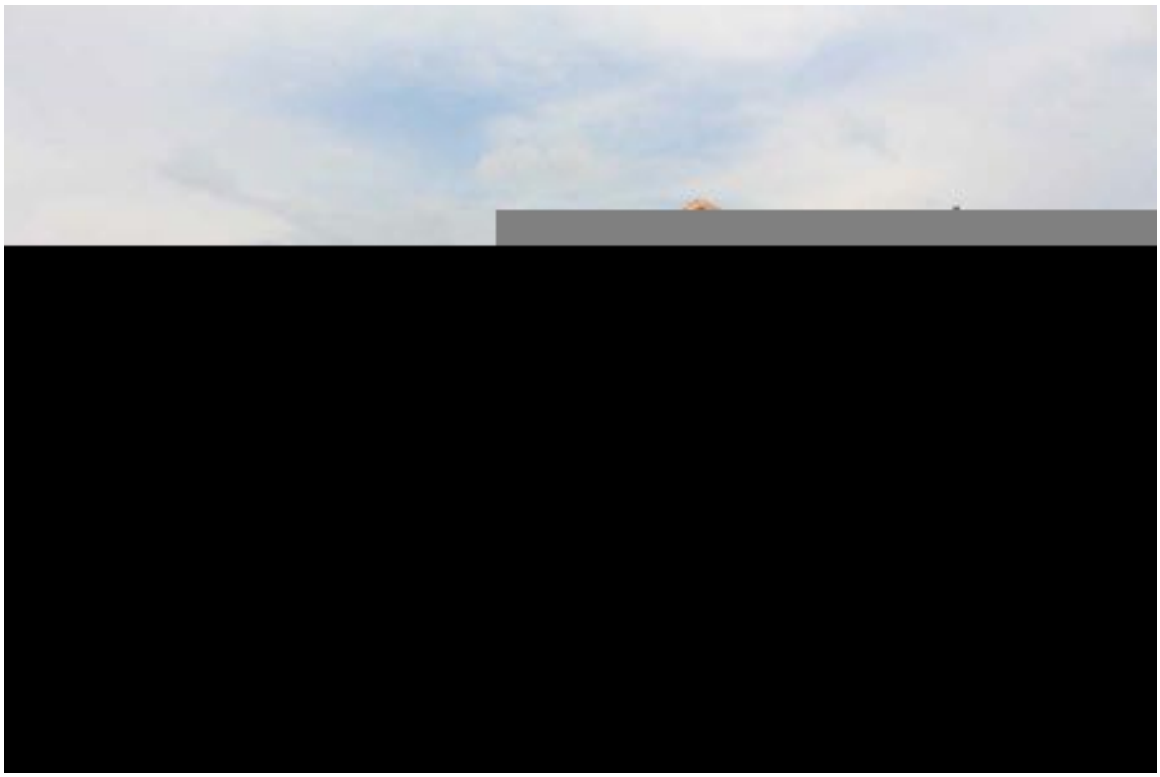
Northwest and southwest elevations, view to the east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9163 Temporary Resource Number:

Address: 4701 Marion Street

Photographer: K. Ohland Photograph Date: September 2017



Southwest elevation, view to the east/northeast.

Southwest elevation, view to north.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9163 Temporary Resource Number:

Address: 4701 Marion Street

Photographer: K. Ohland Photograph Date: September 2017

Front facade, view to west/northwest.

Northeast elevation, view to the southwest.

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources

)$%#-222

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☑ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    Chamberlain, Keith and Cheryl. The First 25 Years: The National Western 1906-1931. 1/1/2004

    Noel, Thomas. Riding High: Colorado Ranchers and 100 years of the National Western Stock Show. Book. Published: The Western Stock Show Association DBA The National Western Stock Show. 1/1/2005

    History of the National Western Stock Show. Denver Colorado. Available at http://nationalwestern.com

    Architectural Inventory Form 5DV.10081, Report filed at OAHP, 5/6/2006

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    5DV.10081 appears unchanged since the last evaluation (2007 SAIC). There have been no changes to the building and it retains the roofline, massing, materials, fenestration patterns, and decorative details that were previously recorded. As such, the building retains physical integrity and is still considered contributing under *C e a A* and *C* to the determined-eligible National Western Historic District (5DV.10050).

    Additional research on 5DV.10081 has revealed the following: County of Denver AssessorÕs Records indicate that this building was constructed in 1918.* A review of Sanborn Fire Insurance maps from 1929-1938 and 1951 show a poultry house and creamery were operating in this building. This building was associated with the Swift Meat Packing plant, which operated just northeast of this location until the 1960s. Little is known of ownership until the 1970s, when it appears the property may have been subdivided. Some Assessor Records indicate that Packing House Road, Inc. granted this property to the City and County of Denver on December 31, 1985. Other records indicate the Karsh Supply Company operated from this location in 1973 and the property was still owned by Adele and Albert Karsh in 1988. The Karsh's granted the property to Home Concepts, Inc. on July 27, 1988. On July 10, 1989, the property was granted to Frank Molinaro and on November 2, 1990, it was granted to Joe Kallio. Frank Molinaro again acquired the property on December 8, 1993, and granted it to T & M Estate, Ltd. the next day. On April 28, 1994, the property was granted to Marie and Leroy Gurule and on February 1, 1995, Marie became the sole owner of the property. On June 1, 1996, LMC, LLC, acquired the property and on May 31, 2004, 5DV.10081 was granted to Neorma LLC.

    As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

    *Unless otherwise specified, all property transfer information is from Denver County AssessorÕs Records.

    Sources:
    Sanborn Fire Insurance Maps, 1929-1938, 1951
    National Western Campus Historic Photographic Archives
    Noel, Thomas. Riding High: Colorado Ranchers and 100 years of the National Western Stock Show. (Fulcrum: 2005)
18. Photograph Numbers: Artist Studio, 4701 Packing House (3).jpg, Artist Studio, 4701 Packing House (1).jpg, 4701 Packing House, Artists Studio (2).jpg, 4701 Packing House Rd.jpg

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10081 Temporary Resource Number:

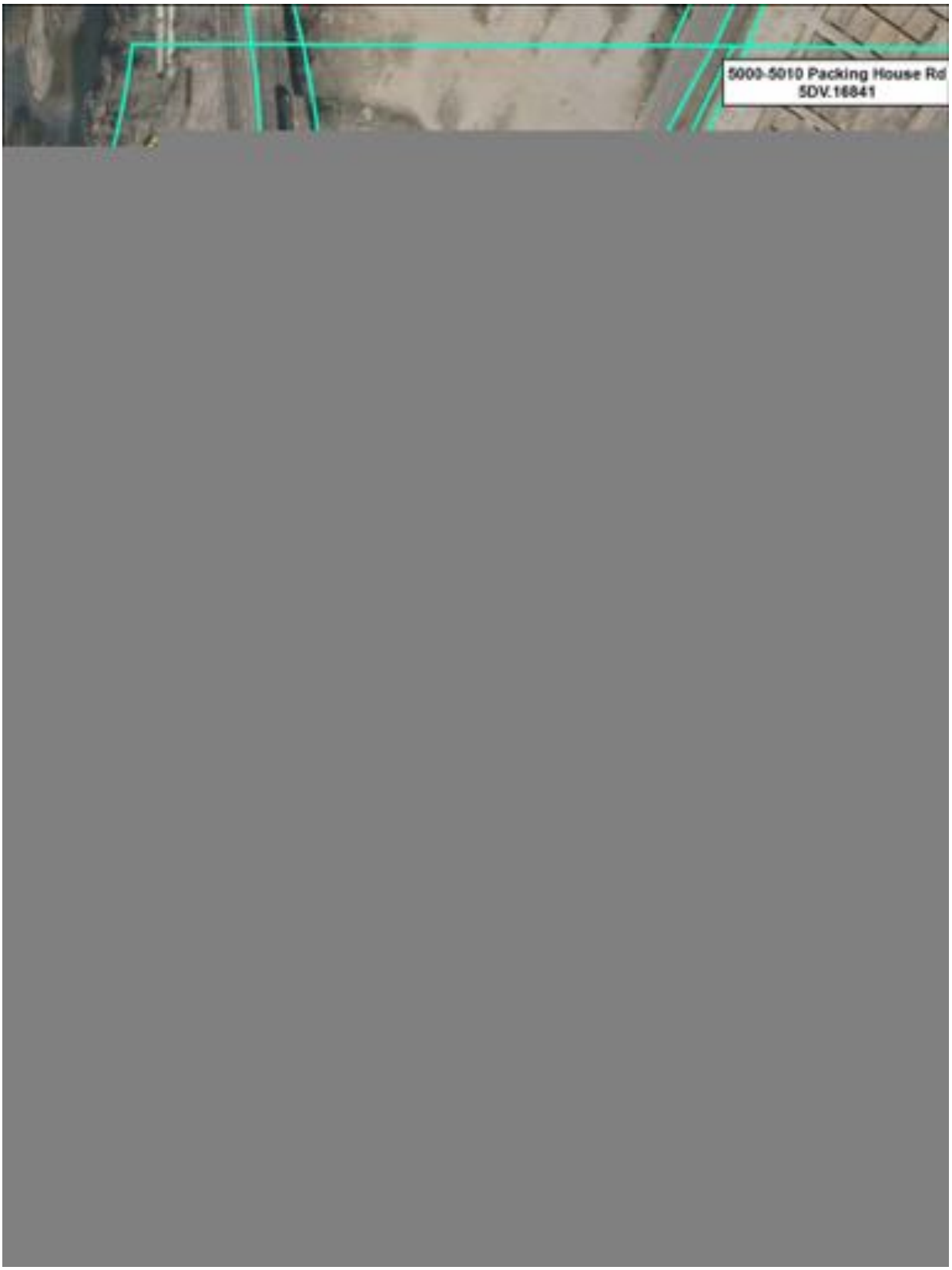
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian
    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

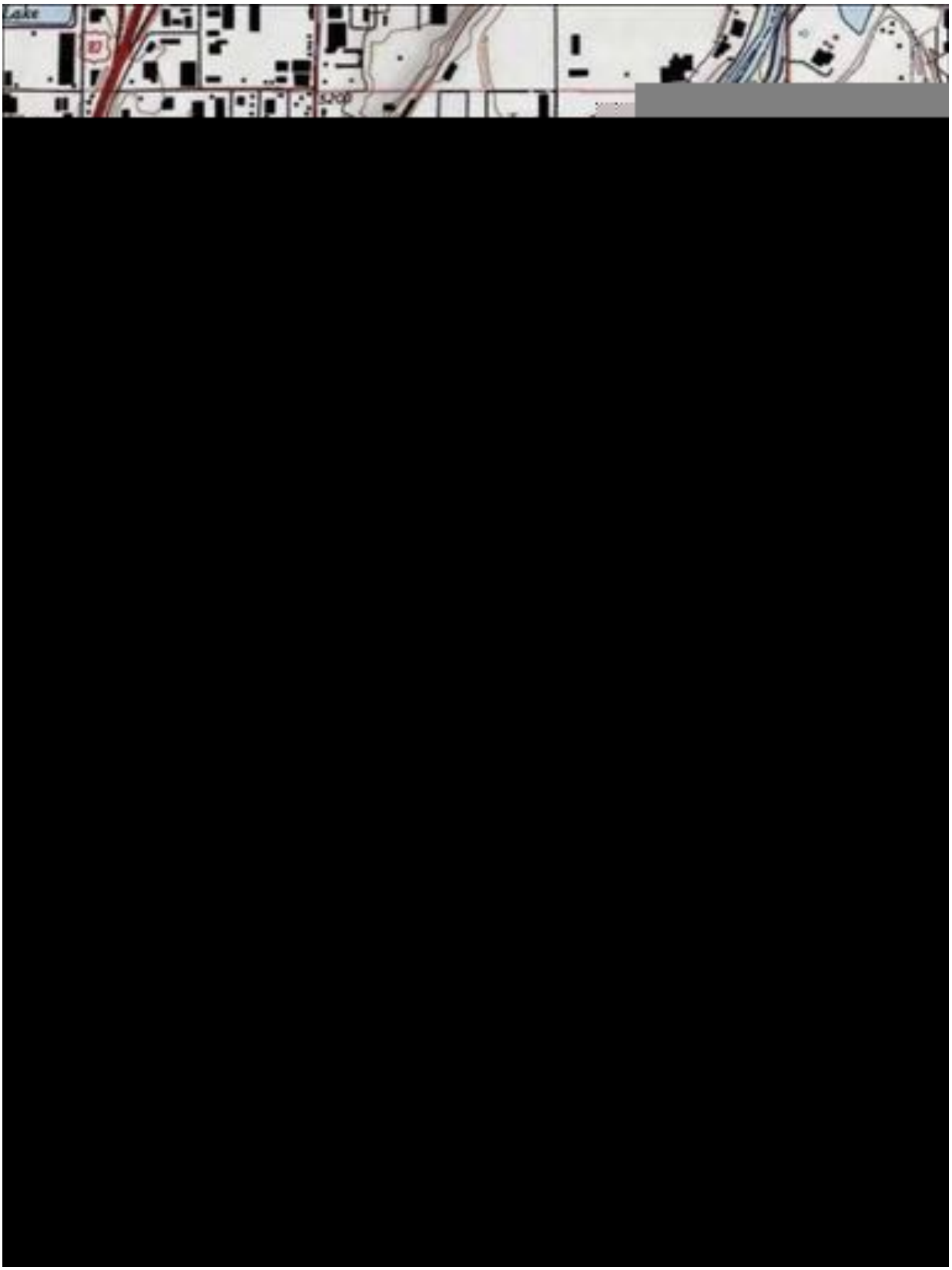
Cultural Resource Re-Visitation Form

Resource Number: 5DV.10081 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.10081 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10081 Temporary Resource Number:

Address: 4701 Packing House Road

Photographer: K. Ohland Photograph Date: September 2017

Front (east) facade, view facing west.

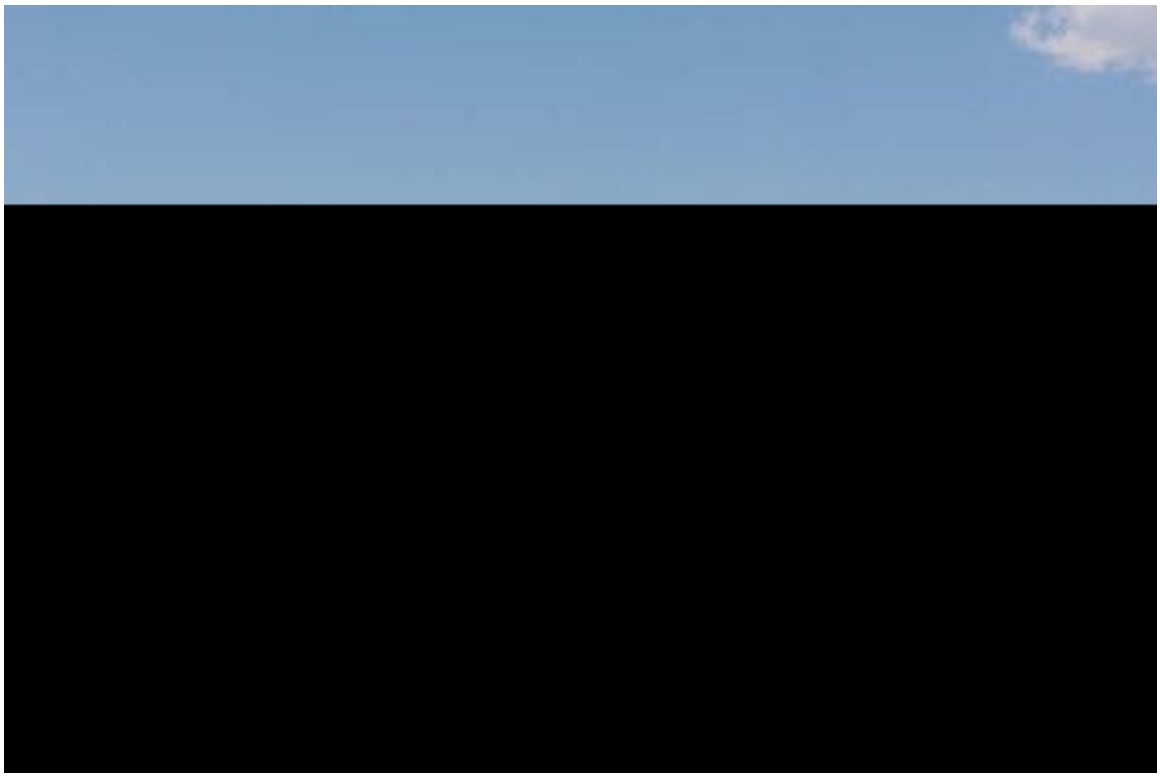
Front (east) facade and side (south) elevation, view facing northwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10081 Temporary Resource Number:

Address: 4701 Packing House Road

Photographer: K. Ohland Photograph Date: September 2017



Side (south) elevation, view facing northeast.

View of side (south) and rear (west) elevations, view facing northeast.

Resource Number: 5DV.9817 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    National Western Historic Preservation Study (SlaterPaull Architects, Inc., August 25, 2014).
17. Site Description/Update:

    5DV.9817 appears unchanged since the last evaluation (2007 SAIC). The commercial building retains the roofline, massing, materials, second-story fenestration patterns, and decorative details such as brick corbelling, that were previously recorded. The building has been subjected to alterations over time that have resulted in a number of irreversible changes. These changes include the application of stucco to the first story walls, paint on the original brick cladding, and the enclosure of original windows. The alterations obscure original features and constitute a loss of original materials which results in a loss of physical integrity. In addition, the setting of 5DV.9817 has changed as historic buildings on Brighton Boulevard have been demolished and the building is no longer a prominent landmark within a neighborhood that does not have historic district potential. Due to the lack of integrity, 5DV.9817 does not have significance in the area of Geography under the Denver Landmark criteria.

    Constructed in 1902, 5DV.9817 is a multi-use building that initially housed a rooming house and commercial businesses that served the European and Slavic population of the neighborhood (OAHP 1403 Architectural Inventory Form, 5DV.9817; Elizabeth L. Macmillan, Elyria: Denver's Forgotten Suburb, 1881-1940). The cultural association began to change in the mid-to-late twentieth century as more Hispanic families became residents of Elyria, and by the early 2000s the neighborhood was predominantly Hispanic. 5DV.9817 has changed hands several times throughout its history and in 2001 Lewis Investments LLC purchased the building from the Mount Carmel Missionary. The building has housed a number of commercial ventures, including a recording business called the Studio that operated at the site in 2007; the building has been known as the Studio ever since. Elyria Investments LLC acquired the building in 2009 and the El Duranguense market had a grand opening here in 2017. While this ethnic market served the Hispanic population within the neighborhood, it was only in operation a very short period of time. As such, the cultural association with the Hispanic community is recent and does not fall within the historic period.
18. Photograph Numbers: National Western 034.JPG; National Western 035.JPG; National Western 050.JPG, National Western 052.JPG; National Western 053.JPG; National Western 068.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

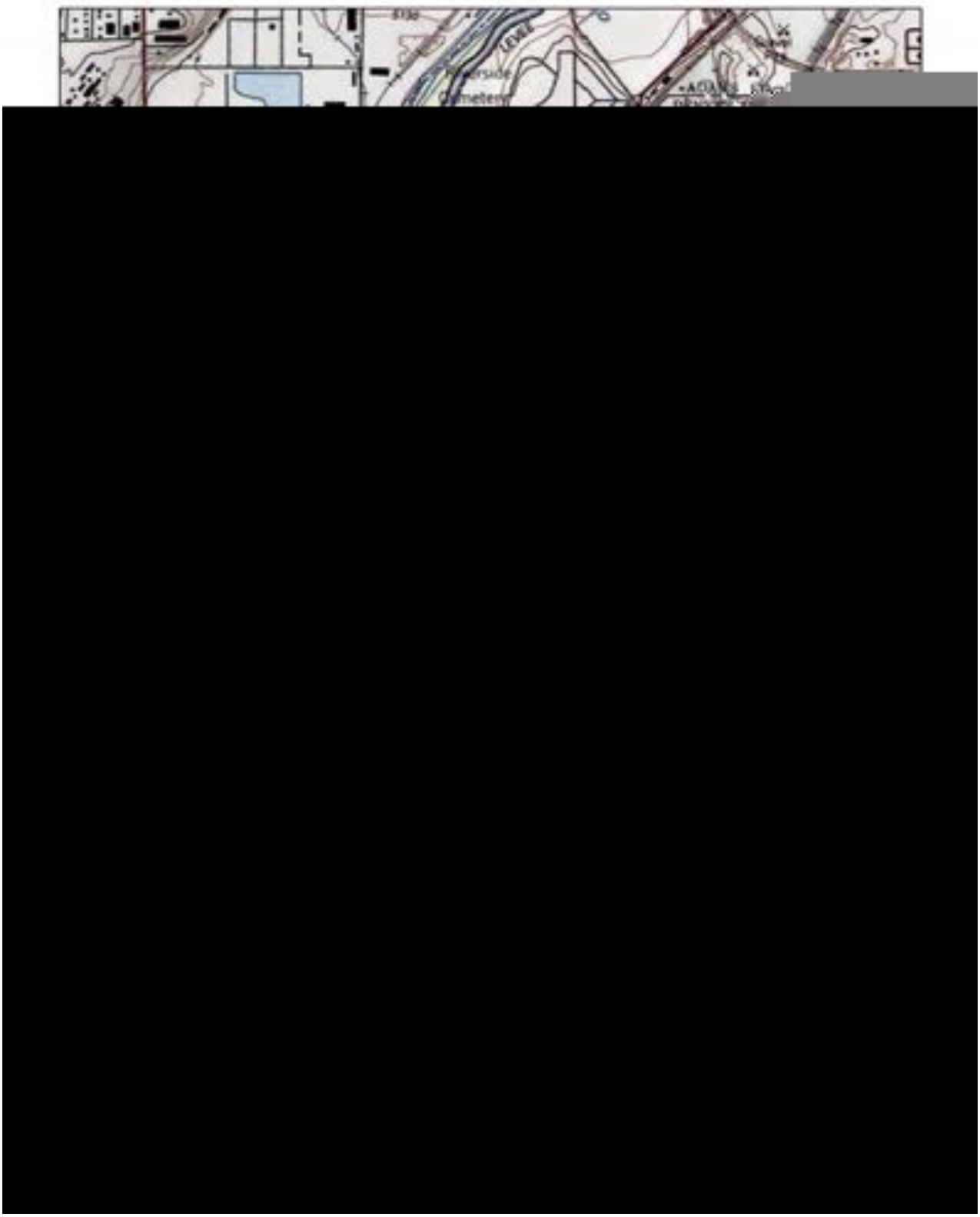
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

Resource Number: 5DV.9817 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9817 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9817 Temporary Resource Number:

Address: 4701, 4703, 4705 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

Primary facade on the corner of Brighton Boulevard and 47th Avenue. East and south elevations, view to northwest.

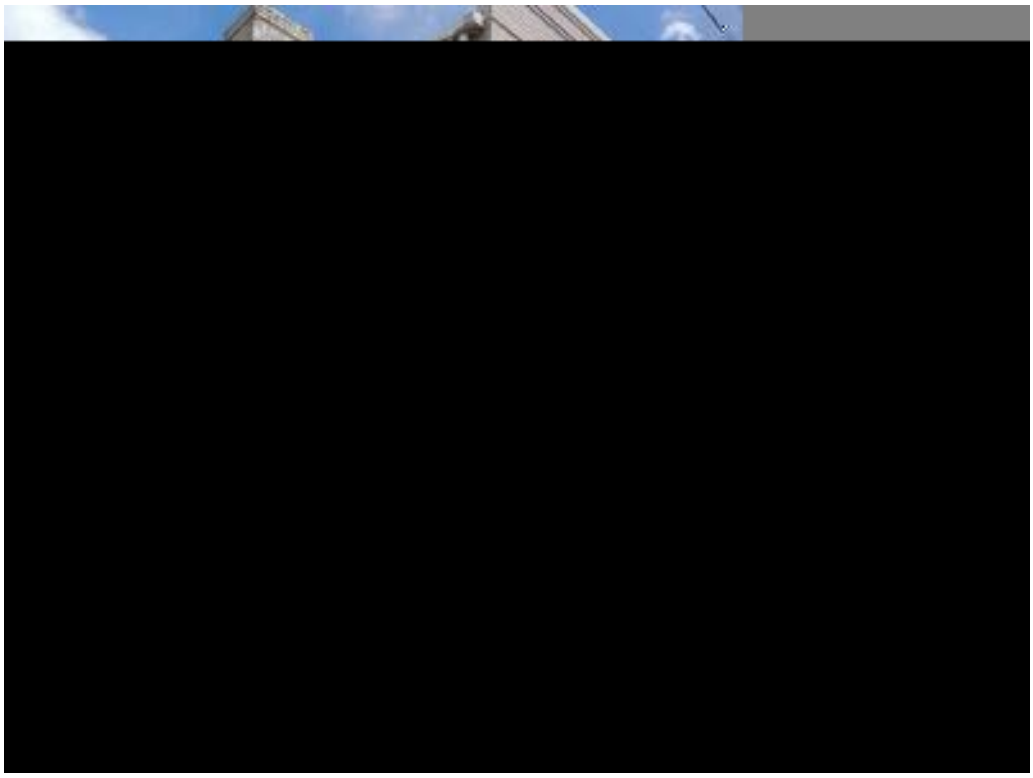
East and south elevations, view to west.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9817 Temporary Resource Number:

Address: 4701, 4703, 4705 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017



South elevation on 47th Avenue, view to north.

South elevation on 47th Avenue, view to north.

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

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- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.9818 2. Temporary Resource Number:
3. Resource Name: House, 4709, 4711, 4715 Brighton Boulevard
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.9818 was recorded in 2007 (OAHP 1403) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement. The building was determined eligible under *C e C: A ch ec e* as a good example of a Denver Terrace house constructed in the Elyria neighborhood during the period of significance, 1890.
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: The house appears unchanged since the last assessment, and the National Register determination has not changed.
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed: N/A
12. Condition (describe): With the exception of the windows and doors being boarded up, the condition of 5DV.9818 has not changed.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9818 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    National Western Historic Preservation Study (SlaterPaull Architects, Inc., August 25, 2014).
17. Site Description/Update:

    5DV.9818 appears unchanged since the last evaluation (2007 SAIC). The house retains the roofline, massing, materials, fenestration patterns, and decorative details such as brick corbelling, arched openings, and gabled porches with classical columns, that were previously recorded. In addition, the setting of the 5DV.9818 does not appear to have changed.
18. Photograph Numbers: National Western 033.JPG; National Western 044.JPG; National Western 046.JPG; National Western 055.JPG; National Western 056.JPG; National Western 067.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

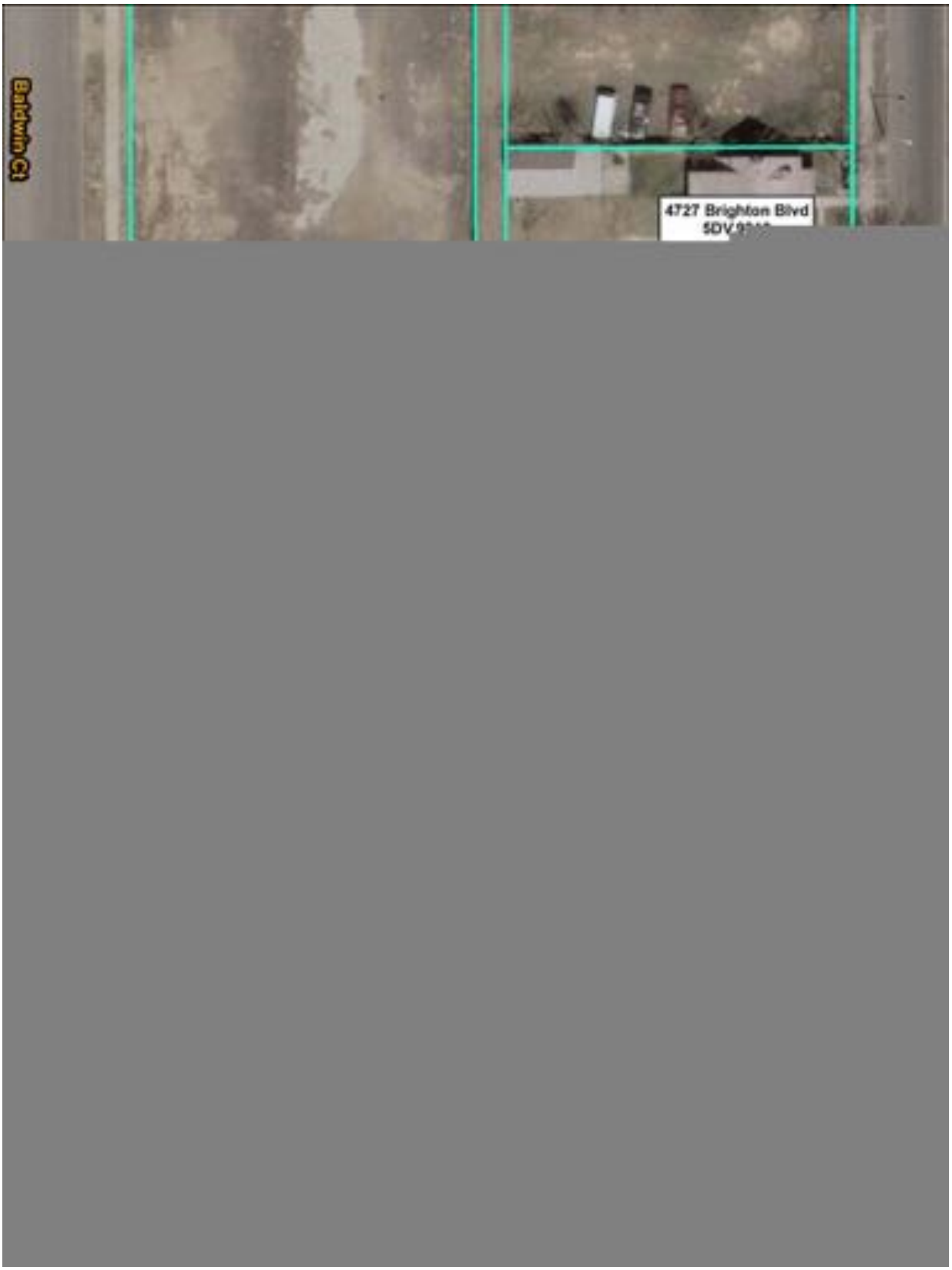
    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.9818 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.9818 Temporary Resource Number:

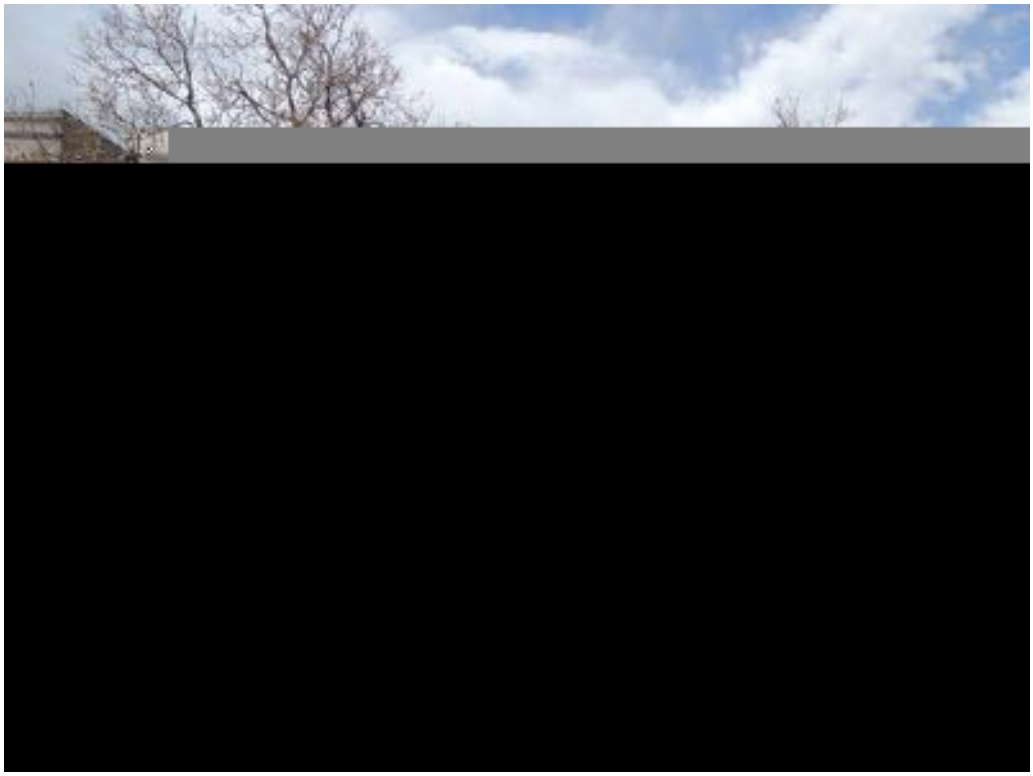
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9818 Temporary Resource Number:

Address: 4709, 4711, 4715 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017



Primary facade, view to west.

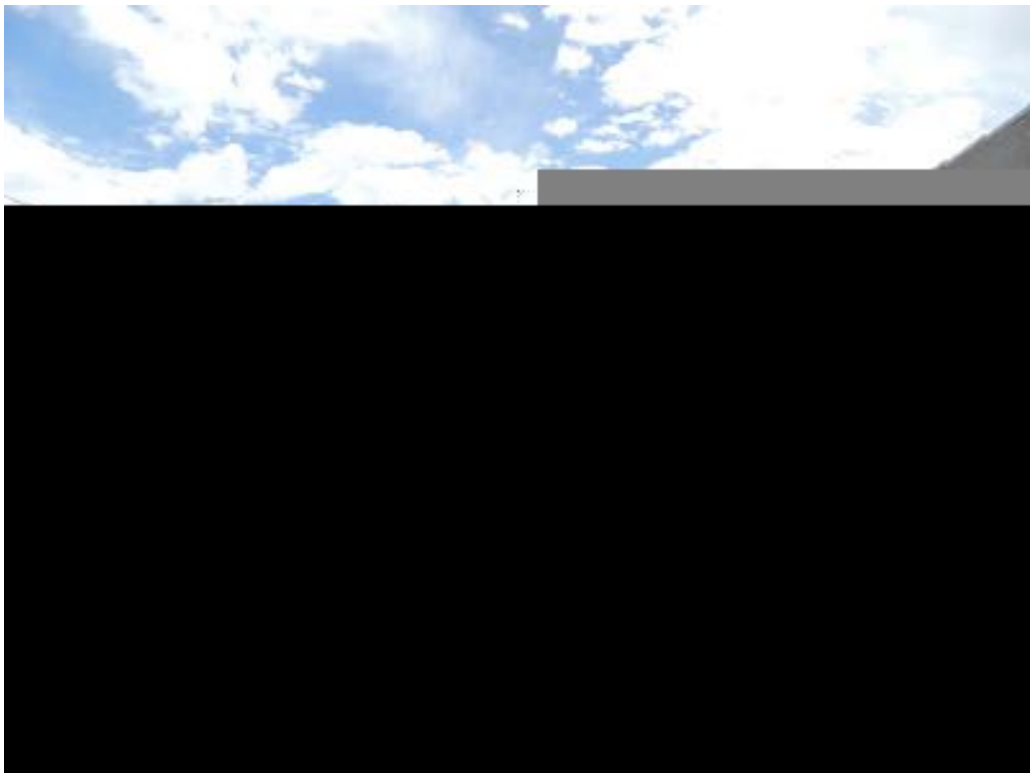
Primary facade, view to southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9818 Temporary Resource Number:

Address: 4709, 4711, 4715 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017



Rear elevation, view to east.

Rear elevation, view to east/southeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9818 Temporary Resource Number:

Address: 4709, 4711, 4715 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

View to east/northeast.

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OAHP 1405
Rev. 11/10

Cultural Resource Re-Visitation Form

A Re-Visitation Form can only be used when a Management Data Form and component forms have been previously filed with the land managing agency and/or the Colorado Office of Archaeology and Historic Preservation and no substantive changes to the character of the site are required as a result of the current re-visitation. Please use the Management Data Form and supporting forms (archaeological component, linear, vandalism, etc.) when changes are required to:

- ¥ Site type
- ¥ Linear resources
- ¥ Additional artifact assemblages and/or features
- ¥ Boundary size
- ¥ Vandalism
- ¥ NRHP Recommendations

!""#$#%&'(*+#,%)#-, .!/01 23(-,&45

- ☐ Determined Eligible NR\SR
- ☐ Determined Not Eligible NR\SR
- ☐ Nominated
- ☐ Need Data NR\SR
- ☐ Contributing to NR Dist.\SR Dist.
- ☐ Not Contributing to NR Dist.\SR Dist.
- ☐ Supports overall linear eligibility NR\SR
- ☐ Does not support overall linear eligibility NR\SR

1. Resource Number: 5DV.9809 2. Temporary Resource Number:
3. Resource Name: Haynes-Yuhasz Residence, 4712 Baldwin Court
4. Project Name/Number: National Western Center Redevelopment
5. Government Involvement: ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center
6. Site Categories: (Check as many as apply)
   Prehistoric: ☐ Archaeological site ☐ Paleontological site
   In existing National Register District? ☐ Yes ☐ No Name:
   Local Landmark? ☐ Yes ☐ No Name:
   Historic: ☐ Archaeological site ☑ Building(s) ☐ Structure(s) ☐ Object(s)
   In existing National Register District? ☐ Yes ☑ No Name:
   Local Landmark? ☐ Yes ☑ No Name:
7. Owner(s) Name and Address: City and County of Denver, 201 W. Colfax Avenue, Denver, CO
8. Was the site relocated: ☑ Yes ☐ No If no, why? (100% collected in previous recording, ground disturbance, etc.
9. Previous recordings: 5DV.9809 was recorded in 2007 (OAHP 1403) by Science Applications International Corporation (SAIC) as part of the I-70 East Environmental Impact Statement. The house was found to be eligible for the National Register of Historic Places under Criterion C, as a good example of a Classic Cottage built in the West Elyria Neighborhood of the City and County of Denver during the period of significance, 1896. The house was not found to meet any other National Register criteria.
10. Most recent National Register Eligibility Assessment: ☑ Eligible ☐ Not Eligible ☐ Need Data
    Explain: The house appears unchanged since the last assessment, and the National Register determination has not changed.
11. Listed on Register: ☐ National ☐ State ☑ None
    Date Listed: N/A
12. Condition (describe): The house appears unchanged since the last assessment, with the exception of minor deterioration of some trim on the front (west) facade and the windows and doors boarded up.

Resource Number: 5DV.9809 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☑ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    Since the evaluation in 2007 (SAIC), 5DV.9809 retains the roofline, massing, materials, general fenestration patterns, and decorative details such as wide eaves, brackets, and classical porch columns, that were previously recorded. The house does show some mild deterioration that has occurred in recent years. In addition, the house is not currently occupied and windows and doors have been boarded up. The setting of 5DV.9809 appears unchanged since the last assessment.

    According to the Denver County AssessorÕs Office this house was constructed in 1896. The 1903-1904 Sanborn map indicates that a one-story dwelling with a small one-story rear vestibule and three one-story outbuildings at the rear corner were located on the property at that time. A building permit, however, indicates that this dwelling was replaced by owner Theodore Mueller in 1904 with a 25 by 45 foot brick residence. This building appears on the 1929-1930 and 1951 Sanborn Maps as a single dwelling with a front porch and rear vestibule along with an outbuilding at the rear of the property and differs from the one seen on the 1903-1904 Sanborn maps,

    Emma Mueller (spelled Muller in some sources) acquired ownership of Lots 22-25 of Block 8 in Elyria in 1899, which encompassed the current properties at 4700 and 4712 Baldwin Court (Lots 23 and 23 became 4712 Baldwin Court and Lots 24 and 25 became 4700 Baldwin Court). According to the 1910 census, her husband, Theodore Mueller, who was born in Switzerland c.1855 and immigrated to the United States in 1882, worked as a cooper. Prior to that time the *De e P* reported that Theodore Mueller was granted a saloon license on March 17, 1903. His saloon was located at 4700 Baldwin Court (5DV.9808). A 1910 city directory indicates that Theodore Mueller lived at 4712 Baldwin Court at that time.

    According to assessorÕs records and a June 26, 1919 *De e R c M a Ne* article, Sadie Turner gained ownership of this property, Lots 22 and 23 of Block 8, on June 24, 1919. Federal census records from 1920 show that SadieÕs husband Edward, originally from Kentucky, worked as a butcher. A few years later in 1923, Frank and Mary Peterlin acquired the property. According to city directories, however, it appears that the Peterlins did not reside at this property. The property was instead occupied by Jerry W. and Mary E. Marolt by 1924. Mary Marolt gained ownership of the property in the 1940s. Jerry Marolt, who came to the United State from Europe (census records conflict regarding his country of origin, indicating Yugoslavia in 1910 and Germany in 1920) in 1898, was a salesman at Federal Agency Company from 1924 to 1925. Beginning in 1926 he worked as a laborer at Armour & Company. According to census data, by 1930 he worked as a policeman. He remained a policeman until at least 1940 as indicated in city directory and census data. City directories indicate that Mr. Marolt later became a guard at American National Bank by 1959 and had retired by 1977.

    An additional couple, John M. and Geraldine Evans, was living at the property with the Marolts in 1958. According to city directories, John M. Evans was a foreman at the American Smelter & Refining Company. The couple later gained ownership of property in 1982 and soon after sold the property to Charles and Sharon Padilla in 1984. In 1988 Kirkland Haynes gained ownership of the property. Since 2016 the property has been owned by the City of Denver.

    This research supports that this property is eligible for the National Register or State Register under *C e A: H* in the areas of Social History and Ethnic Heritage for its association with a diverse range of residents of the working-class immigrant community of Elyria. *C e C:* Previous research indicated the property is also significant under *C e C* for Architecture as an intact example of the Classic Cottage style. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive

character.

*Unless otherwise indicated, all data on ownership comes from Denver assessorÕs records.

Sources:
Ballenger & Richards City Directory (1910, 1924, 1925, 1926)
Denver County AssessorÕs Records
Denver Building Permit (1904)10-17.00#487.00
Federal Census Records (1910, 1920, 1930, 1940)
Gazetteer CompanyÕs City Directory (1958, 1959)
ÒElyria Ð Lots 22 and 23, block 8,Ó Denver Rocky Mountain News, June 26, 1919.
PolkÕs Denver City Directory (1972, 1977)
Sanborn Insurance Maps from, 1903-1904, 1929-1930, 1929 (corrected to 1951)

18. Photograph Numbers: DSCN8257.JPG through DSCN8259.JPG

    Digital Files at: Mead & Hunt, Inc.

19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Katie Ohland, Historian

    Date: 11/1/2017

22. Recorder Affiliation: Mead & Hunt, Inc.

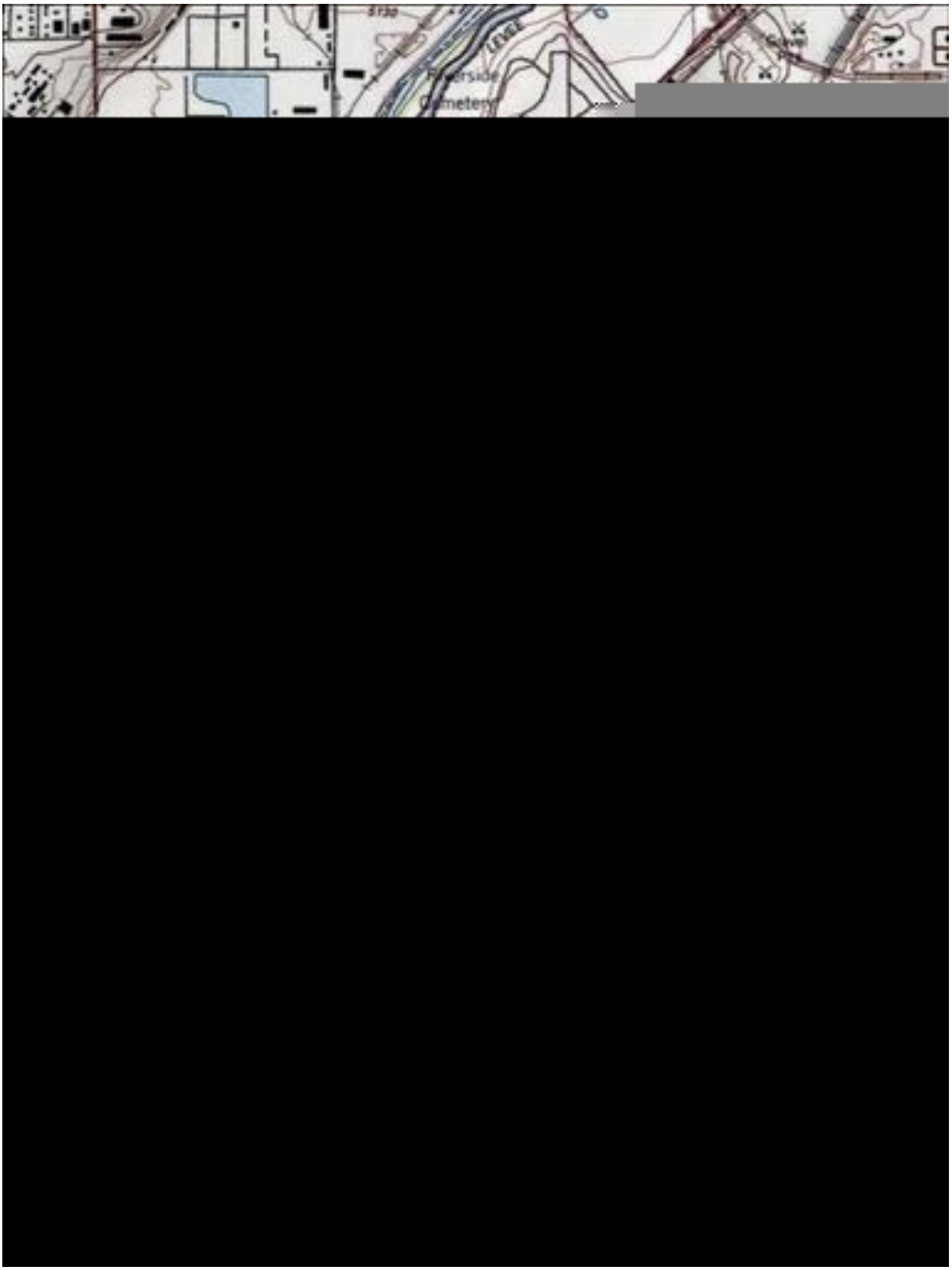
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

Resource Number: 5DV.9809 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9809 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9809 Temporary Resource Number:

Address: 4712 Baldwin Court

Photographer: D. Litvak Photograph Date: May 2017

View to east/northeast of front elevation.

View to east of front elevation.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9809 Temporary Resource Number:

Address: 4712 Baldwin Court

Photographer: D. Litvak Photograph Date: May 2017

View to northeast of front elevation.

View to southeast of rear elevation.

Resource Number: 5DV.9811 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    National Western Historic Preservation Study (SlaterPaull Architects, Inc., August 25, 2014).
17. Site Description/Update:

    5DV.9811 appears unchanged since the last evaluation (2007 SAIC). The house retains the roofline, massing, materials, fenestration patterns, and decorative details that were previously recorded. In addition, changes to the house over time have resulted in a loss of historic fabric, such as the replacement of original siding and porch columns. The setting of 5DV.9811 does not appear to have changed.
18. Photograph Numbers: National Western 032.JPG; National Western 039.JPG; National Western 040.JPG; National Western 041.JPG; National Western 042.JPG; National Western 043.JPG; National Western 058.JPG; National Western 059.JPG;

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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303-866-3395

Resource Number: 5DV.9811 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9811 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9811 Temporary Resource Number:

Address: 4717 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

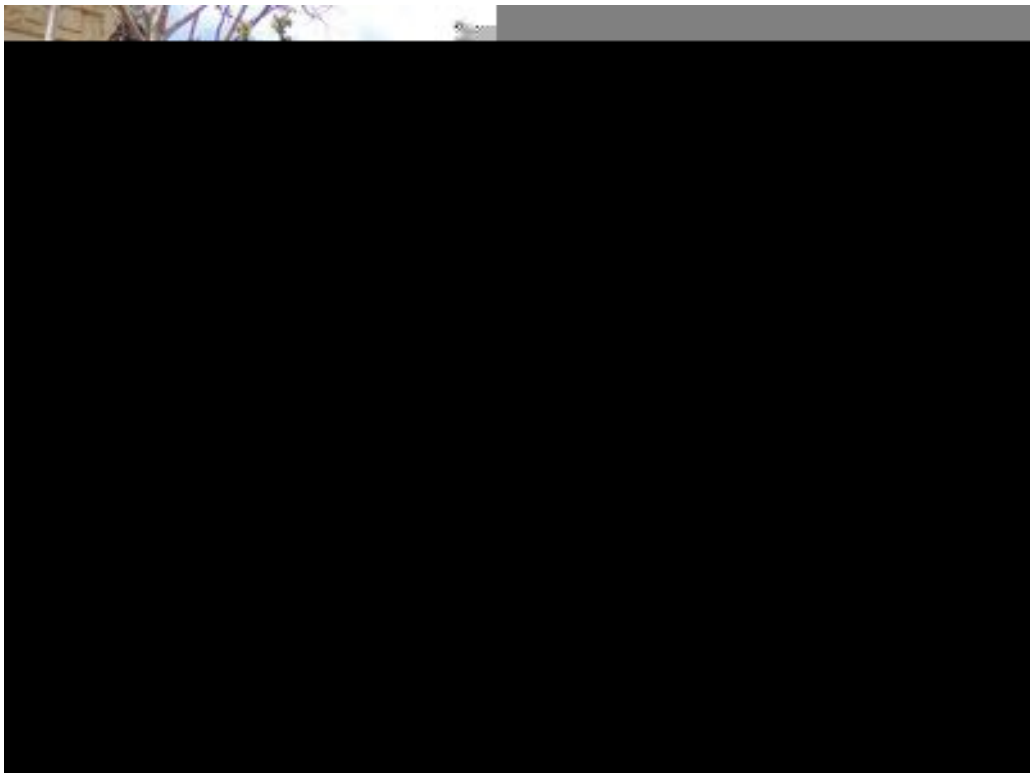
Overall view of primary facade and street. View to west.

View to west.

Resource Number: 5DV.9811 Temporary Resource Number:

Address: 4717 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017



View to west/northwest.

View to west/southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9811 Temporary Resource Number:

Address: 4717 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

View to southwest of east and north facades and yard.

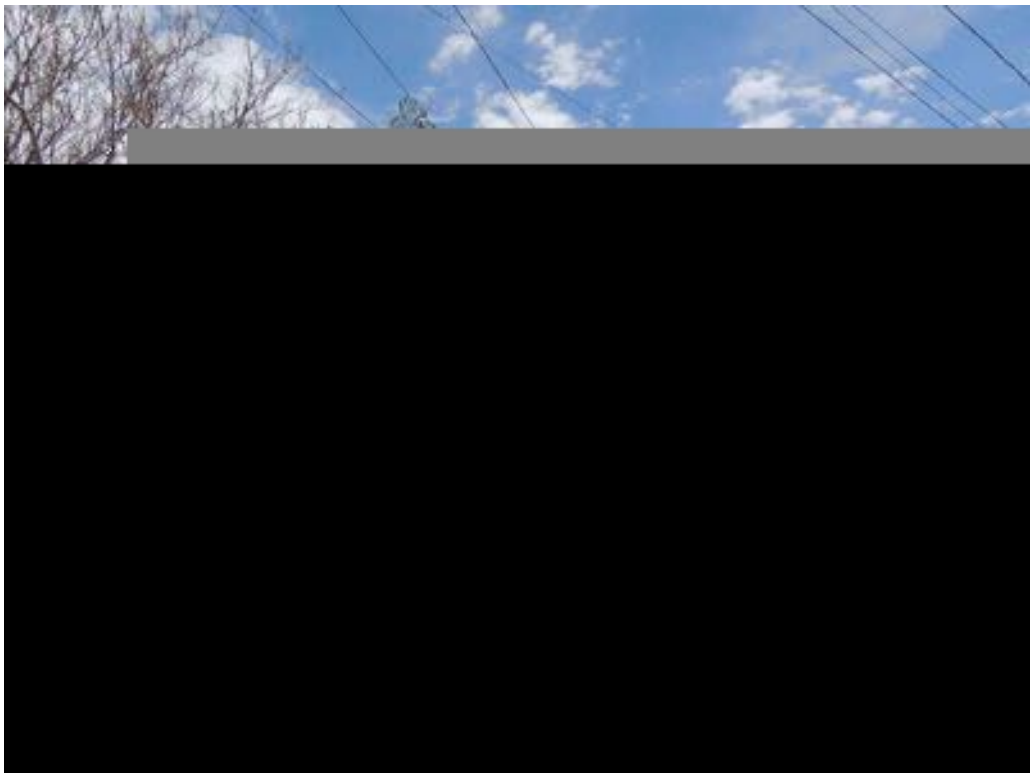
Rear elevation and driveway, view to east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9811 Temporary Resource Number:

Address: 4717 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017



Back of lot, view to southeast.

Storage shed in rear, view to east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9813 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    National Western Historic Preservation Study (SlaterPaull Architects, Inc., August 25, 2014).
17. Site Description/Update:

    5DV.9813 appears unchanged since the last evaluation (2007 SAIC). The residential building retains the roofline, massing, materials, fenestration patterns, and decorative details such as bay dormers, that were previously recorded. In addition, the setting of the 5DV.9813 does not appear to have changed.
18. Photograph Numbers: National Western 031.JPG; National Western 036.JPG; National Western 037.JPG; National Western 038.JPG; National Western 060.JPG; National Western 061.JPG; National Western 062.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.9813 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9813 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9813 Temporary Resource Number:

Address: 4727 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

View to west of primary facade and setting.

View to west, primary facade.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9813 Temporary Resource Number:

Address: 4727 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

View of east and south elevations, view to northwest.

View of east and north elevations, view to southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9813 Temporary Resource Number:

Address: 4727 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017

Rear elevation and backyard, view to east/northeast.

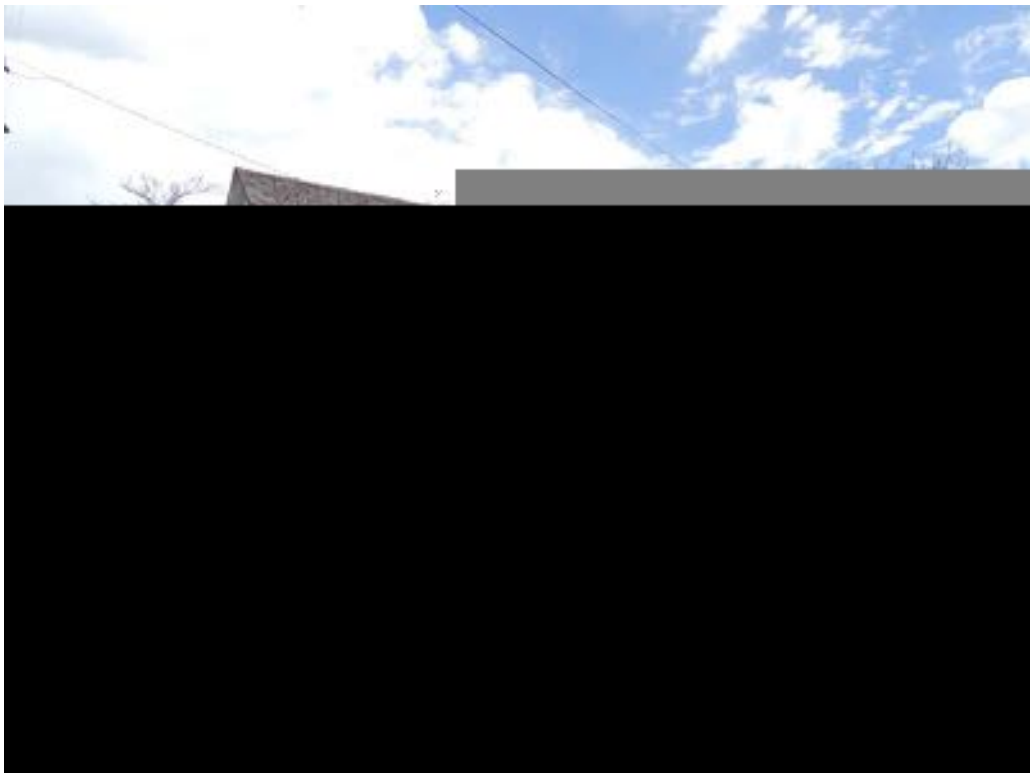
Outbuilding/garage in backyard, view to southeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9813 Temporary Resource Number:

Address: 4727 Brighton Boulevard

Photographer: D. Litvak Photograph Date: July 2017



Garage in rear, view to northeast.

Resource Number: 5DV.9819 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    National Western Historic Preservation Study (SlaterPaull Architects, Inc., August 25, 2014).
17. Site Description/Update:

    5DV.9819 appears unchanged since the last evaluation (2007 SAIC). The house retains the roofline, massing, materials, fenestration patterns, and decorative details such as brick corbelling and arched openings, that were previously recorded. In addition, the setting of the 5DV.9819 does not appear to have changed.
18. Photograph Numbers: National Western 013.JPG; National Western 026.JPG; National Western 027.JPG; National Western 028.JPG; National Western 029.JPG; National Western 030.JPG; National Western 063.JPG; National Western 064.JPG; National Western 065.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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Resource Number: 5DV.9819 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.9819 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9819 Temporary Resource Number:

Address: 4741, 4747 Boulevard

Photographer: D. Litvak Photograph Date: May 2017

Overall view to west of front elevation.

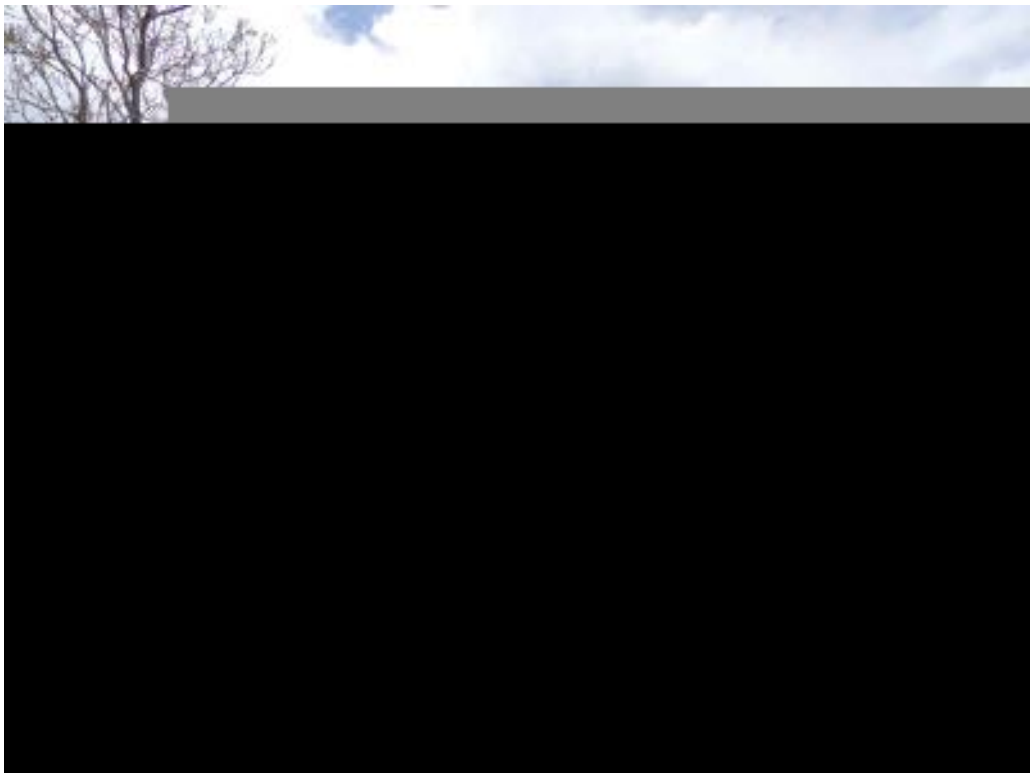
View to west of front elevation.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9819 Temporary Resource Number:

Address: 4741, 4747 Boulevard

Photographer: D. Litvak Photograph Date: May 2017



View to southwest of front and side elevations.

View to northeast of rear and side elevations.

Resource Number: 5DV.10082 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☑ Access controlled ☑ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    Noel, Thomas. Riding High: Colorado Ranchers and 100 years of the National Western Stock Show. Book. Published: The Western Stock Show Association DBA The National Western Stock Show. 1/1/2005

    Architectural Inventory Form 5DV.10082, Report filed at OAHP, 5/6/2006

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)
17. Site Description/Update:

    5DV.10082 appears unchanged since the last evaluation (2007 SAIC). There have been no changes to the building and it retains the roofline, massing, materials, fenestration patterns, and decorative details that were previously recorded. As such, the building retains physical integrity and is still considered contributing under *C e a A* and *C* to the determined-eligible National Western Historic District (5DV.10050). Additional research on 5DV.10082 revealed little information because available records are scarce. A review of historic Sanborn Fire Insurance maps from 1928-1936, and 1951, show the building was operating as an auto garage between 1828 and 1951. 5DV.10082 was associated with the Swift Meat Packing Plant, which operated on this site until the 1960s. . County of Denver AssessorÕs Records show that Patrick McConnell granted 5DV.10082 to McConnell Denver Properties on March 23, 2000.* On January 12, 2017, the property was granted to the City and County of Denver.

    As noted in the National and State Register summary, the property possesses architectural and historical significance. It may also have geographic significance as a prominent landmark, visual feature, or because it contributes to DenverÕs distinctive character.

    *Unless otherwise specified, all property transfer information is from Denver County AssessorÕs Records.

    Sources:
    Sanborn Fire Insurance Maps, 1929-1938, 1951
    National Western Campus Historic Photographic Archives
    Noel, Thomas. Riding High: Colorado Ranchers and 100 years of the National Western Stock Show. (Fulcrum: 2005)
18. Photograph Numbers: McConnell Welders 4747 Packing House, W-SW (2).jpg, McConnell Welders 4747 Packing House, W-SW (4).jpg, McConnell Welders 4747 Packing House, W-SW.jpg

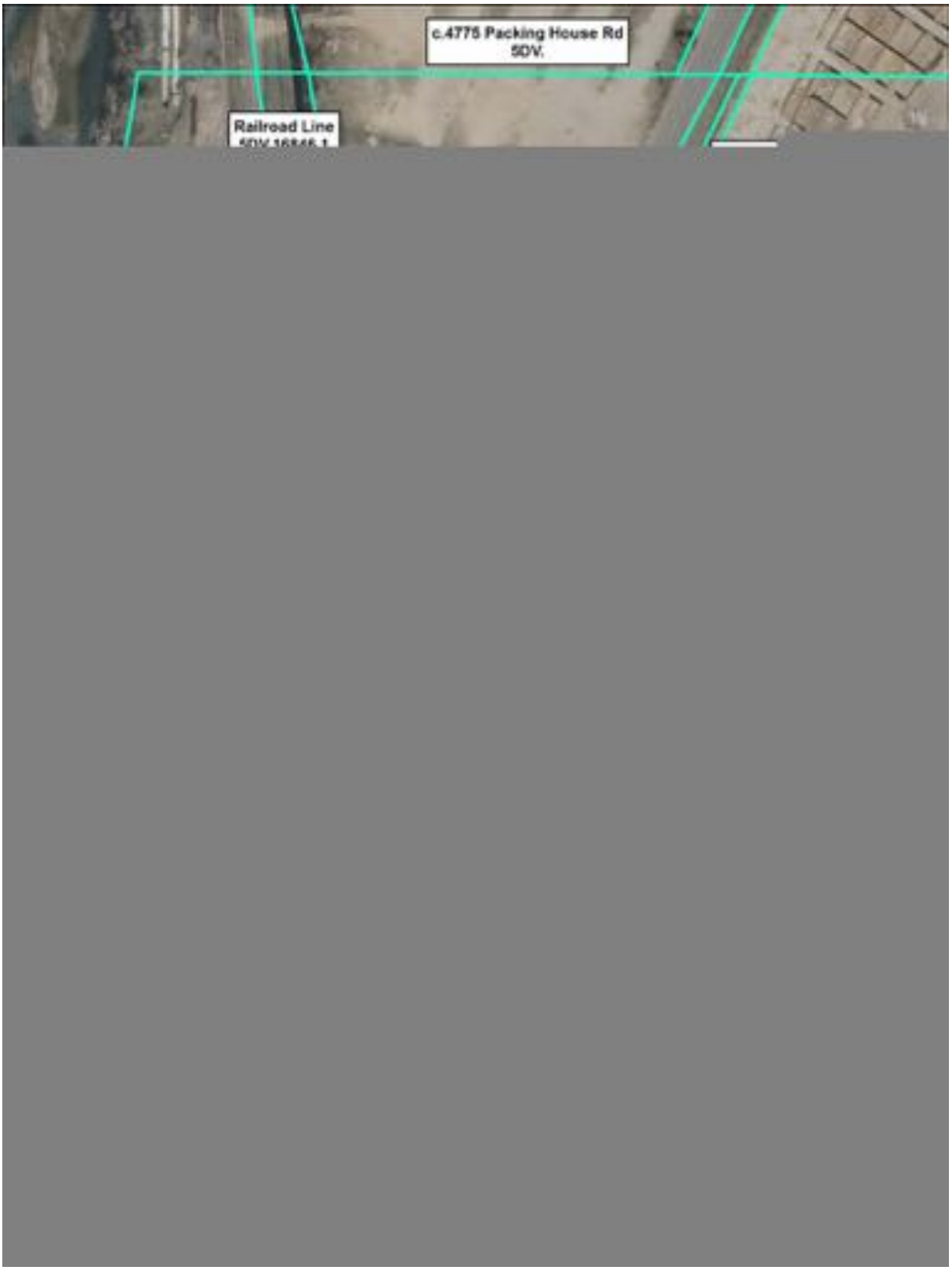
    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

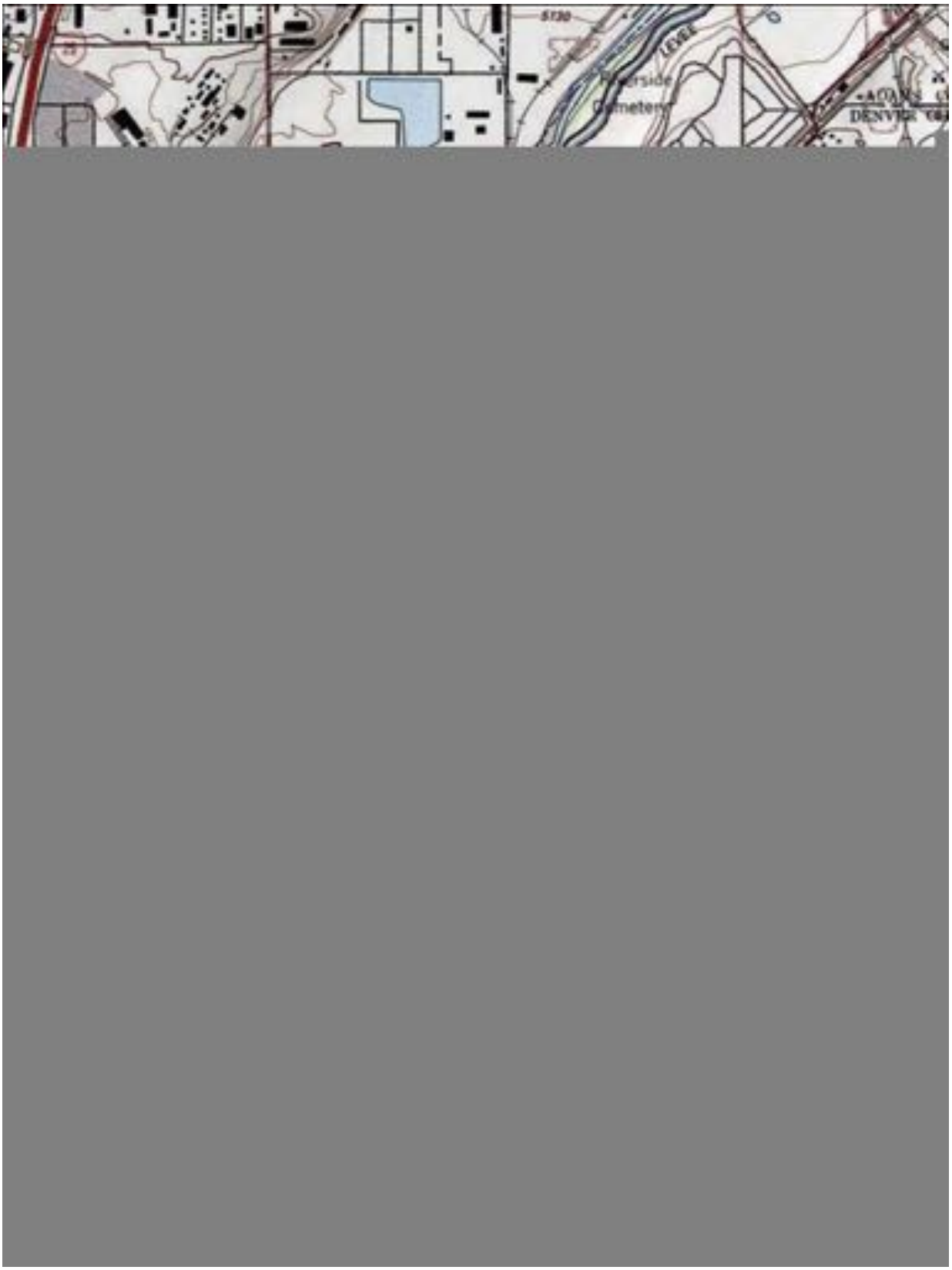
Resource Number: 5DV.10082 Temporary Resource Number:



Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10082 Temporary Resource Number:



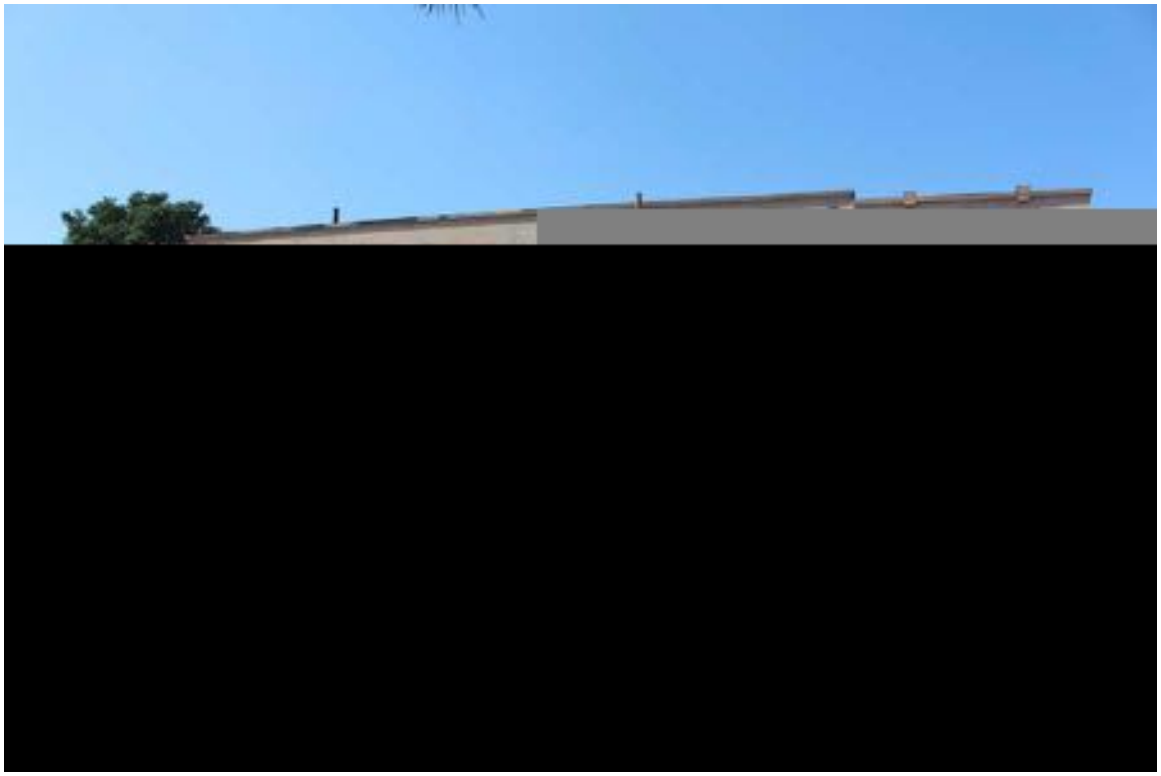
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10082 Temporary Resource Number:

Address: 4747 Packing House Road

Photographer: K. Ohland Photograph Date: September 2017



Front (east) facade, view facing west.

View of front facade, facing northwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10082 Temporary Resource Number:

Address: 4747 Packing House Road

Photographer: K. Ohland Photograph Date: September 2017

Front facade and side (north) elevation, view facing southwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10607 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    Regional Transportation District, North Metro FastTracks Corridor, Final Environmental Impact Statement, Archaeological, Historic, and Paleontological Resources
17. Site Description/Update:

    Field work determined that 5DV.10607 retains the roofline, massing, and materials that were previously recorded in 2008. The setting of 5DV.10607 also appears unchanged since the last assessment.
18. Photograph Numbers: 2017-10-12 13.02.41.jpg, 2017-10-12 13.02.49.jpg, 2017-10-12 13.03.53.jpg, 2017-10-12 13.03.58.jpg

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Katie Ohland, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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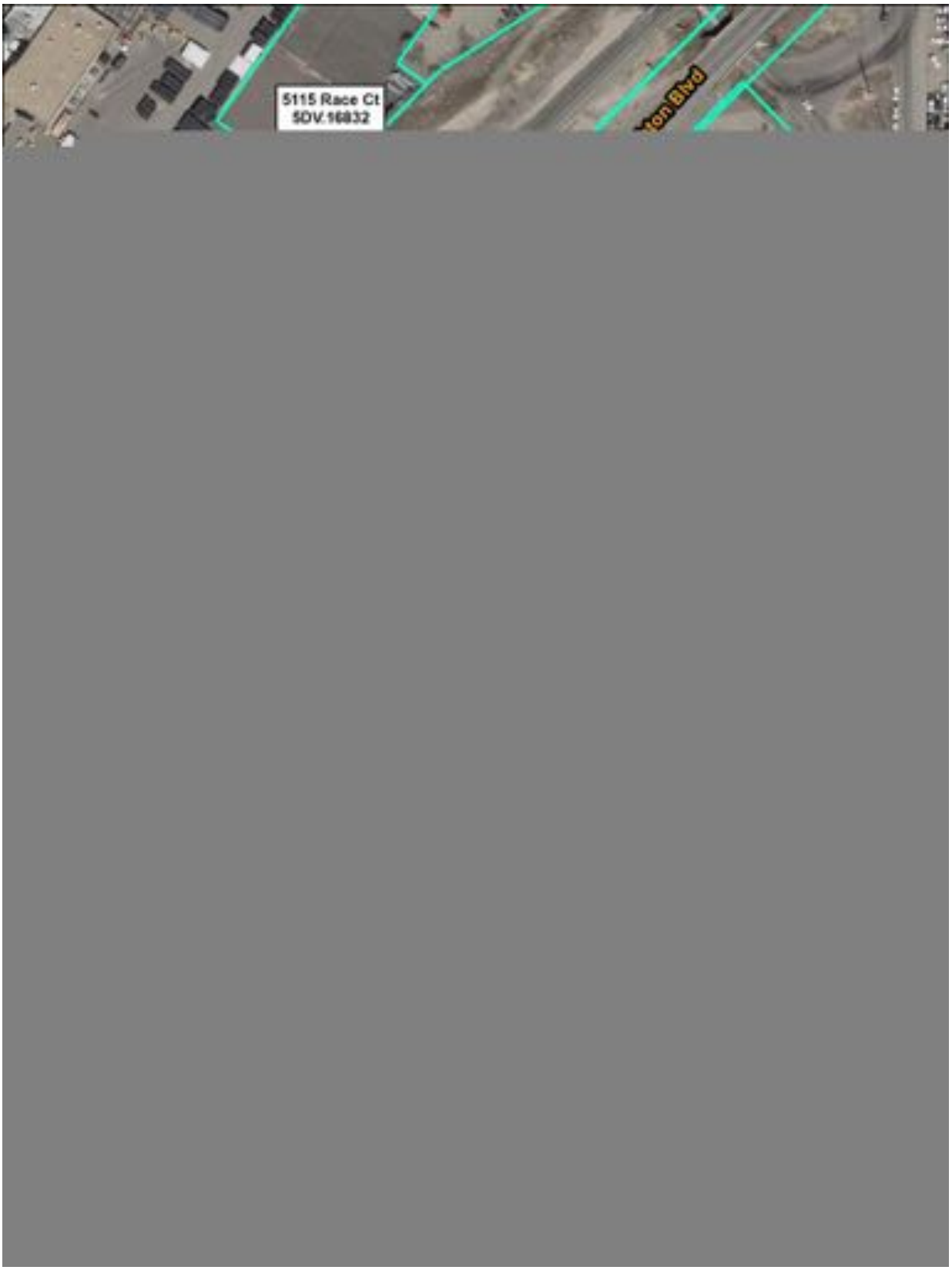
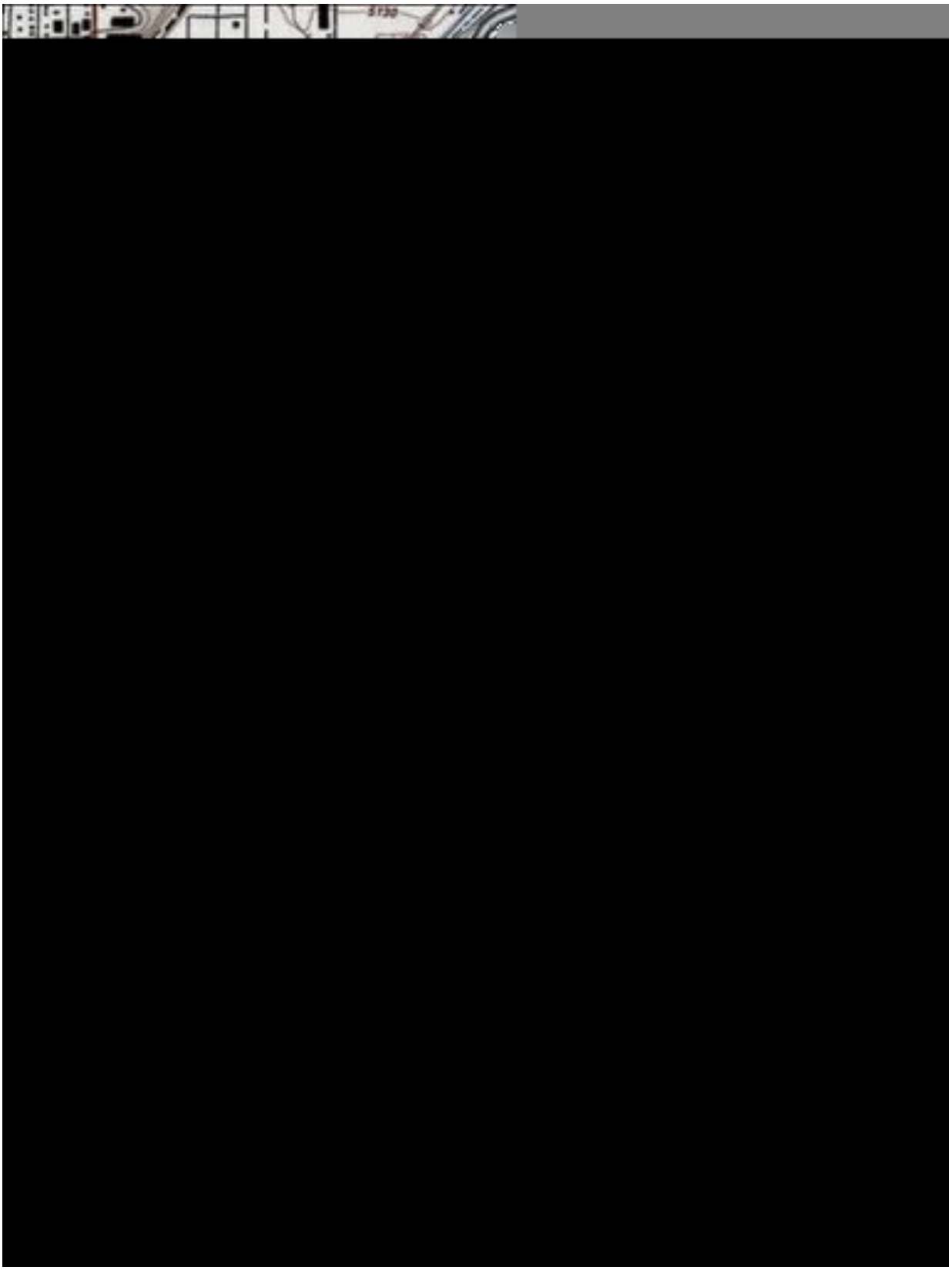
Resource Number: 5DV.10607 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.10607 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10607 Temporary Resource Number:

Address: 4910 Brighton Boulevard

Photographer: K. Ohland Photograph Date: September 2017

North elevation, view facing east.

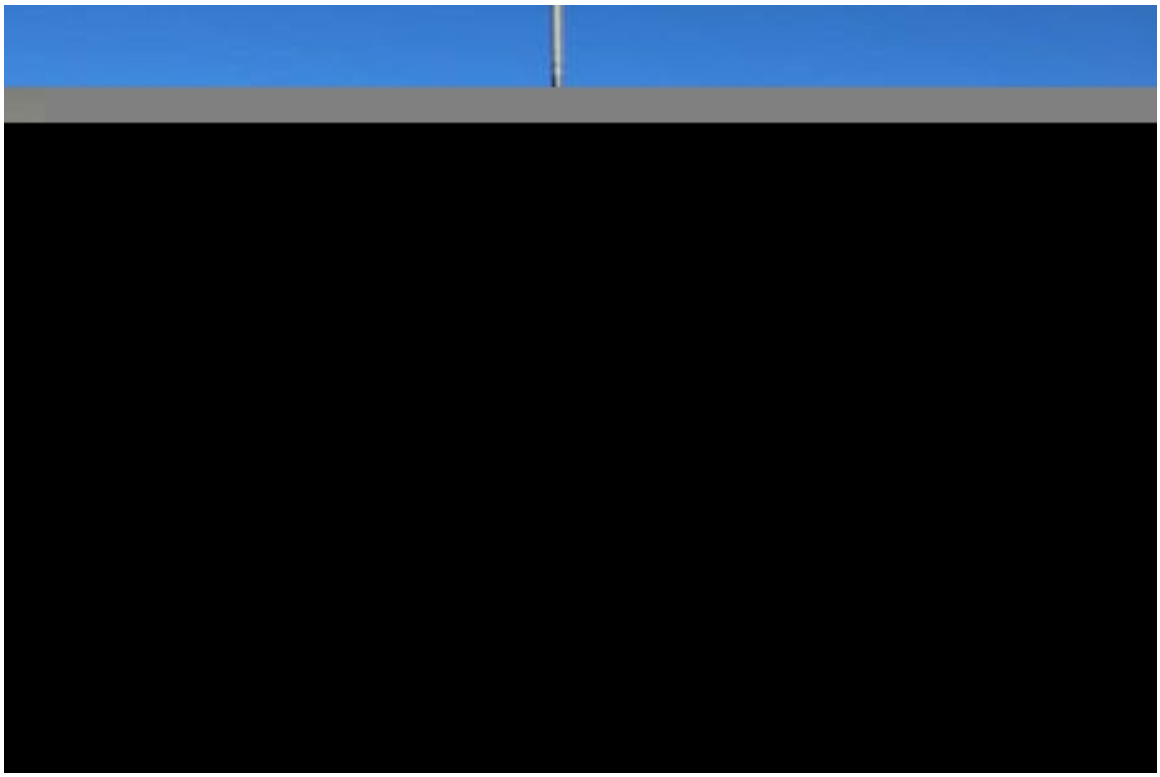
West elevation, view facing southeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10607 Temporary Resource Number:

Address: 4910 Brighton Boulevard

Photographer: K. Ohland Photograph Date: September 2017



West and south elevations, view facing northeast.

South elevation, view facing east/northeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9293 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☐ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    Regional Transportation District, North Metro FastTracks Corridor, Final Environmental Impact Statement, Archaeological, Historic, and Paleontological Resources
17. Site Description/Update:

    Since the evaluation in 2008 by URS, field survey confirmed 5DV.9293 its 2008 appearance. The setting of 5DV.9293 also appears unchanged since the last assessment.
18. Photograph Numbers: 4980 Brighton Blvd, JB Auto Crusher, Facing E (2).JPG; 4980 Brighton Blvd, JB Auto Crusher, Facing E (3).JPG; 4980 Brighton Blvd, JB Auto Crusher, Facing SE.JPG; 4980 Brighton Blvd, JB Auto Crusher, Facing SE (3).JPG, 4980 Brighton Blvd, JB Auto Crusher, Facing SE (4).JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Katie Ohland, Historian

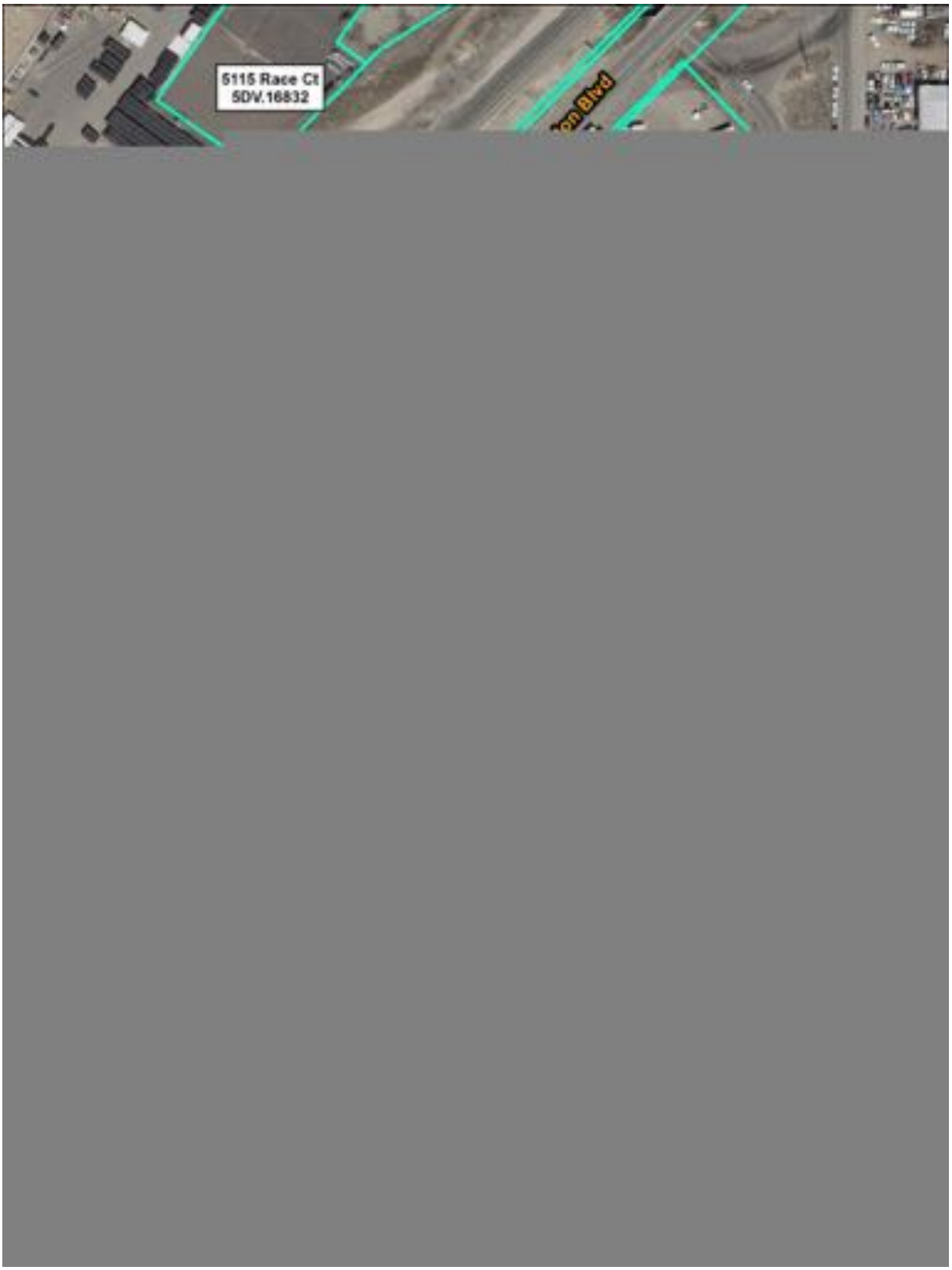
    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

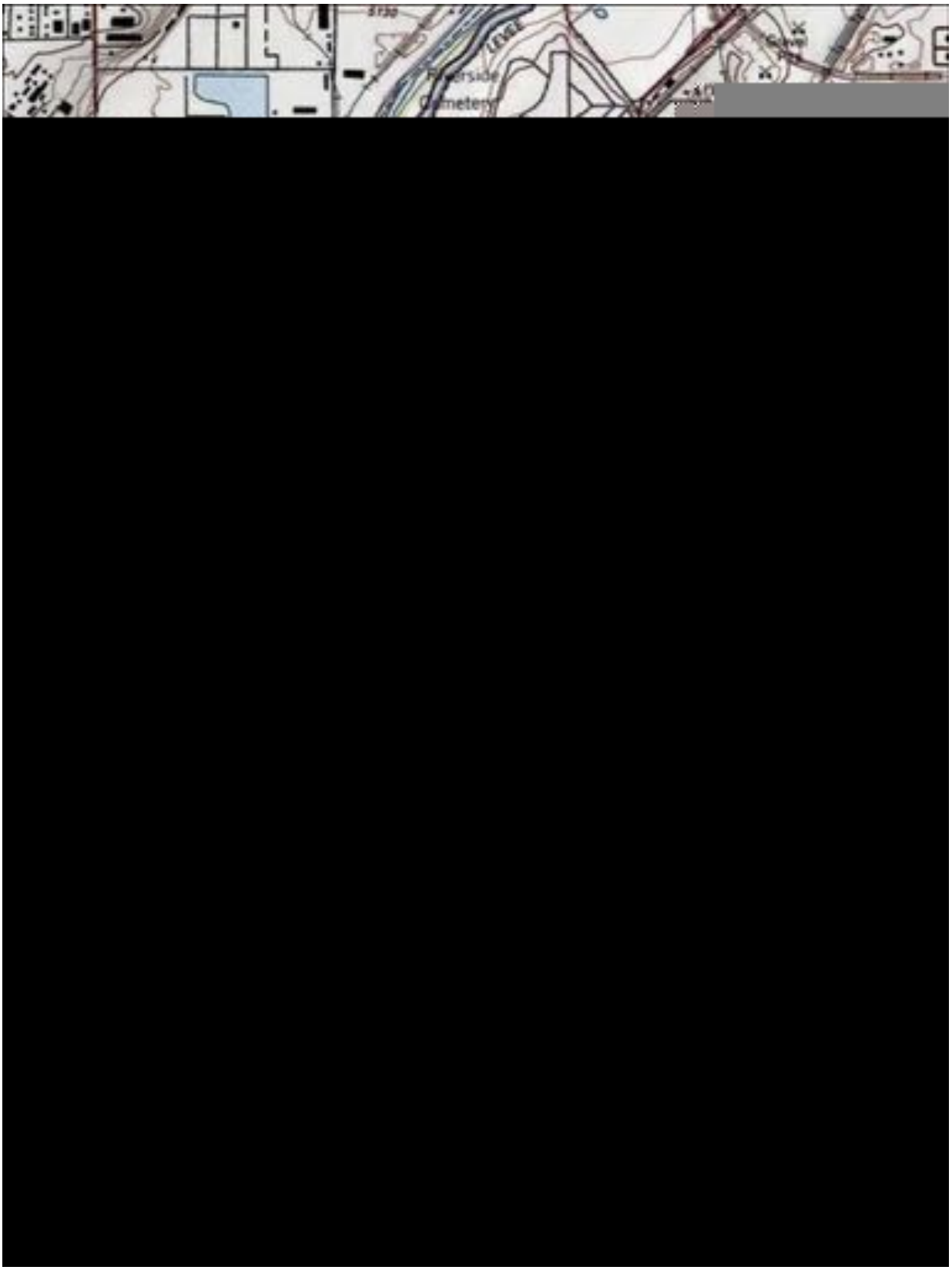
Resource Number: 5DV.9293 Temporary Resource Number:



Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9293 Temporary Resource Number:



USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9293 Temporary Resource Number:

Address: 4980 Brighton Boulevard

Photographer: K. Ohland Photograph Date: September 2017

Front facade, view to the east.

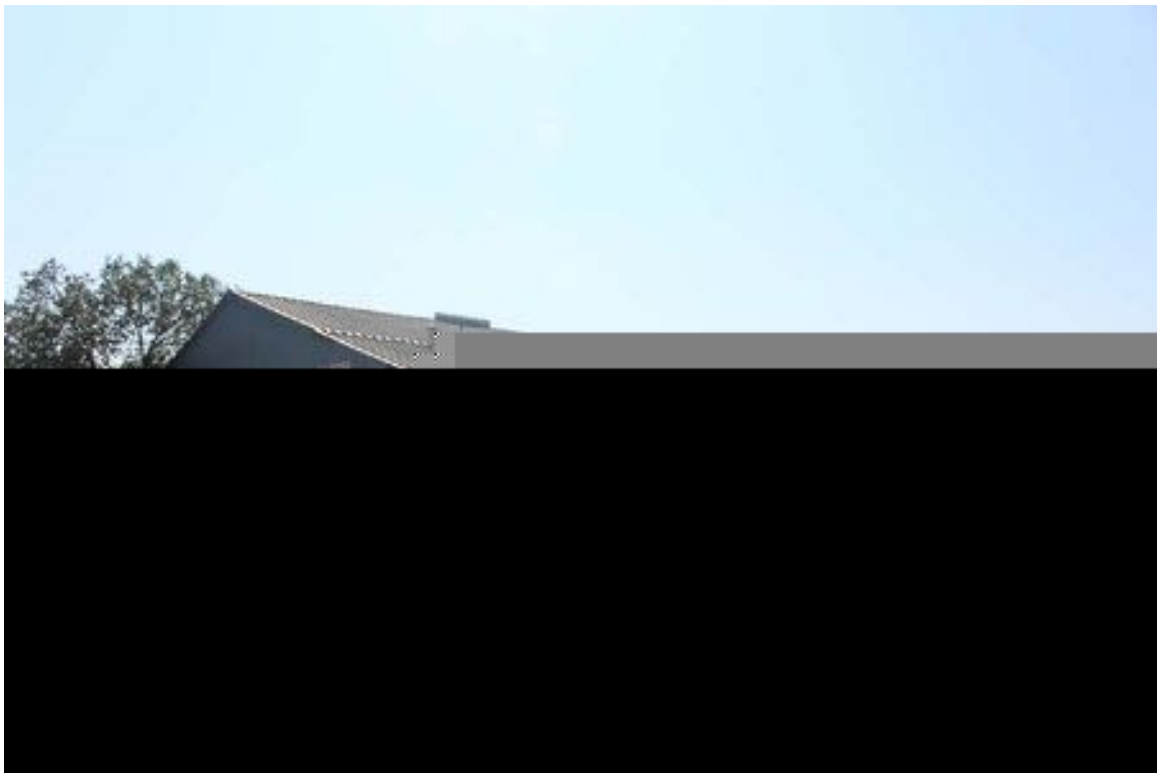
Front facade, view to the east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9293 Temporary Resource Number:

Address: 4980 Brighton Boulevard

Photographer: K. Ohland Photograph Date: September 2017



Front facade, north elevation, and property fence, view to southeast.

Garage, view to southeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9284 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☐ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☑ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    No further work is recommended.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    Regional Transportation District, North Metro FastTracks Corridor, Final Environmental Impact Statement, Archaeological, Historic, and Paleontological Resources
17. Site Description/Update:

    Since the evaluation in 2008 by URS, 5DV.9284 retains the roofline, massing, and materials that were previously recorded. The setting of 5DV.9284 also appears unchanged since the last assessment.
18. Photograph Numbers: 2017-10-12 12.55.12.jpg, 2017-10-12 12.58.09.jpg, 2017-10-12 13.06.13.jpg

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Katie Ohland, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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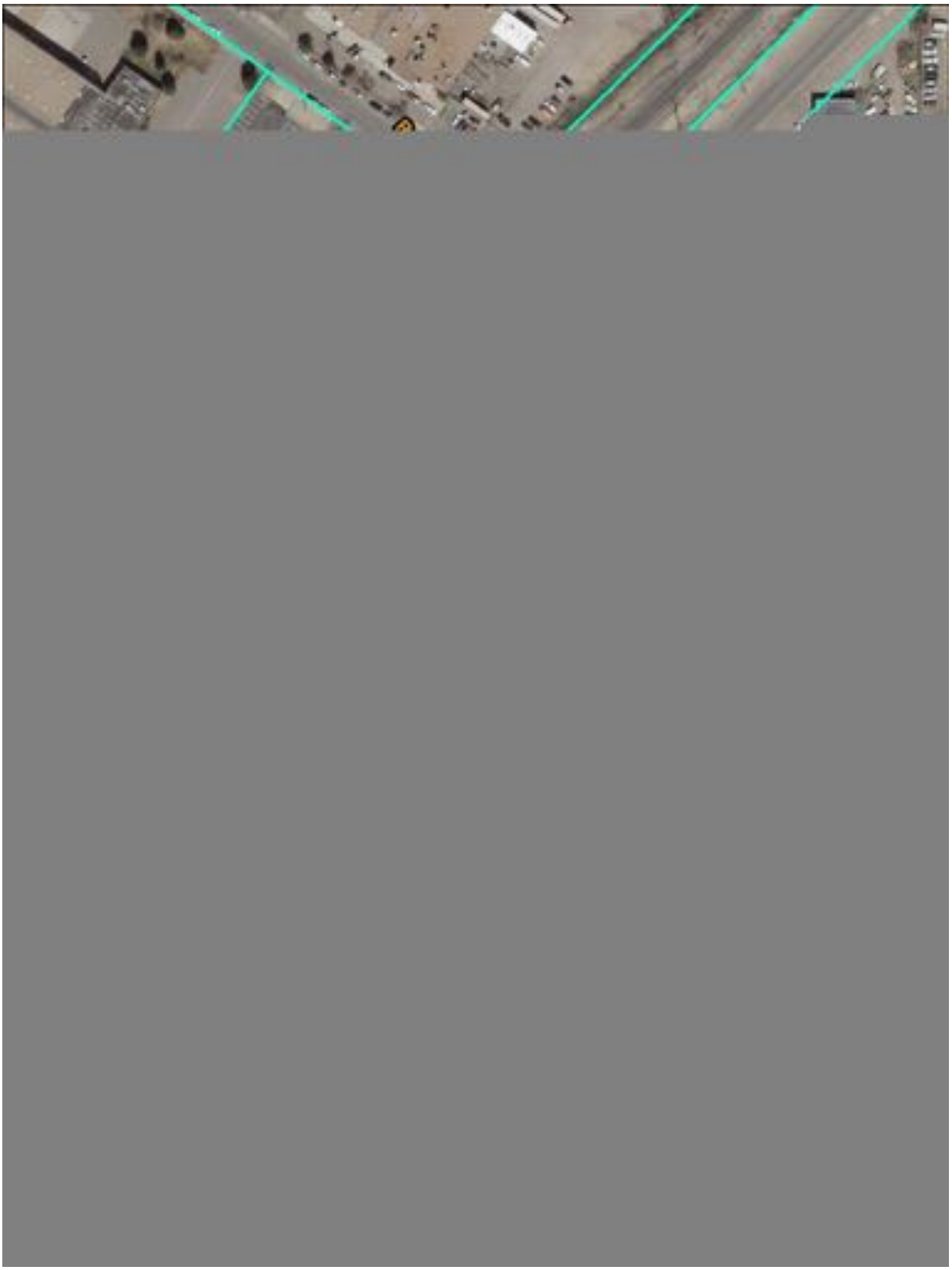
303-866-3395

Resource Number: 5DV.9284 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.9284 Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9284 Temporary Resource Number:

Address: 5040 Brighton Boulevard

Photographer: K. Ohland Photograph Date: September 2017

North and west elevations, view to east.

North elevation, view to east.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.9284 Temporary Resource Number:

Address: 5040 Brighton Boulevard

Photographer: K. Ohland Photograph Date: September 2017

East elevation, view to west.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.7059 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):
    Comments:
15. Recorder's Management Recommendations:
    No further work is recommended.
16. Known Collections, Reports, or Interviews:
    OAHP Historic Bridge Inventory Form 5DV.7059, Recorded at OAHP 2002.
17. Site Description/Update:
    Field work determined that 5DV.7059 appears unchanged since its last evaluation except the original railings were replaced with jersey-barriers after 2002. The bridge retains the same design, materials, features, and details that were recorded in 2002.
18. Photograph Numbers: Concrete Bridge, Facing Southwest.JPG; Concrete Bridge, Facing Southwest (2).JPG
    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian; Liz Boyer, Historian
    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.
    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.7059 Temporary Resource Number:

Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.7059 Temporary Resource Number:

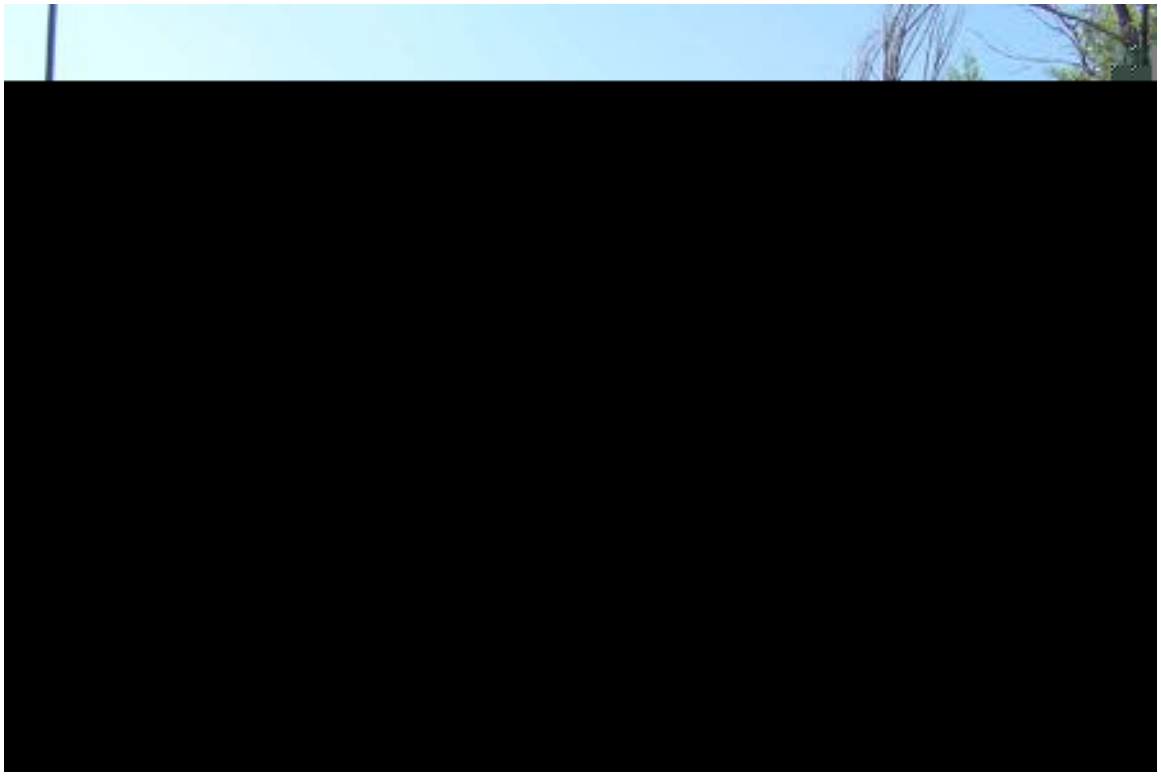
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.7059 Temporary Resource Number:

Address: Brighton Boulevard over Race Court

Photographer: K. Ohland Photograph Date: September 2017



Southeast elevation, view facing northwest.

Southeast elevation, view facing northwest.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10617.1 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    North Metro Corridor Environmental Impact Statement (EIS), URS Corporation, 2008.
17. Site Description/Update:

    This segment of Brighton Boulevard remains a heavily travelled north-south artery carrying commuter and industrial truck traffic in northeast Denver. This segment, which travels through a largely industrial area which largely lacks sufficient travel lanes, adequate shoulders, and pedestrian/bike paths, appears unchanged since it was last recorded in 2008. The planned Brighton Boulevard Redevelopment will create additional travel lanes, bike facilities, sidewalks, amenity/planting areas, and integrated storm water facilities.
18. Photograph Numbers: Brighton Blvd (3) near 44th.JPG; Brighton Blvd (6) south of I70.JPG; Brighton Blvd (9) between 46th and 47th.JPG; Brighton Blvd (11) at post office retake.JPG; Brighton Blvd (12) at post office.JPG; Brighton Blvd (1) near Columbine retake.JPG

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian, Liz Boyer, Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.10617.1 Temporary Resource Number:

Sketch Map

Resource Number: 5DV.10617.1 Temporary Resource Number:

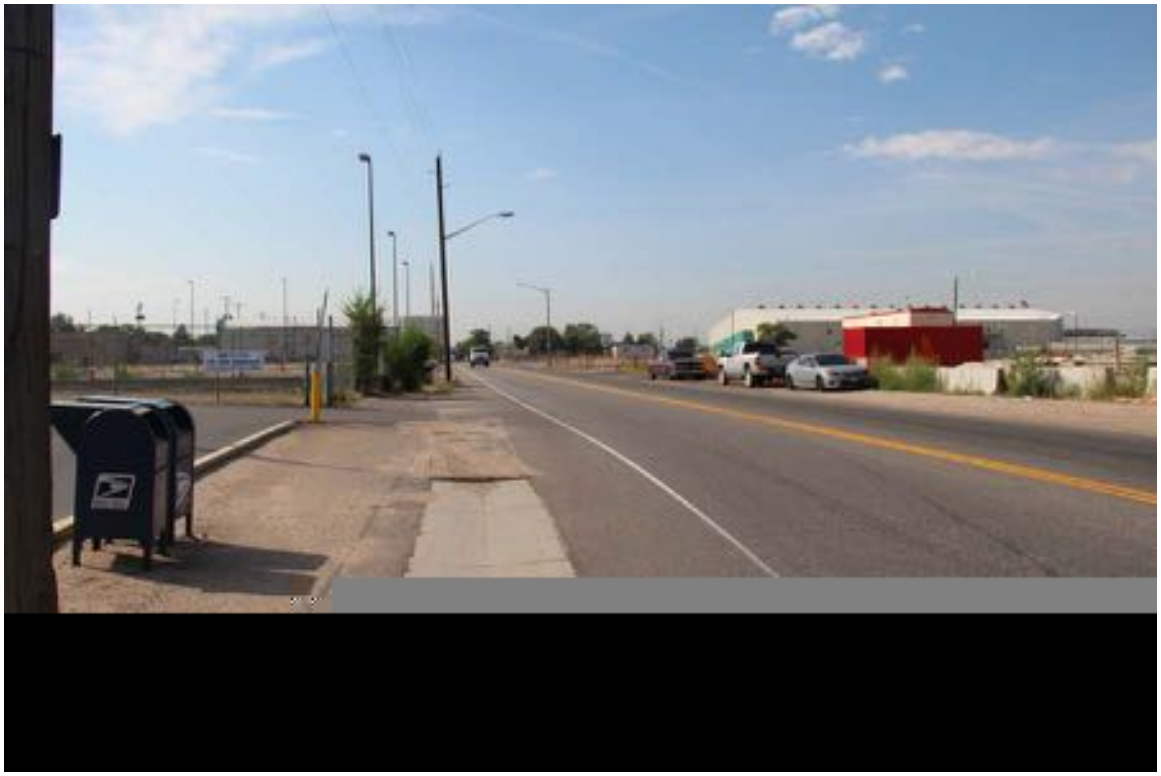
USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10617.1 Temporary Resource Number:

Address: Brighton Boulevard/SH 265 beginning at approximately 4900 Brighton Blvd and continuing north/northwest

Photographer: K. Ohland Photograph Date: September 2017



Roadway at 4910 Brighton Blvd., view facing southwest.

View of roadway at 4910 Brighton Blvd., facing northeast.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.10617.1 Temporary Resource Number:

Address: Brighton Boulevard/SH 265 beginning at approximately 4900 Brighton Blvd and continuing north/northwest

Photographer: K. Ohland Photograph Date: September 2017

Roadway near Columbine St., view facing northeast.

A Re-Visitation Form can only be used when a Management

Resource Number: 5DV.6247.3 Temporary Resource Number:

13. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☑ Vandalism ☐ Recreation ☑ Construction ☐ Other (specify):
14. Existing Protection: ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☑ Access controlled ☐ Other (specify):

    Comments:
15. Recorder's Management Recommendations:

    Consultation should be conducted with project stakeholders to avoid, minimize, or mitigate effects.
16. Known Collections, Reports, or Interviews:

    I-70 East Environmental Impact Statement Cultural Resources Survey Report Supplement 2013 (Pinyon Environmental, Inc. 2013)

    Regional Transportation District, North Metro FastTracks Corridor, Final Environmental Impact Statement, Archaeological, Historic, and Paleontological Resources (URS Corporation 2008)

    I-70 East Environmental Impact Statement, Section 106 Determination of Effects, (Colorado Department of Transportation, January 2010) (Surveyed SAIC 2007)

    CDOT Colorado Department of Transportation
17. Site Description/Update:

    The segment remains an active line for freight and will also support commuter-rail passenger transportation when the North Metro FasTracks line is complete. Projected completion was 2018 but RTD officials have changed that date and have not issued a new construction date.
18. Photograph Numbers: IMG_2907.JPG; IMG_2914.JPG; IMG_2916.JPG; IMG_2944.JPG.

    Digital Files at: Mead & Hunt, Inc.
19. Artifact and Field Documentation Storage Location: N/A
20. Report Title: Historic Resources Inventory Report, National Western Center Redevelopment
21. Recorder(s): Dianna Litvak, Senior Historian

    Date: 11/1/2017
22. Recorder Affiliation: Mead & Hunt, Inc.

    Phone Number/Email: 303-729-3777; dianna.litvak@meadhunt.com

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

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

Resource Number: 5DV.6247.3 Temporary Resource Number:

Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: 5DV.6247.3 Temporary Resource Number:

Address: West side of and parallel to Brighton Boulevard, between 45th Avenue and 52nd Avenue

Photographer: D. Litvak Photograph Date: September 2017

Active BNSF tracks behind National Western Hall of Education/Auction Arena, north of I-70. View to south.

BNSF tracks near Riverside Cemetery. Brighton Boulevard is on right side of tracks, cemetery on left side. View to north.

Cultural Resource Re-Visitation Form

Resource Number: 5DV.6247.3 Temporary Resource Number:

Address: West side of and parallel to Brighton Boulevard, between 45th Avenue and 52nd Avenue

Photographer: D. Litvak Photograph Date: September 2017

BNSF tracks near Riverside Cemetery. Brighton Boulevard is on left side of tracks. View to south.

BNSF bridge over South Platte River, south of I-70. View to north.

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Cultural Resource Re-Visitation Form

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Resource Number: Temporary Resource Number:

Resource Name:

Project Name/Number:

Government Involvement: ☑ ☐ ☐

Site Categories:

☐ ☐
☐ ☐
☐ ☐
☐ ☑ ☐ ☐
☐ ☑
☐ ☑

Owner(s) Name and Address:

Was the site relocated: ☑ ☐

Previous recordings:

Most recent National Register Eligibility Assessment: ☑ ☐ ☐

Criterion A *Criterion C*

Listed on Register: ☐ ☐ ☑

Condition (describe):

Cultural Resource Re-Visitation Form

Resource Number: Temporary Resource Number:

Threats to Resource: ☐ ☐ ☐ ☐ ☑ ☐ ☑ ☐

Existing Protection: ☐ ☐ ☑ ☐ ☑ ☐

Recorder's Management Recommendations:

Known Collections, Reports, or Interviews:

Site Description/Update:

Criteria A *C*

Photograph Numbers:

Artifact and Field Documentation Storage Location:

Report Title:

Recorder(s):

Recorder Affiliation:

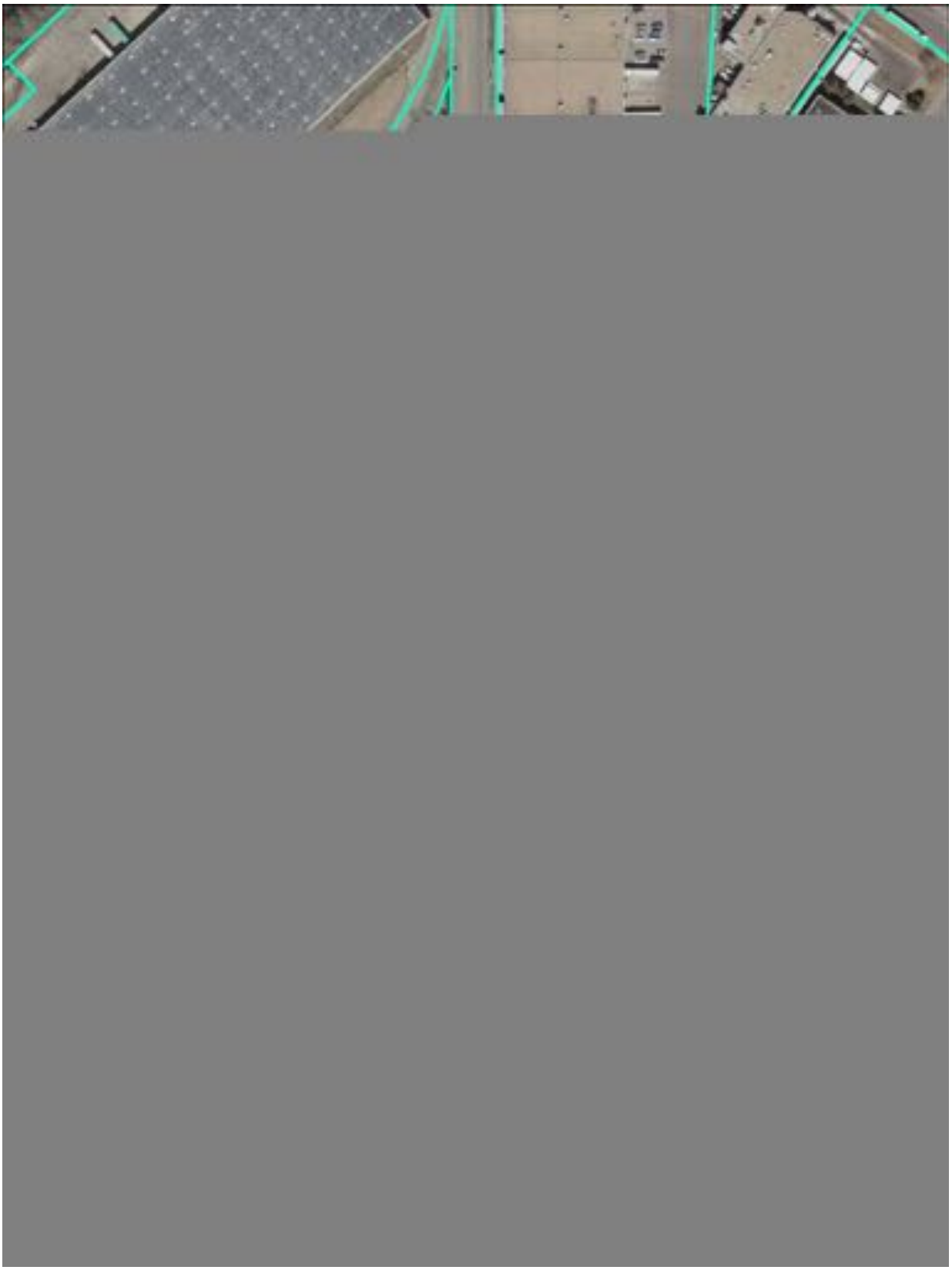
Cultural Resource Re-Visitation Form

Resource Number: Temporary Resource Number:

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

Cultural Resource Re-Visitation Form

Resource Number: Temporary Resource Number:



Sketch Map

Cultural Resource Re-Visitation Form

Resource Number: Temporary Resource Number:

USGS Quad Map

Cultural Resource Re-Visitation Form

Resource Number: Temporary Resource Number:

Address:

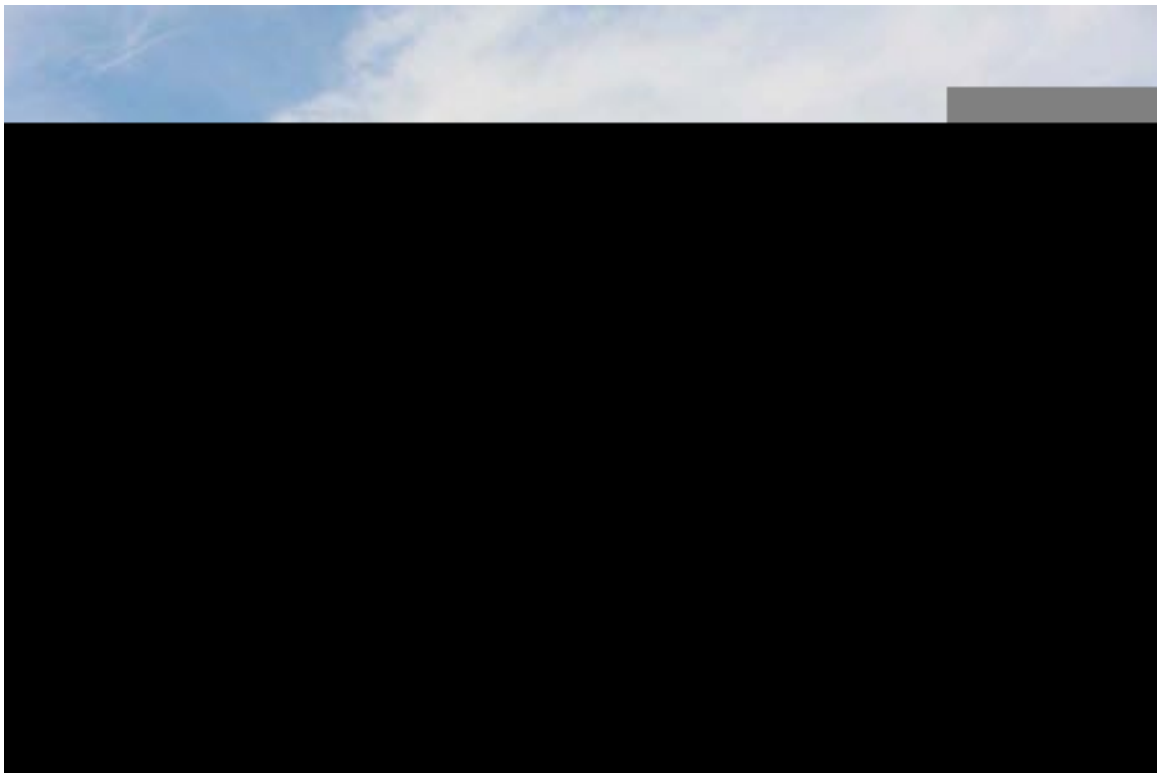
Photographer: Photograph Date:

Cultural Resource Re-Visitation Form

Resource Number: Temporary Resource Number:

Address:

Photographer: Photograph Date:



Managment Data Form

Resource Number: 5DV.10617.3 **Temporary Resource Number:**

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

A. Zone:	13S;	503058	mE	4404221	mN
B. Zone:	13S;	502707	mE	4403166	mN
C. Zone:	;		mE		mN
D. Zone:	;		mE		mN

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

Other (explain):

17. **Site Elevation** (feet): 5159-5192

18. **Address:** Brighton Boulevard between Race Court and 44th Avenue Lot: Block: Addition:

19. **Location/Access:**

From the south, this segment of Brighton Blvd. can be accessed from 44th St. or from I-70 - exit 275B (CO-265/Brighton Blvd). From the north, it can be accessed by Race Ct.

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20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation soils, depositional environment, water, ground visibility):

This segment of Brighton Boulevard is located on the eastern edge of the National Western Complex, which is in a commercial/industrial urban setting. It is on a flat floodplain of the South Platte River. The distance from this segment to the east bank of the South Platte River ranges from 1,800 feet to 2,350 feet. Given the industrial nature of this area, vegetation primarily consists of opportunistic weeds and dirt distributed along the shoulders.

21. **Soil depth (cm) and description:**

N/A

Managment Data Form

Resource Number: 5DV.10617.3 **Temporary Resource Number:**

22. **Condition:**

a. Architectural/Structural

- ☐ Excellent
- ☑ Good
- ☐ Fair
- ☐ Deteriorated
- ☐ Ruin

a. Archaeological/Paleontological

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

23. **Describe condition:**

This segment of Brighton Blvd. is heavily used as an arterial and it is continuously repaired and maintained. Any original surface or other features have long been removed or altered by maintenance upgrades. The section of this segment that is south of 47th Ave. was widened to four lanes.

24. **Vandalism:** ☐ Yes ☑ No

Describe:

!/"#&*'!+&*,12'*'%#.%3!2'%.#%,!3!4!,!'5#*22%220%&'

25. **Context or Theme:** Colorado Engineering Context, Colorado Urbanization & Planning Context

26. **Applicable National Register Criteria:**

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

27. **Applicable State Register Criteria:**

- ☑ A. Property is associated wtih events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☐ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

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

TRANSPORTATION: ROAD-RELATED (VEHICULAR)

29. **Period(s) of significance:**

Automobile age (1890-1930)

30. **Level of significance:** ☐ National ☐ State ☑ Local

Managment Data Form

Resource Number: 5DV.10617.3 **Temporary Resource Number:**

31. **Statement of significance:**

The Colorado Historic Highway Inventory (2016) notes that SH 265 is classified as an Engineered Route under the classification system in the MPS. As an Engineered Route, this highway possesses significance under Criterion A in the area of Transportation at the local level.

SH 265 is significant under Criterion A as a farm-to-market road. SH 265 is a main transportation route from Brighton in Adams County, to Denver, providing an important artery for farms and ranches in the Brighton area to market shipping centers such as the Union Stockyards and rail shipping centers of the Union Pacific and Burlington Northern Railroads. Its role continued during the post-World War II era with development related to the oil and gas industry that grew along the artery because of the access it provided to Denver.

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

The physical integrity of this segment is fair, given that it hasn't retained the original design, materials, workmanship, and feeling, it only retains is integrity of location.

33. **National Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☑ Supporting ☐ Non Supporting
34. **Status in an Existing National Register District:** ☐ Contributing ☐ Non-contributing
35. **State Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data
36. **Status in an Existing State Register District:** ☐ Contributing ☐ Non-contributing
37. **National/State Register District Potential:** ☐ Yes ☑ No Describe:

The surrounding area includes a mix of residential, commercial and industrial properties that were developed from the 1920s-1980s, mostly relating to developments associated with the National Western Complex, the Town of Elyria, or developments related to the automotive/trucking industry. However, changes to the neighbhorhood through time include the demolition of numerous structures as homes were bought by the National Western and removed for additional parking lots. As a result, there is not a cohesive collection of structures, objects, and features that would convey significance of either the National Western or the Town of Elyria.

38. **Cultural Landscape Potential:** ☐ Yes ☑ No Describe:

39. **If Yes to either 37 or 38, is this site:** ☐ Contributing ☐ Non-contributing Explain:

Managment Data Form

Resource Number: 5DV.10617.3 **Temporary Resource Number:**

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40. **Threats to Resource:** ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☑ Construction ☑ Other (explain): Redevelopment of the National Western Complex, proposed widening of I-70

41. **Existing protection:** ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☑ Other (specify) The road is regularly maintained and repaired.

Comments:

42. **Local Landmark designation:** 43. **Easement:** None

44. **Recorder's Management Recommendations:**

Impacts to this resource should be avoided. If avoidance is not possible, then measures should be taken to mitigate any adverse effects to the resource.

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45. **Previous actions accomplished at the site:** ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. **Known collections/reports/interviews and other references (list):**

Unless otherwise indicated, sources used in the preparation of this section included state highway maps, the Highways of Colorado by Matthew Salek, Highways to the Sky: A Context and History of Colorado's Highway System, Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission, plans in the Online Transportation Information System (OTIS), and site forms for previously surveyed resources in Compass when available.

47. **Primary location of additional data:**

48. **State or Federal Permit number:**

49. **Collection:** Artifact collection authorized ☐ Yes ☑ No Were artifacts collected: ☐ Yes ☑ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. **Photograph Numbers:**

Digital Files at: Mead & Hunt, Inc.

51. **Report Title:**

Historic Resources Inventory Report, National Western Center Redevelopment

52. **Recorder(s):** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. Date: 11/1/2017

53. **Recorder Affiliation**:Mead & Hunt, Inc.

Phone Number/Email 1743 Wazee St., Suite 400, Denver, CO 80202

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

OAHP 1418
Rev. 11/2010

Linear Component Form

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

I. Resource Identification

1. **Resource Number:** 5DV.10617.3 2. **Temporary Resource Number:**
3. **Site Name:** Brighton Boulevard/SH 265 - South
4. **Record of:** ☐ Entire Resource ☑ Segment

II. Resource Description

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

   Other (specify):

6. **Component Description:**

   This segment of Brighton Boulevard extends from 44th Avenue to its overpass at Race Court between 44th Avenue and where it passes under I-70, it is a four lane, paved asphalt road. Along this section there is a grass verge strip on the east side (northbound lanes) with deciduous trees. The section between the I- 70 underpass and 47th Avenue is commercially developed and there is a concrete verge strip on both sides of the road. North of 47th Avenue, there is a short stretch (about one city block) of residential properties which have a grass verge strip and deciduous trees along both sides of the road. North of this residential area, which is part of Elyria, Brighton Boulevard enters an industrial area that has wide (approximately 10 feet), concrete and dirt shoulders with opportunistic weeds scattered along the edges. There is one associated feature with this segment: the overpass at Race Court. This overpass is a concrete, double box culvert that is 30 feet long by 20 feet wide and has wing walls that are 15 feet long. This feature consistent with the concrete boxed culverts used for roads and railroads from the 1910s to the 1960s (URS Corporation, 5DV.10617.1, 2008).

7. **Original use:** Road
8. **Current use:** Road
9. **Modifications (describe and include dates):**

   Throughout this segment, original paving materials have been replaced or covered with new materials (asphalt). In 1936, the portion of Brighton Blvd. that is south of York St. was incorporated into State Highway 224 until 1954 when it was merged in to SH 265. The portion of this segment that is between 44th St. and 47th St. was widened to 4 lanes, presumably in the mid-1960s when I-70 was built.

10. **Extent of Entire Resource:**

    This segment of Brighton Blvd. is part of CDOT Route 265A, which extends from the I 70-A viaduct in Denver Northeast To SH 6-H at (69th Ave) in Commerce City. SH 265 begins at the Interstate(I)-70 Brighton Blvd exit and travels for 3.625 miles northeast through stockyards, commercial warehouses, and oil refineries. It parallels Riverside Cemetery and crosses the Denver County line to Adams County ending at the junction with U.S. Highway (US) 6/285.

11. **Associated Artifacts:** N/A
12. **Associated Features or Resources:**

    This segment is the main access to the National Western Complex and several 1940s-1970s commercial properties. A previously recorded segment, 5DV.10617.1 (supports eligibility of entire linear resource, Field eligible), is directly north of this segment. Riverside Cemetery (5DV.11277), which is National Register-listed, is about 575 feet north of the end of this segment (Race Court overpass).

III. Research Information

13. **Architect/Engineer:** Unknown

Source(s) of information

14. **Builder:** Unknown

Source(s) of information:

15. **Date of Construction/Date Range:** 1914-1930

Source(s) of information: This segment is located south of York Street in a section that was constructed between 1914 and 1930. (ROW Construction Plans 1948; US Topo and Derby 1955; Salek).

16. **Historical/Archival Data:**

(Historic summary from the Colorado Historic Highway Inventory, Mead & Hunt and Dill Historians, 2016) SH 265 was first built as a county road in the 1880s. Early farm maps show the northern portion of the route from Riverside Cemetery in Adams County, heading northeast, as Road No. 31 (Willits Farm Map, 1899). In Denver County, the road was present south to Claude Street (1 block west of York) in 1889. A 1909 map of Riverside Cemetery shows the alignment of Brighton Blvd around the cemetery. (Hegner, 1994: 7-9) The rest of the highway south of York was established between 1914 and 1930. In 1939, the portion south of York Street was incorporated into SH 224. (5AM.2410.1: 7) By 1946, SH 265 was designated from York Street near Riverside Cemetery to its endpoint at US6/85. (ROW Construction Plans 1948; US Topo and Derby 1955; Salek). SH 265 has served as a vehicle route for people entering Denver from the northeast since the 1880s. Vehicle traffic was significant enough in 1912 that the Chicago, Burlington, and Quincy Railroad built railroad overpasses to separate train and vehicle travel (5AM.1362, 5DV.1647.8, 5DV.1647.9). Truck farmers, dairy farmers, and ranchers from Brighton and other northeastern Colorado communities used SH 265 to reach the Denver stockyards, processing plants, markets and transportation centers (Wagner 2002: 113; 121-130). After World War II, commercial enterprises such as oil and gas refineries also drew vehicle traffic along the artery (Wagner 2002: 150; 5AM.2410.1: 3). Research indicates this route was an important, early, and direct link for to transport agricultural goods between northeastern Adams County and Denver. (Unless otherwise indicated, sources used in the preparation of this section included state highway maps, the Highways of Colorado by Matthew Salek, Highways to the Sky: A Context and History of Colorado's Highway System, Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission, plans in the Online Transportation Information System (OTIS), and site forms for previously surveyed resources in Compass when available.)

17. **Cultural Affiliation and Justification:**

Euro-American

IV. Management Recommendations

18. **Eligibility of Entire Resource:**

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

Remarks/Justification:

Based on determinations of previously recorded segments of SH 265 and the Colorado Historic Highway Inventory, SHPO has determined that the linear resource is officially eligble (5DV.10617.1, 3/2009).

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

☑ Supporting ☐ Non-supporting ☐ Not applicable

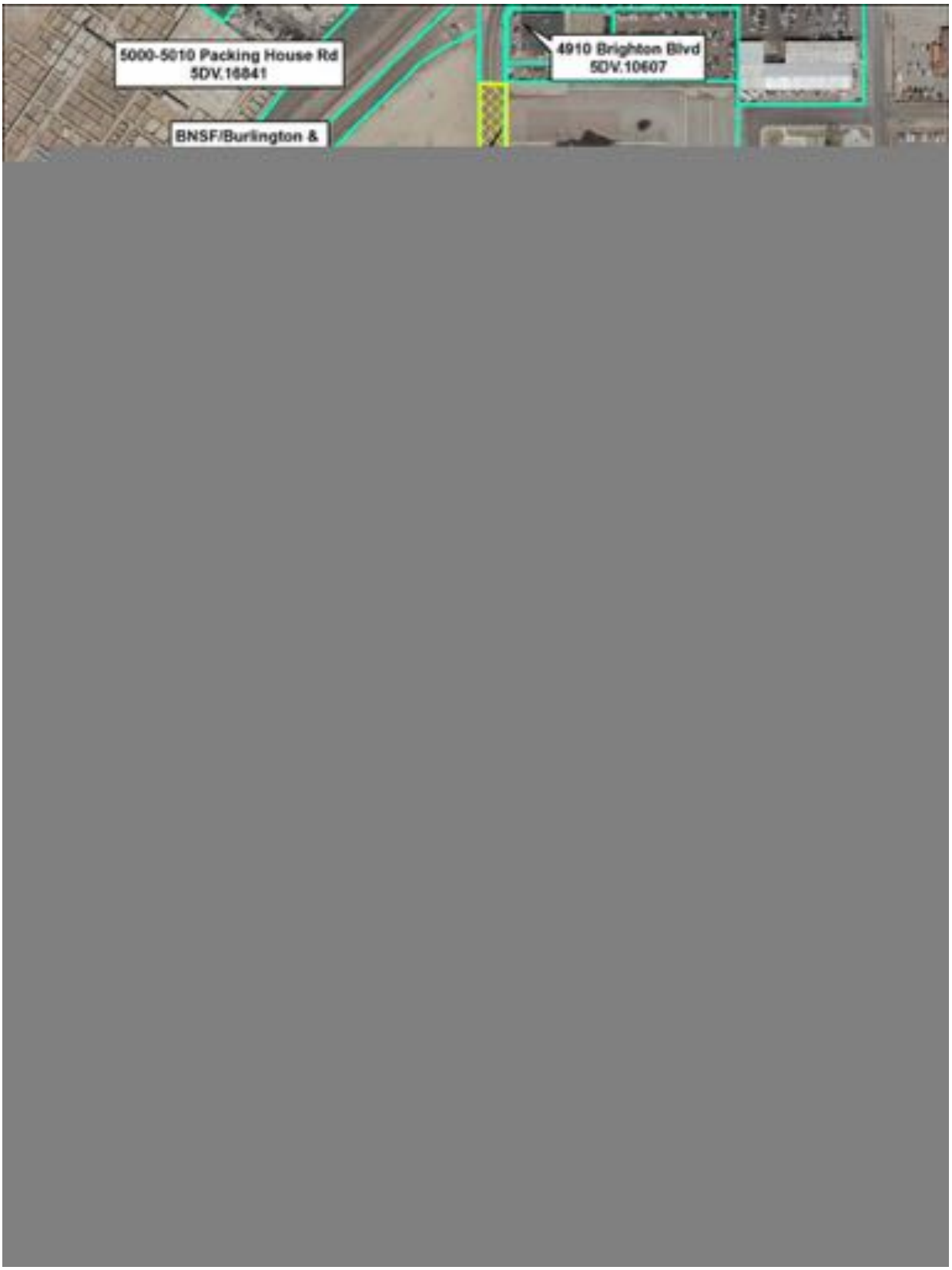
Remarks/Justification:

The portion of this road that is south of 47th Ave. has been widened, but the portion north of 47th has not been realigned or significantly altered. This segment overall retains sufficient integrity to convey the significance of the larger linear resource (5DV.10617).

20. **Recorder(s)** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. 21. **Date:** 11/1/2017

Linear Component Form

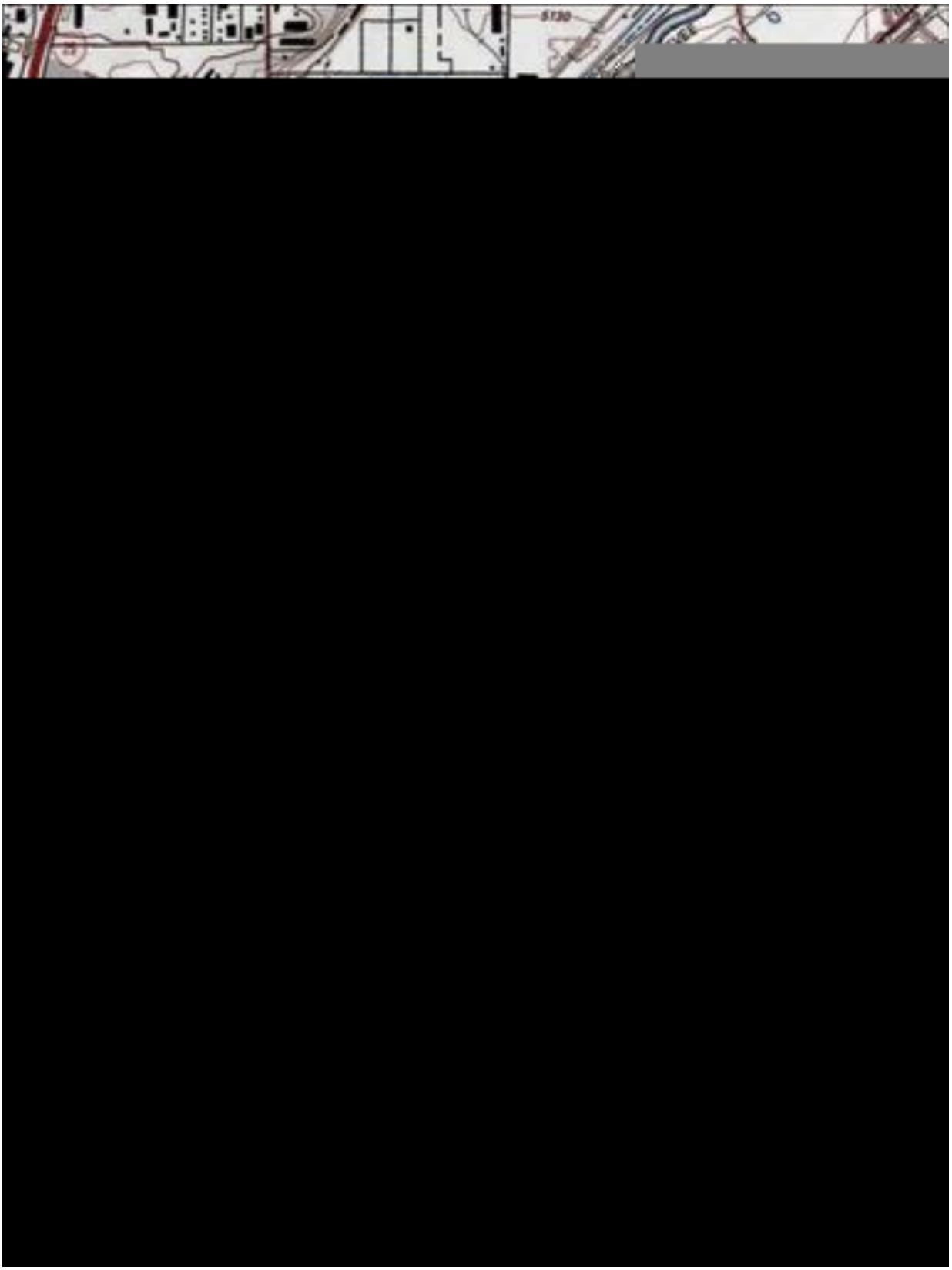
Resource Number: 5DV.10617.3 **Temporary Resource Number:**



Sketch Map

Linear Component Form

Resource Number: 5DV.10617.3 **Temporary Resource Number:**



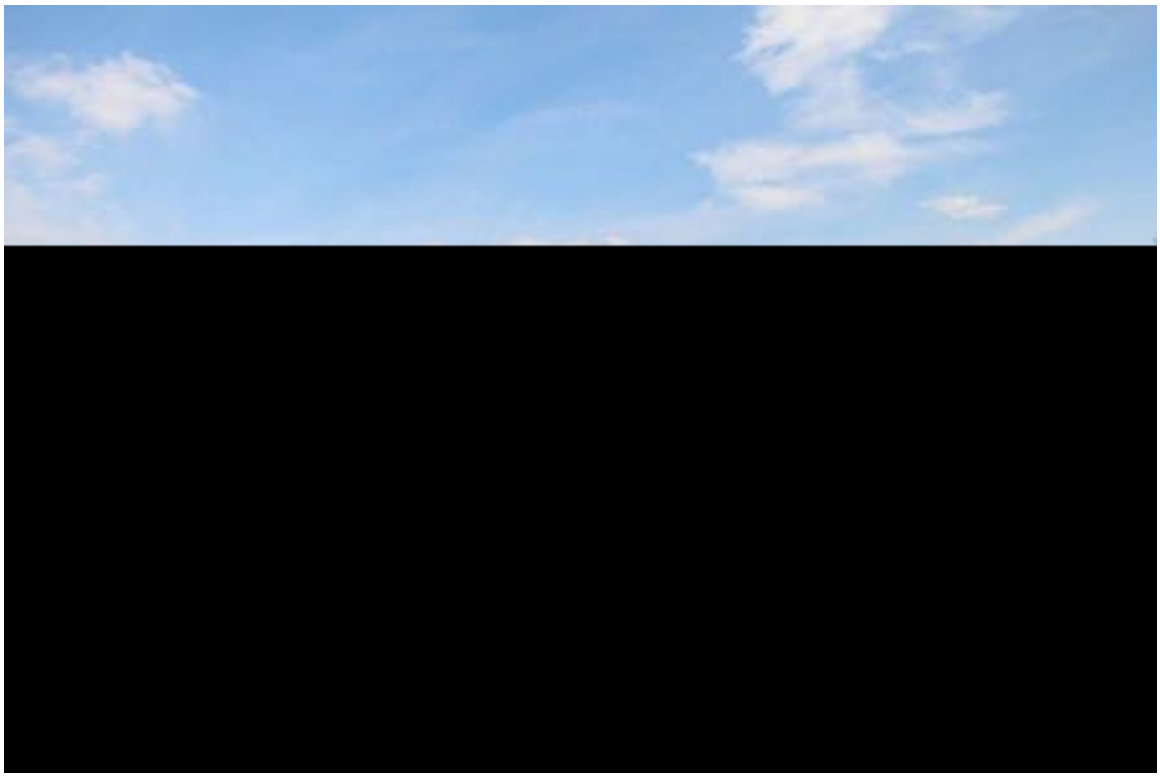
USGS Quad Map

Linear Component Form

Resource Number: 5DV.10617.3 **Temporary Resource Number:**

Address: Brighton Boulevard between Race Court and 44th Avenue

Photographer: K. Ohland **Photograph Date:** September 2017



View of Brighton Boulevard/SH 265 (middle of segment) to the north looking toward 47th Avenue

View of Brighton Boulevard/SH 265 (north end of segment) to the northeast

Managment Data Form

Resource Number: 5DV.16845.1 Temporary Resource Number:

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

A. Zone:	13S;	502685	mE	4404480	mN
B. Zone:	13S;	502129	mE	4403356	mN
C. Zone:	;		mE		mN
D. Zone:	;		mE		mN

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

Other (explain):

17. Site Elevation (feet): 5,130-5,165

18. Address: North of I-70 parallel to Packing House Road (National Western Drive) and Franklin Street Lot: Block: Addition:

19. Location/Access:

The railroad segment is located north of I-70 in the National Western Complex. The beginning and end points of this segment can be accessed by way of National Western Drive, within the National Western Complex.

!!!"#&*'-.*,#%&/!.+&0%&'12!'%#)+&$!'!+&

20. General Description (should include both on site as well as geographical setting with aspect, landforms, vegetation soils, depositional environment, water, ground visibility):

This railroad segment begins at E. 47th Street and extends to Race Court on the north end of the project area. It parallels National Western Drive and travels in a north/south direction through the center of the National Western Complex, located in a mixed urban-industrial setting. It is on a flat floodplain of the South Platte River. The distance from this segment to the east bank of the South Platte River ranges from 130 feet to 950 feet. Vegetation includes riparian communities of small stands of grasses, forbs, and voluntary weeds.

21. Soil depth (cm) and description:

N/A

Resource Number: 5DV.16845.1 Temporary Resource Number:

22. Condition:

a. Architectural/Structural

- ☐ Excellent
- ☐ Good
- ☑ Fair
- ☐ Deteriorated
- ☐ Ruin

a. Archaeological/Paleontological

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

23. Describe condition:

This segment of railroad is still in use, however it has been upgraded over the years for continued operation and is one of the last remaining lines from numerous tracks that once ran through this area. The tracks, some of the rail ties, and track bedding have been replaced or modified, and spurs appear to have been altered to accommodate the changing businesses of the areas through which it travels. When in use for livestock transport, there were systems for loading and unloading livestock including platforms and loading chutes next to the railroad, which have since been removed.

24. Vandalism: ☐ Yes ☑ No

Describe:

!/"#&*'!+&*,12'*'%#.%3!2'%.#%,!3!4!,!'5#*22%220%&'

25. Context or Theme: Colorado Engineering Context, Colorado Urbanization & Planning Context

26. Applicable National Register Criteria:

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

27. Applicable State Register Criteria:

- ☑ A. Property is associated wtih events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☐ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

28. Area(s) of significance:

TRANSPORTATION: RAIL-RELATED

29. Period(s) of significance:

1890-1970

30. Level of significance: ☐ National ☐ State ☑ Local

Resource Number: 5DV.16845.1 Temporary Resource Number:

31. Statement of significance:

Within the context of Denver's early history of rail-related transportation and agriculture, this Denver Union Stock Yards (DUSY) Joint Track No. 2 is eligible under National Register Criterion A for its association with DenverÕs railroad history and as an integral part of the network of railroads, stockyard pens, and former meat packing plants that comprise the DUSY. The resource is associated with the early development of Denver and the stock raising and meat processing industry that became an important economic driver for the city and state, as well as the history of the National Western Stock Show, which held its first event in 1906.

Its period of significance begins with the first available evidence that a line was operating in this location, which is from the Sanborn Insurance Map from 1890 (updated to 1893), and ends in 1970, when animals were no longer shipped by railroad at the DUSY (Forrest-Albi, p. 205).

32. Statement of historic integrity related to significance:

This segment of railroad is in its original location and still displays elements of its original design. Some physical features that date to its period of significance have changed because historic materials have been replaced and upgraded over the years, although historic iron rails remain within the segment. The historic setting from the period of significance has changed because the large meat packing plants on both sides of the yards closed in Denver in the 1960s and their former buildings demolished and turned into parking lots, with a few buildings adapted for other uses. However, this railroad segment is one of the last remaining of the numerous lines that the stockyards were dependent upon for transportation of cattle and product, and is therefore an important remnant of the heavy rail activity and transportation history of the property. While this segment remains in use as an active freight railroad, animals have not been transported by rail to the stockyards since 1970. Even with these alterations, the railroad segment retains the most important aspects of integrity in its original alignment, design, and some materials. As a result, the DUSY Joint Track No. 2 conveys significance as an important part of the connection between Denver and Colorado's early railroad transportation history and the agricultural industry, and is considered supporting of the overall railroad corridor.

33. National Register Eligibility Field Assessment: ☑ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☑ Supporting ☐ Non Supporting
34. Status in an Existing National Register District: ☐ Contributing ☐ Non-contributing
35. State Register Eligibility Field Assessment: ☑ Eligible ☐ Not eligible ☐ Need data
36. Status in an Existing State Register District: ☐ Contributing ☐ Non-contributing
37. National/State Register District Potential: ☑ Yes ☐ No Describe:

Based on the larger survey of properties completed for this project, there is potential for a National Register Historic District within the National Western Center, and one has been proposed (Denver Union Stock Yards Historic District, 5DV.16841). This is one of two remaining railroad segments in their original locations that are associated with the history and development of the DUSY, and this rail segment is part of a cohesive collection of buildings, objects, features, and structures that represent the DUSY, originally established in this location in 1886. These include the stock pens in their original location and configuration, the Livestock Exchange Building, and numerous smaller structures such as scale houses located throughout the yards. Although the area has changed significantly in its setting and historic use since 1886, early segments such as this joint track are in their original locations based on Sanborn maps of the area (1890, updated to 1893) and early railroad company maps (Union Pacific, 1903 and 1907).

38. Cultural Landscape Potential: ☑ Yes ☐ No Describe:

See District Discussion

39. If Yes to either 37 or 38, is this site: ☑ Contributing ☐ Non-contributing Explain:

Managment Data Form

Resource Number: 5DV.16845.1 Temporary Resource Number:

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40. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☑ Construction ☐ Other (explain): redevelopment of National Western Complex

41. Existing protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify)

Comments:

42. Local Landmark designation:

43. Easement: None

44. Recorder's Management Recommendations:

Impacts to this resource should be avoided. If avoidance is not possible, then measures should be taken to mitigate any adverse effects to the resource.

/!"#$+)-0%&'*'!+&

45. Previous actions accomplished at the site: ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. Known collections/reports/interviews and other references (list):

Unless otherwise indicated, sources used in the preparation of this section included historic railroad maps and records from the Colorado Railroad Museum; newspaper clippings; local historic publications; and site forms for previously surveyed resources in Compass when available.

Other sources include: The Colorado and Southern RY. Co. (1938). Station map of Denver, Colorado from 38th St. to Riverside Cemetery [map]. 1Ó=100Õ. Map 38-1. Office of the Chief Engineer.
Wilkins, Tivis E. (1974). Colorado Railroads: Chronological Development. Pruett Publishing Company.
Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.
Davis, E. O, ÒThe First Five Years of the Railroad Era in Colorado,Ó Sage Books, 1948, pp. 88 and 113.
Clayton B. Fraser and Jennifer H. Strand, Railroads in Colorado 1858-1948 Multiple Property Documentation Form, (Office of Archaeology and Historic Preservation, 1997) Section E, p. 17.
Kenton Forrest and Charles Albi, DenverÕs Railroads: The Story of Union Station and the Railroads of Denver (Colorado Railroad Museum, 1981), 9, 193-194, 205.
Pate, JÕNell, ÒAmericaÕs Historic Stockyards: Livestock Hotels,Ó Fort Worth, Texas; TCU Press, n.d., p. 111
Interviews and email correspondence (10/25/17-10/27/17) with Charlie Tucker, Project Manager - Railway Services at Farnsworth Group - 303-692-8838, ext. 218; Bill Brown, Research Volunteer at Colorado Railroad Museum - 303-324-3020.

47. Primary location of additional data:

Colorado Railroad Museum - 17155 W. 44th Ave., Golden, CO 80403

48. State or Federal Permit number:

49. Collection: Artifact collection authorized ☐ Yes ☑ No Were artifacts collected: ☐ Yes ☑ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. Photograph Numbers:

Digital Files at: Mead & Hunt, Inc.

51. Report Title:

Historic Resources Inventory Report, National Western Center Redevelopment

Managment Data Form

Resource Number: 5DV.16845.1 Temporary Resource Number:

52. Recorder(s): Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. Date: 11/1/2017

53. Recorder Affiliation: Mead & Hunt

Phone Number/Email 1743 Wazee St., Suite 400, Denver, CO 80202

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

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

OAHP 1418
Rev. 11/2010

L C F

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

I. I

1. **N :** 5DV.16845.1 2. **N :**
3. **N :** DUSY Joint Track No. 2/Denver Rock Island Railroad
4. **:** ☐ Entire Resource ☑ Segment

II. D

5. **:** ☐ Road ☑ Railroad ☐ Trail ☐ Ditch/Canal

Other (specify):

6. **C D :**

Within the National Western Complex, this DUSY Joint track (with Union Pacific and Colorado Southern) railroad segment consists of the railroad grade and its associated features, including the road bed and standard gauge tracks (4Õ8 !Ówide) and a spur next to the track of the samewidth. This segment is 4,335 feet long and the rail bed itself varies from 1 track wide (10 feet wide) at each end, with a middle segments that are two tracks wide (20 feet) and three tracks wide (30 feet wide). The rail bed consists of a crushed stone ballast over packed dirt.

7. **O :** Railroad
8. **C :** Railroad
9. **M ( ):**

This segment of the railroad has been upgraded over the years. The tracks and track bedding have been replaced or modified, and this is the only remaining track from several that were once in this location.

10. **E E :**

This joint track extends from East 47th Avenue on the south to Race Court on the north through the Denver Union Stock Yards. On the south, this segment is connected to the Burlington Northern Santa Fe (BNSF) Railway, formerly known as the Chicago, Burlington & Quincy Route (CB&Q), which runs from the Nebraska border to Denver by way of Brush and Fort Morgan. On the north, this rail line is connected to the Northwestern Terminal Railroad (D&SL, and DN&P after the bankruptcy in 1913) and the East Denver Belt line, which was an extension of the Moffat line from Utah Junction.

11. **A A :** N/A
12. **A F :**

Associated with other rail lines within the National Western Stock Show: Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV.6247.3); DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1); and Colorado Central Railroad/Colorado & Southern Railroad Segment (5DV.16849.1).

L C F

N : 5DV.16845.1 **N :**

15. **D C /D :** 1903-1970

16. **H /A D :**

SUMMARY: The reason the stockyards were established in this location east of the South Platte River was because the cityÕs first railroads had already been established nearby. The history of railroad activity in the stockyards is complicated because numerous train lines owned by many different companies operated through the stockyards from 1886 to 1970, and only a few lines remain in their original locations. When new junctions and connections were built, the old ones were often removed. It is assu

built train yards in an unoccupied area about 2 miles northeast of the center of downtown (southwest of the DUSY), in the start of an industrialized expanse in the growing city of Denver. In 1881 seven businessmen joined together to incorporate the DUSY, consolidating scattered stockyards near downtown Denver at the current location in 1886. The stockyards continued to grow and cattle soon began arriving more often by rail, which resulted in haggling over railroad rates. Federal assistance came in 1887 with the Interstate Commerce Act, which regulated railroad rates and allowed the market to survive and grow. By the 1890s Denver businessmen organized small meat packing plants at the DUSY rather than shipping cattle to other markets. These included Western Packing Company, Colorado Packing & Provision Company, and Coffin Packing & Provision, which all selected sites east of the South Platte River. By 1898 a Livestock Exchange building and a two-story barn were constructed at the yards.

Sanborn maps from 1890 (updated to 1893) provide the first evidence of a DUSY track that extended from the CB&Q and C&S lines to access the stockyards, parallel to Packing House Road (DUSY Co. Joint Track No. 2). By 1903 the UP also constructed a spur that extended north/northwest from the C&S line south of the project area. In 1905 BaistÕs real estate atlas indicates a dead-end spur had been extended behind the Western Packing Plant next to the South Platte River (the location of DUSY Co. No. 20).

In 1906 the Union Stock Yards in Chicago purchased controlling interest in the DUSY. The Chicago group consisted of the meat packers Armour & Company, Nelson, Morris & Company, and the Swift Packing Company, which together became the National Packing Company. Swift bought Western Packing Company, and Armour bought Colorado Packing & Provision Company. As a result, the spur behind Swift (DUSY Co. Joint Track No. 20 next to the South Platte River) was extended up to the Armour plant, and then reconnected to the tracks in the northern part of the yards

The Northwestern Terminal Railroad (NT), which was a subsidiary of the Denver & Salt Lake Railroad, built Stockyard Junction on the northwest side of the yards in 1913 to connect the East Denver Belt Line (York Street and 58th Avenue) and Utah Junction (Pecos Street and W. 60th Avenue). The NT line continued east and south to Franklin Street, where it connected to the existing stockyard tracks. Once this line was built, a railroad track that connected the northeast side of the yards to the CB&Q was removed. By 1929 the yards featured a spider web of tracks and spurs that connected the facilities throughout the stockyard area (Map of Denver Union Stock Yards, 1929).

Beginning in the mid-1950s the livestock industry changed radically, including the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. Despite efforts to remain competitive, the large meatpackers closed their massive plants on the east side of the South Platte River in the late 1960s. In 1970 the DUSY reorganized as a landholding company, the Denver Union Company, and began to cut ties with the livestock business, including discontinuing animal transport that year (Forest and Albi, p. 205). The company sold some of the former stockyards for industrial and food processing factories, changing the historic use on the southern and northern sections of the yards.

Unless otherwise indicated, sources used in the preparation of this section included historic railroad maps and records, newspaper clippings, local historic publications, and site forms for previously surveyed resources in Compass when available.

Other sources include:

The Colorado and Southern RY. Co. (1938).

Station map of Denver, Colorado from 38th Street to Riverside Cemetery [map]. 1Ó=100Õ. Map 38-1. Office of the Chief Engineer.

Wilkins, Tivis E. (1974). Colorado Railroads: Chronological Development. Pruett Publishing Company.

Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.

Davis, E. O. ÒThe First Five Years of the Railroad Era in Colorado.Ó Sage Books, 1948, p. 88 and 113.

Clayton B. Fraser and Jennifer H. Strand. Railroads in Colorado 1858-1948 Multiple Property Documentation

L C F

N : 5DV.16845.1 **N :**

Form. Office of Archaeology and Historic Preservation, 1997, Section E, p. 17.

Kenton Forrest and Charles Albi. DenverÕs Railroads: The Story of Union Station and the Railroads of Denver. Colorado Railroad Museum, 1981, p. 9, 193-194, 205.

Pate, JÕNell, ÒAmericaÕs Historic Stockyards: Livestock Hotels.Ó Fort Worth, Texas: TCU Press, n.d., p. 111.

17. **C A J :**

Eruo-American

I . M

18. **E E :**

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

Remarks/Justification:

The DUSY track system within the National Western Complex has not been previously surveyed, and it is unique because it was jointly operated among numerous railroad companies until 1970. Based on the role the the DUSY track system played, in conjunction with other early railroad lines that connected to it, it is eligible under Criterion A for its significance to the history and development rail transportation in Colorado, as well as the Denver Union Stock Yards and the National Western Stock Show. Together, DUSY Joint Track No. 2 (5DV.16845.1) and DUSY Joint Track No. 20 (5DV.16846.1) are the last remaining tracks built by the DUSY in the National Western Complex.

19. **E** (Complete only if

"Segment" under item 4 is checked and the entire resource is marked as Eligible under item 18)

☑ Supporting ☐ Non-supporting ☐ Not applicable

Remarks/Justification:

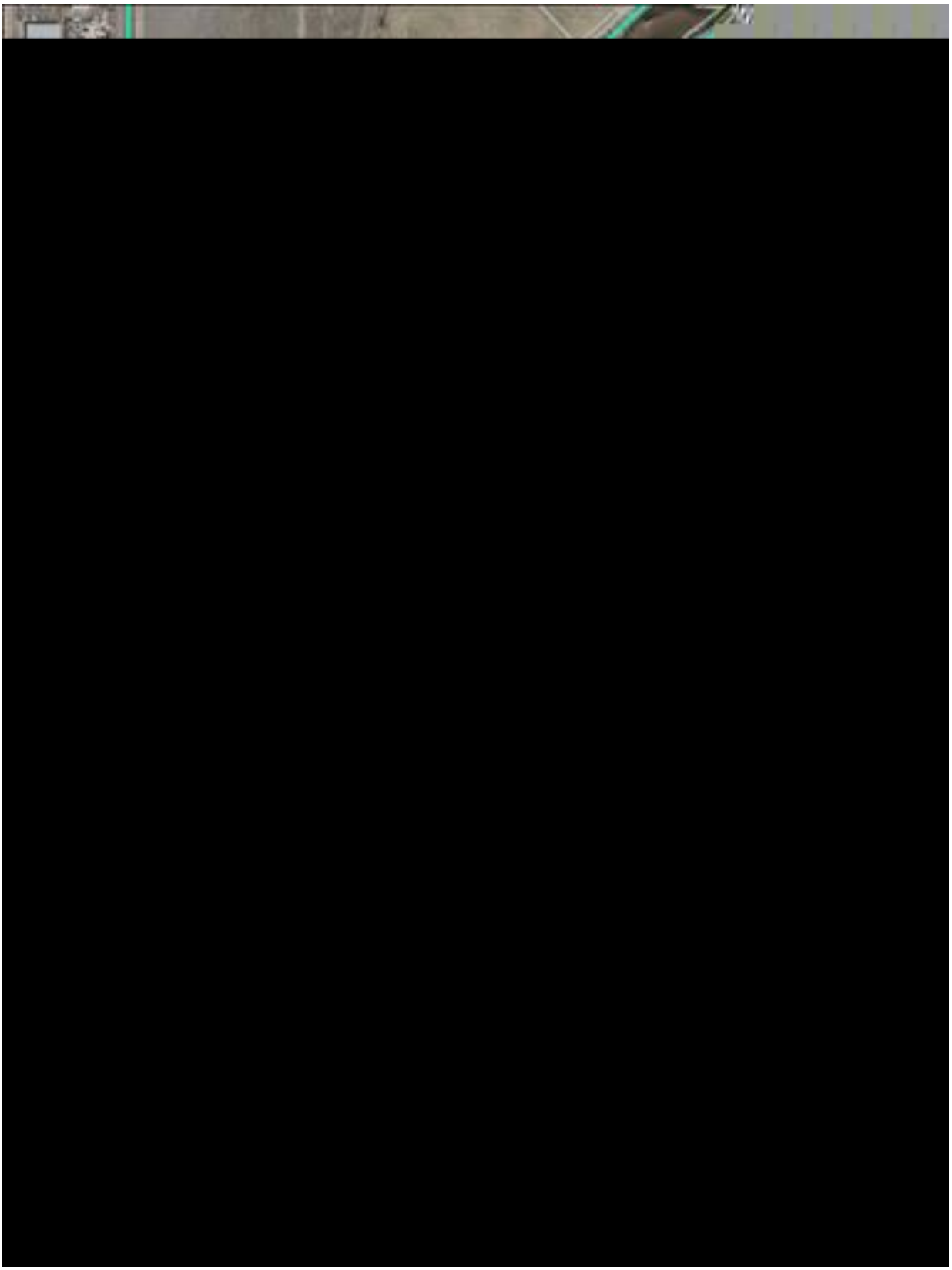
This segment of railroad is in its original location and still displays elements of its original design. Some physical features that date to its period of significance have changed because historic materials have been replaced and upgraded over the years, although historic iron rails remain within the segment. The historic setting from the period of significance has changed because the large meat packing plants on both sides of the yards closed in Denver in the 1960s and their former buildings demolished and turned into parking lots, with a few buildings adapted for other uses. However, this railroad segment is one of the last remaining of the numerous lines that the stockyards were dependent upon for transportation of cattle and product, and is therefore an important remnant of the heavy rail activity and transportation history of the property. While this segment remains in use as an active freight railroad, animals have not been transported by rail to the stockyards since 1970. Even with these alterations, the railroad segment retains the most important aspects of integrity in its original alignment, design, and some materials. As a result, the DUSY Joint Track No. 2 conveys significance as an important part of the connection between Denver and Colorado's early railroad transportation history and the agricultural industry, and is considered supporting of the overall railroad corridor.

20. **( )** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. 21. **D :** 11/1/2017

History Colorado - Office of Archaeology Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

L C F

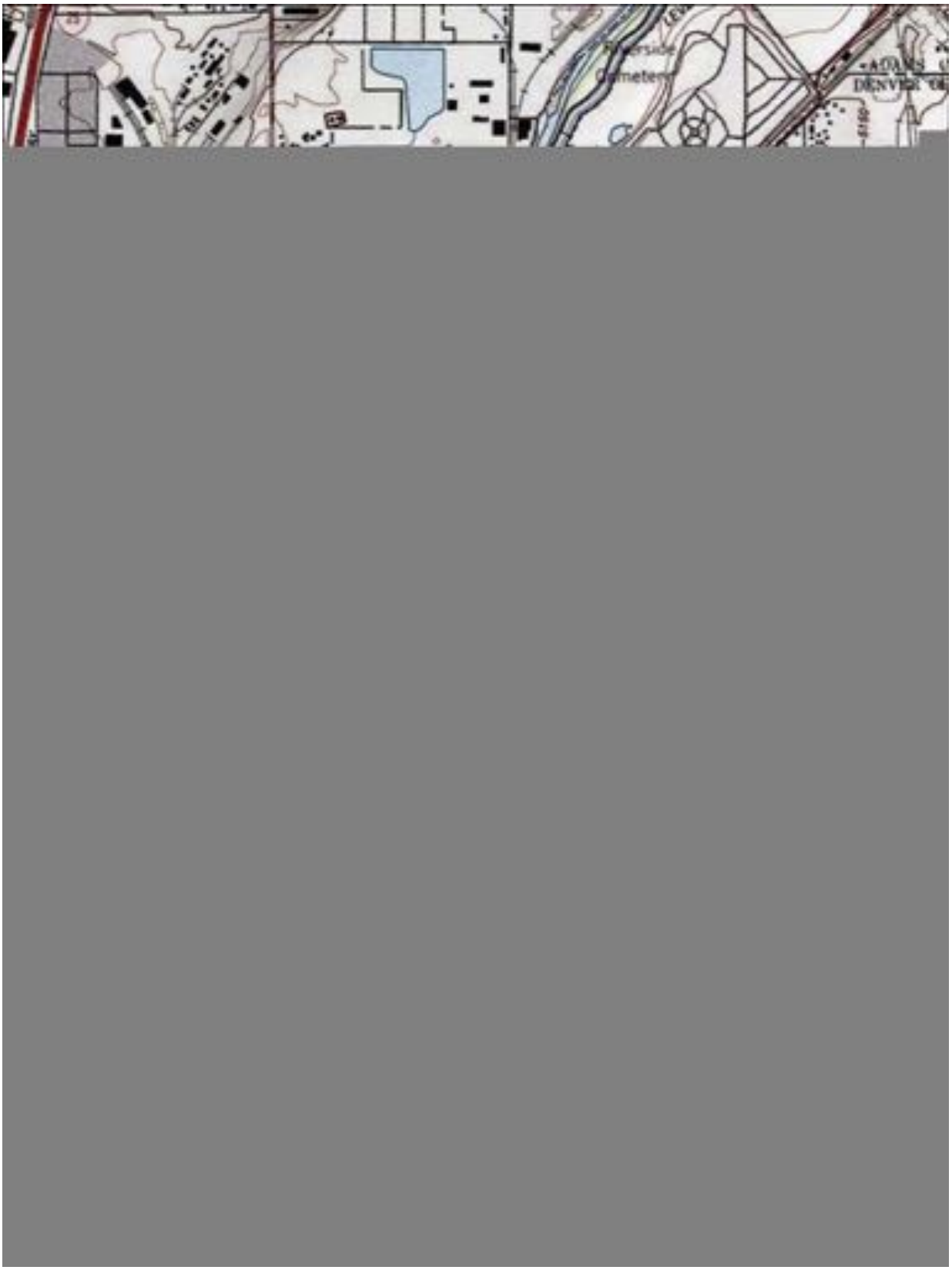
N : 5DV.16845.1 **N :**



M

L C F

N : 5DV.16845.1 **N :**



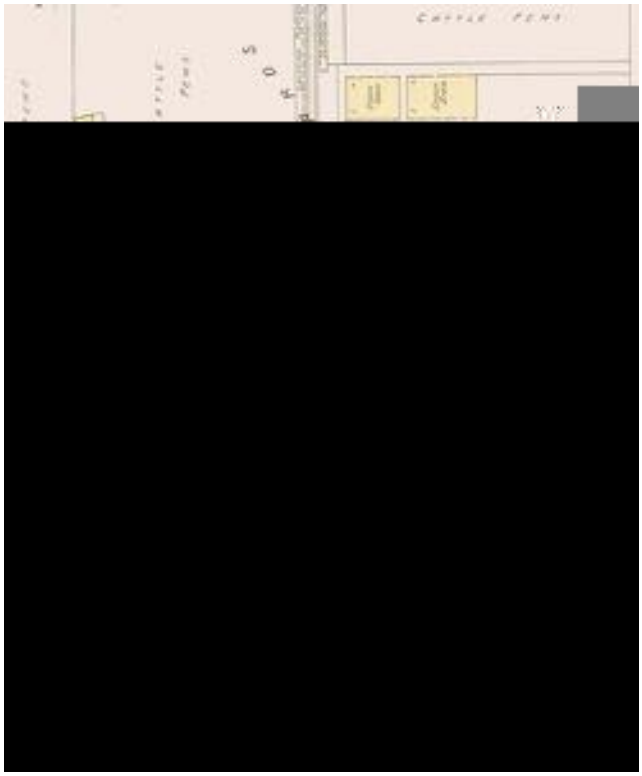
G Q M

L C F

N : 5DV.16845.1 **N :**

A : North of I-70 parallel to Packing House Road (National Western Drive) and Franklin Street

P : **P D :**



Sanborn Insurance Map, 1890 (updated to 1893) shows two rail lines on the upper right side of the image, in the same location as DUSY Joint Track No. 2/Denver Rock Island Railroad

1903 UPRR map showing extension of tracks from C&S mainline into stock yards

L C F

N : 5DV.16845.1 **N :**

A : North of I-70 parallel to Packing House Road (National Western Drive) and Franklin Street

P : **P D :**

North end of segment, south of Race Court, view to southwest

Tracks next to National Western Drive, and north of former Armour office building and water tower, view to southwest

A

1. Resource Number: 5DV.16846.1

2. Temporary Resource Number:

!""#$#%(&(*+#,%)#-, .!/01 23(-,&45

☐ Determined Eligible NR\SR
☐ Determined Not Eligible NR\SR
☐ Nominated
☐ Need Data NR\SR
☐ Contributing to NR Dist.\SR Dist.
☐ Not Contributing to NR Dist.\SR Dist.
☐ Supports overall linear eligibility NR\SR
☐ Does not support overall linear eligibility NR\SR

5. Resource Name: DUSY Co. Joint Track No. 20/Denver Rock Island Railroad, Parallel to South Platte River north of I-70 to Franklin Street

6. Project Name/Number: National Western Center Program

7. Government Involvement: ☑ Local ☐ State ☐ Federal

Agency: Mayor's Office of the National Western Center

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

Prehistoric: ☐ archaeological site ☐ paleontological site ☐ In existing National Register District

National Register District name:

Historic: ☐ archaeology site ☐ building(s) ☑ structure(s) ☐ object(s) ☐ In existing National Register District

National Register District name:

9. Owner(s) Name and Address:

Western Stock Show Assn, 4655 Humbolt Street, Denver, CO

10. Boundary Description and Justification:

The boundary of this segment was determined by the length of this rail line(4106 feet) that is within the current study area, and the physical width of the railroad grade with its right-of-way and associated features including the rail bed and tracks (30 feet at the widest point). It extends from East 47th Avenue, just north of I-70. to its intersection with 5DV.16845.1, south of Franklin Street. On the west, it parallels the South Platte River.

11.

12.

Managment Data Form

Resource Number: 5DV.16846.1 Temporary Resource Number:

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

A. Zone:	13S;	502683	mE	4404426	mN
B. Zone:	13S;	502148	mE	4403375	mN
C. Zone:	;		mE		mN
D. Zone:	;		mE		mN

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

Other (explain):

17. Site Elevation (feet): 5147-5170

18. Address: Parallel to South Platte River north of I-70 to Franklin Street Lot: Block: Addition:

19. Location/Access:

The railroad segment in located north of I-70 in the National Western Complex. The beginning and end points of this segment of the railroad can be accessed by way of National Western Drive within the National Western Complex.

!!!"#&*'-.*,#%&/!.+&0%&'12!'%#)+&$!'!+&

20. General Description (should include both on site as well as geographical setting with aspect, landforms, vegetation soils, depositional environment, water, ground visibility):

This railroad segment begins at East 47th Street and extends to the far north end of the project area. It is entirely within the National Western Complex, which is in a mixed urban-industrial setting. It is on a flat floodplain of the South Platte River, and parallels the South Platte River on the west. The distance from this segment to the east bank of the South Platte River ranges from 100 feet to 520 feet. Vegetation includes riparian communities of small stands of grasses, forbs, and voluntary weeds.

21. Soil depth (cm) and description:

N/A

Resource Number: 5DV.16846.1 Temporary Resource Number:

22. Condition:

a. Architectural/Structural

- ☐ Excellent
- ☐ Good
- ☑ Fair
- ☐ Deteriorated
- ☐ Ruin

a. Archaeological/Paleontological

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

23. Describe condition:

This segment of railroad is still in use, however it has been completely upgraded over the years. The tracks, rail ties, and track bedding have been replaced or modified, and spurs appear to have been altered to accommodate the changing businesses of the areas through which it travels. When in use for livestock transport, there were systems for loading and unloading livestock, including platforms and loading chutes, that have since been removed.

24. Vandalism: ☐ Yes ☑ No

Describe:

!/"#&*'!+&*,12'*'%#.%3!2'%.#%,!3!4!,!'5#*22%220%&'

25. Context or Theme: Colorado Engineering Context, Colorado Urbanization & Planning Context

26. Applicable National Register Criteria:

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

27. Applicable State Register Criteria:

- ☑ A. Property is associated wtih events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☐ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

28. Area(s) of significance:

TRANSPORTATION: RAIL-RELATED

29. Period(s) of significance:

1905-1970

30. Level of significance: ☐ National ☐ State ☑ Local

Resource Number: 5DV.16846.1 Temporary Resource Number:

31. Statement of significance:

Within the context of Denver's early history of rail-related transportation and agriculture, this Denver Union Stock Yards (DUSY) Joint Track No. 20 is eligible under National Register Criterion A for its association with DenverÕs railroad history and as an integral part of the network of railroads, stockyard pens, and former meat packing facilities that comprise the DUSY. The resource is associated with the early development of Denver and the stock raising and meat processing industry that became an important economic driver for the city and state, as well as the history of the National Western Stock Show, which held its first event in 1906.

Its period of significance begins with the first available evidence that a line was operating in this location, which is from BaistÕs real estate atlas from 1905, and ends in 1970, when animals were no longer shipped by railroad at the DUSY (Forrest-Albi, p. 205).

32. Statement of historic integrity related to significance:

This segment of railroad is in its original location and still displays elements of its original design. Some physical features that date to its period of significance have changed because historic materials have been replaced and upgraded over the years, although historic iron rails remain within the segment. The historic setting from the period of significance has changed because the large meat packing plants on both sides of the yards closed in Denver in the 1960s and their former buildings demolished and turned into parking lots, with a few buildings adapted for other uses. However, this railroad segment is one of the last remaining of the numerous lines that the stockyards were dependent upon for the transportation of cattle and product, and is therefore a significant remnant of the heavy rail activity and transportation history of the property. While this segment remains in use as an active freight railroad, animals have not been transported by rail to the stockyards since 1970. Even with these changes, the railroad segment retains the most important aspects of integrity in its original alignment, design, and some materials. As a result, the DUSY Joint Track No. 20 conveys significance as an important part of the connection between Denver and Colorado's early railroad transportation history and the agricultural industry, and is considered supporting of the overall railroad corridor.

33. National Register Eligibility Field Assessment: ☑ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☑ Supporting ☐ Non Supporting
34. Status in an Existing National Register District: ☐ Contributing ☐ Non-contributing
35. State Register Eligibility Field Assessment: ☑ Eligible ☐ Not eligible ☐ Need data
36. Status in an Existing State Register District: ☐ Contributing ☐ Non-contributing
37. National/State Register District Potential: ☐ Yes ☑ No Describe:

Based on the larger survey of properties completed for this project, there is potential for a National Register Historic District within the National Western Center, and one has been proposed (Denver Union Stock Yards Historic District, 5DV.16841). This is one of two remaining railroad segments in their original locations that are associated with the history and development of the DUSY. Three hundred feet of this segment are within the southern boundary of the proposed district, and it is a contributing feature of the district.

However, for the rest of this segment, a historic district is not feasible. There have been major changes in the built environment west of National Western Drive and east of the South Platte River. This particular segment was built by the DUSY and used extensively by the former Swift and Armour meat packing plants. However, most of these plant processing facilities were demolished in the 1970s and the line is no longer associated with the plants. The tracks are behind Le Mouton, a former sheep market reputed to be the largest in the world that is still extant, as is a portion of a former animal bridge over the South Platte River that was used to walk animals to a meat processing facility (no longer extant) on the other side of the river. Although much of the track has been removed at the stockyards, early segments such as these tracks appear to be in their original locations based on the earliest maps of the area (BaistÕs real estate atlas, 1905; Union Pacific, 1903 and 1907). The surrounding area has been modified due to urbanization and the selling of some parcels that were once stockyards for industrial warehouses, which has diminished the ability of this part of the yards (east of the river, west of National Western Drive) to be an eligible historic district or cultural landscape.

38. Cultural Landscape Potential: ☐ Yes ☑ No Describe:

See District Discussion

39. If Yes to either 37 or 38, is this site: ☑ Contributing ☐ Non-contributing Explain:

Managment Data Form

Resource Number: 5DV.16846.1 Temporary Resource Number:

/"#0*&*3%0%&'#*&$#*$0!&!2'.*'!/%#$*'*

40. Threats to Resource: ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☑ Construction ☐ Other (explain): redevelopment of National Western Complex

41. Existing protection: ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify)

Comments:

42. Local Landmark designation:

43. Easement: None

44. Recorder's Management Recommendations:

Impacts to this resource should be avoided. If avoidance is not possible, then measures should be taken to mitigate any adverse effects to the resource.

/!"#$+)-0%&'*'!+&

45. Previous actions accomplished at the site: ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. Known collections/reports/interviews and other references (list):

Unless otherwise indicated, sources used in the preparation of this section included historic railroad maps and records from the Colorado Railroad Museum; newspaper clippings; local historic publications; and site forms for previously surveyed resources in Compass when available.

Other sources include: The Colorado and Southern RY. Co. (1938). Station map of Denver, Colorado from 38th St. to Riverside Cemetery [map]. 1Ó=100Õ. Map 38-1. Office of the Chief Engineer.
Wilkins, Tivis E. (1974). Colorado Railroads: Chronological Development. Pruett Publishing Company.
Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.
Davis, E. O, ÒThe First Five Years of the Railroad Era in Colorado,Ó Sage Books, 1948, pp. 88 and 113.
Clayton B. Fraser and Jennifer H. Strand, Railroads in Colorado 1858-1948 Multiple Property Documentation Form, (Office of Archaeology and Historic Preservation, 1997) Section E, p. 17.
Kenton Forrest and Charles Albi, DenverÕs Railroads: The Story of Union Station and the Railroads of Denver (Colorado Railroad Museum, 1981), 9, 193-194, 205.
Pate, JÕNell, ÒAmericaÕs Historic Stockyards: Livestock Hotels,Ó Fort Worth, Texas; TCU Press, n.d., p. 111
Interviews and email correspondence (10/25/17-10/27/17) with Charlie Tucker, Project Manager - Railway Services at Farnsworth Group - 303-692-8838, ext. 218; Bill Brown, Research Volunteer at Colorado Railroad Museum - 303-324-3020.

47. Primary location of additional data:

Colorado Railroad Museum - 17155 W. 44th Ave., Golden, CO 80403

48. State or Federal Permit number:

49. Collection: Artifact collection authorized ☐ Yes ☑ No Were artifacts collected: ☐ Yes ☑ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. Photograph Numbers:

Digital Files at: Mead & Hunt, Inc.

51. Report Title:

Historic Resources Inventory Report, National Western Center Redevelopment

Managment Data Form

Resource Number: 5DV.16846.1 Temporary Resource Number:

52. Recorder(s): Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. Date: 11/1/2017

53. Recorder Affiliation: Mead & Hunt

Phone Number/Email 1743 Wazee St., Suite 400, Denver, CO 80202

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

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

OAHP 1418
Rev. 11/2010

Linear Component Form

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

I. Resource Identification

1. Resource Number: 5DV.16846.1 2. Temporary Resource Number:
3. Site Name: DUSY Co. Joint Track No. 20/Denver Rock Island Railroad
4. Record of: ☐ Entire Resource ☑ Segment

II. Resource Description

5. Resource Type: ☐ Road ☑ Railroad ☐ Trail ☐ Ditch/Canal

   Other (specify):

6. Component Description:

   Within the National Western Complex, this DUSY Co. No. 20 consists of the railroad grade and its right-of-way and associated features, including the road bed and standard gauge tracks (4Õ8 !Ó wide). This segment is 4,106 feet long and the rail bed itself varies from 1 track wide (10 feet wide) at each end, with a middle segment that includes three tracks (30 feet wide). The rail bed consists of a crushed stone ballast over packed dirt.

7. Original use: Railroad
8. Current use: Railroad
9. Modifications (describe and include dates):

   This segment of the railroad has been upgraded over the years. The tracks and track bedding have been replaced or modified, and this is the only remaining track from several that were once in this location.

10. Extent of Entire Resource:

    Early maps show the southern portion of this segment as a Union Pacific spur extending from the C&S line that crosses E. 47th Ave. in the southern portion of the project area. Eventually this segment became a spur to the Burlington Northern Santa Fe (BNSF) Railway, formerly known as the Chicago, Burlington, & Quincy Route (CB&Q), which runs from the Nebraska boarder to Denver by way of Brush and Fort Morgan. On the north, this rail line is a spur to the lines connected to the Northwestern Terminal Railroad (D&SL, and DN&P after the bankruptcy in 1913) and the East Denver Belt line, which was an extension of the Moffat line from Utah Junction.

11. Associated Artifacts: N/A
12. Associated Features or Resources:

    Associated with other rail lines within the National Western Complex: Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV.6247.3); DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1); and Colorado Central Railroad/Colorado & Southern Railroad Segment (5DV.16849.1).

Resource Number: 5DV.16846.1 Temporary Resource Number:

III. Research Information

13. Architect/Engineer: Union Pacific/DUSY/Colorado & Southern

Source(s) of information Union Pacific Railroad (1907). Grade Crossing, Union Pacific R.R. CoÕs Stock Yards Spur and Chicago Burlington & Quincy RY. At Denver, Col. [map]. 1Ó=100Õ. Map 395-1A, 1340. Omaha, NE.: Union Pacific Railroad Chief Engineer Office;
GWM Basit (1903). Surveys of Denver [map] 1" =300'. Baist's Realestate Atlas. Philadelphia;
Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.

14. Builder:

Source(s) of information:

15. Date of Construction/Date Range: 1903-1970

Source(s) of information: Union Pacific Railroad (1907). Grade Crossing, Union Pacific R.R. CoÕs Stock Yards Spur and Chicago Burlington & Quincy RY. At Denver, Col. [map]. 1Ó=100Õ. Map 395-1A, 1340. Omaha, NE.: Union Pacific Railroad Chief Engineer Office;
GWM Basit (1903). Surveys of Denver [map] 1" =300'. Baist's Realestate Atlas. Philadelphia;
Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.
Assumed end date of construction is when Denver Union Stock Yard Co. became Denver Union Co. 4-10-70; filed for abandonment (first time 9-2-70 - denied by ICC & STB

16. Historical/Archival Data:

SUMMARY: The reason the stockyards were established in this location east of the South Platte River was because the cityÕs first railroads had already been established nearby. The history of railroad activity in the stockyards is complicated because numerous train lines owned by many different companies operated through the stockyards from 1886 to 1970, and only a few lines remain in their original locations. When new junctions and connections were built, the old ones were often removed. It is assumed that the DUSY built the tracks parallel to Packing House Road (DUSY Co. No. 2) and the tracks along the South Platte River (DUSY Co. No 20) because the DUSY owned the land under the tracks and leased the rail line to the various railroads that operated in the yards. The DUSY never operated its own trains and frequently designated the Colorado & Southern (C&S) as interchange operator. The Atchison, Topeka & Santa Fe Railway (AT&SF) and Denver & Rio Grande Western (D&RGW) also operated trains through the yards, and the Union Pacific (UP) and C&S shared joint tracks that paralleled Packing House Drive (now National Western Drive). The train traffic within the yards functioned as a joint agency, operated by six railroads during the period of DUSY operations: AT&SF; Chicago, Burlington & Quincy (CB&Q); Chicago, Rock Island & Pacific, UP, C&S, and D&RGW (Forrest & Albi, p. 205). The DUSY filed for abandonment of this track for the first time in September 1970. This was denied by the Interstate Commerce Commission (ICC) and the Surface Transportation Board. The DUSY ceased being a common carrier in 1976 via a petition to the ICC (Finance Docket FD-28353, 12-3-76). This segment of track was part of the joint track system owned by the DUSY, which was transferred to the Western Stock Show Association (WSSA) when the DUSY ceased operations in 1983. The DUSY Joint Track No. 2 track is currently owned by the WSSA and trains are operated on it by the Denver Rock Island Railroad, a railroad freight company established in 1993.

CHRONOLOGY: Without the lure of hard rock mining and the construction of railroad lines, landlocked Denver would have passed into oblivion. Initially bypassed by the transcontinental railroad lines, Denver businessmen created their own railroads. The first was the Denver Pacific Railroad, a line that connected Denver to Cheyenne and the UP in 1870. The tracks were located south and east of what became the DUSY. When the Kansas Pacific Railway came to Denver in 1870, its line connected from the east to the Denver Pacific tracks at Jersey Junction at 40th Avenue and Williams Street, about one-half mile southeast of what became the DUSY. Similarly, the Colorado Central Railroad built east from Golden in 1870 to Jersey Junction, building a spur southwest of the stockyards that became useful for railroads transporting cattle and other stock into the yards. This line became part of the C&S system in 1898.

As mining became more established in the mountains west of Denver in the 1870s, the major railroad lines took notice, and joined in the race to reach the mining camps to the weStreet The CB&Q came to Denver in 1882, and built train yards in an unoccupied area about 2 miles northeast of the center of downtown (southwest of the

DUSY), in the start of an industrialized expanse in the growing city of Denver. In 1881 seven businessmen joined together to incorporate the DUSY, consolidating scattered stockyards near downtown Denver at the current location in 1886. The stockyards continued to grow and cattle soon began arriving more often by rail, which resulted in haggling over railroad rates. Federal assistance came in 1887 with the Interstate Commerce Act, which regulated railroad rates and allowed the market to survive and grow. By the 1890s Denver businessmen organized small meat packing plants at the DUSY rather than shipping cattle to other markets. These included Western Packing Company, Colorado Packing & Provision Company, and Coffin Packing & Provision, which all selected sites east of the South Platte River. By 1898 a Livestock Exchange building and a two-story barn were constructed at the yards.

Sanborn maps from 1890 (updated to 1893) provide the first evidence of a DUSY track that extended from the CB&Q and C&S lines to access the stockyards, parallel to Packing House Road (DUSY Co. Joint Track No. 2). By 1903 the UP also constructed a spur that extended north/northwest from the C&S line south of the project area. In 1905 BaistÕs real estate atlas indicates a dead-end spur had been extended behind the Western Packing Plant next to the South Platte River (the location of DUSY Co. No. 20).

In 1906 the Union Stock Yards in Chicago purchased controlling interest in the DUSY. The Chicago group consisted of the meat packers Armour & Company, Nelson, Morris & Company, and the Swift Packing Company, which together became the National Packing Company. Swift bought Western Packing Company, and Armour bought Colorado Packing & Provision Company. As a result, the spur behind Swift (DUSY Co. Joint Track No. 20 next to the South Platte River) was extended up to the Armour plant, and then reconnected to the tracks in the northern part of the yards

The Northwestern Terminal Railroad (NT), which was a subsidiary of the Denver & Salt Lake Railroad, built Stockyard Junction on the northwest side of the yards in 1913 to connect the East Denver Belt Line (York Street and 58th Avenue) and Utah Junction (Pecos Street and W. 60th Avenue). The NT line continued east and south to Franklin Street, where it connected to the existing stockyard tracks. Once this line was built, a railroad track that connected the northeast side of the yards to the CB&Q was removed. By 1929 the yards featured a spider web of tracks and spurs that connected the facilities throughout the stockyard area (Map of Denver Union Stock Yards, 1929).

Beginning in the mid-1950s the livestock industry changed radically, including the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. Despite efforts to remain competitive, the large meatpackers closed their massive plants on the east side of the South Platte River in the late 1960s. In 1970 the DUSY reorganized as a landholding company, the Denver Union Company, and began to cut ties with the livestock business, including discontinuing animal transport that year (Forest and Albi, p. 205). The company sold some of the former stockyards for industrial and food processing factories, changing the historic use on the southern and northern sections of the yards.

Unless otherwise indicated, sources used in the preparation of this section included historic railroad maps and records, newspaper clippings, local historic publications, and site forms for previously surveyed resources in Compass when available.

Other sources include:

The Colorado and Southern RY. Co. (1938).

Station map of Denver, Colorado from 38th Street to Riverside Cemetery [map]. 1Ó=100Õ. Map 38-1. Office of the Chief Engineer.

Wilkins, Tivis E. (1974). Colorado Railroads: Chronological Development. Pruett Publishing Company.

Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.

Davis, E. O. ÒThe First Five Years of the Railroad Era in Colorado.Ó Sage Books, 1948, p. 88 and 113.

Clayton B. Fraser and Jennifer H. Strand. Railroads in Colorado 1858-1948 Multiple Property Documentation Form. Office of Archaeology and Historic Preservation, 1997, Section E, p. 17.

Kenton Forrest and Charles Albi. DenverÕs Railroads: The Story of Union Station and the Railroads of Denver. Colorado Railroad Museum, 1981, p. 9, 193-194, 205.

Pate, JÕNell, ÒAmericaÕs Historic Stockyards: Livestock Hotels.Ó Fort Worth, Texas: TCU Press, n.d., p. 111.

17. Cultural Affiliation and Justification:

Euro-American

IV. Management Recommendations

18. Eligibility of Entire Resource:

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

Remarks/Justification:

The DUSY track system within the National Western Complex has not been previously surveyed, and it is unique because it was jointly operated among numerous railroad companies until 1970. Based on the role the DUSY track system played, in conjunction with other early railroad lines that connected to it, it is eligible under National Register Criterion A for its significance to the history and development of rail transportation in Colorado, as well as the DUSY and the National Western Stock Show.

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

☑ Supporting ☐ Non-supporting ☐ Not applicable

Remarks/Justification:

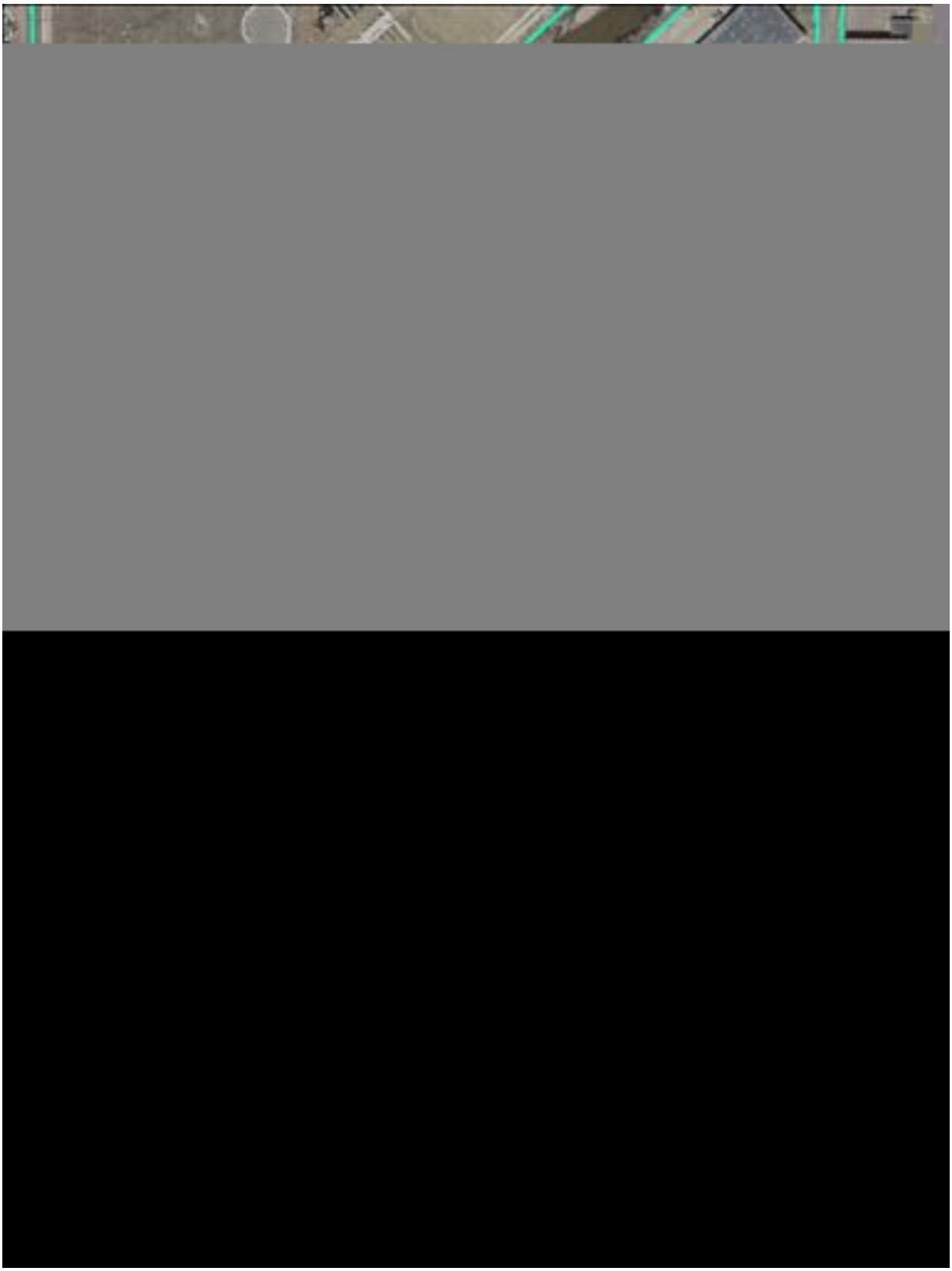
This segment of railroad is in its original location and still displays elements of its original design. Some physical features that date to its period of significance have changed because historic materials have been replaced and upgraded over the years, although historic iron rails remain within the segment. The historic setting from the period of significance has changed because the large meat packing plants on both sides of the yards closed in Denver in the 1960s and their former buildings demolished and turned into parking lots, with a few buildings adapted for other uses. However, this railroad segment is one of the last remaining of the numerous lines that the stockyards were dependent upon for the transportation of cattle and product, and is therefore a significant remnant of the heavy rail activity and transportation history of the property. While this segment remains in use as an active freight railroad, animals have not been transported by rail to the stockyards since 1970. Even with these changes, the railroad segment retains the most important aspects of integrity in its original alignment, design, and some materials. As a result, the DUSY Joint Track No. 20 conveys significance as an important part of the connection between Denver and Colorado's early railroad transportation history and the agricultural industry, and is considered supporting of the overall railroad corridor.

20. Recorder(s) Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. 21. Date: 11/1/2017

History Colorado - Office of Archaeology Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

Linear Component Form

Resource Number: 5DV.16846.1 Temporary Resource Number:



Sketch Map

Resource Number: 5DV.16846.1 Temporary Resource Number:

USGS Quad Map

Resource Number: 5DV.16846.1 Temporary Resource Number:

Address: Parallel to South Platte River north of I-70 to Franklin Street

Photographer: K. Ohland Photograph Date: September 2017

Railroad tracks behind former meatpacking plants on south end of the segment, next to Delgany Sewer and river, view to south

Railroad tracks behind Le Mouton and former sheep bridge over South Plate River, view to north

Linear Component Form

Resource Number: 5DV.16846.1 Temporary Resource Number:

Address: Parallel to South Platte River north of I-70 to Franklin Street

Photographer: K. Ohland Photograph Date: September 2017

Railroad tracks behind former Swift meatpacking plant on southern end of segment (plant is non-extant); view to south

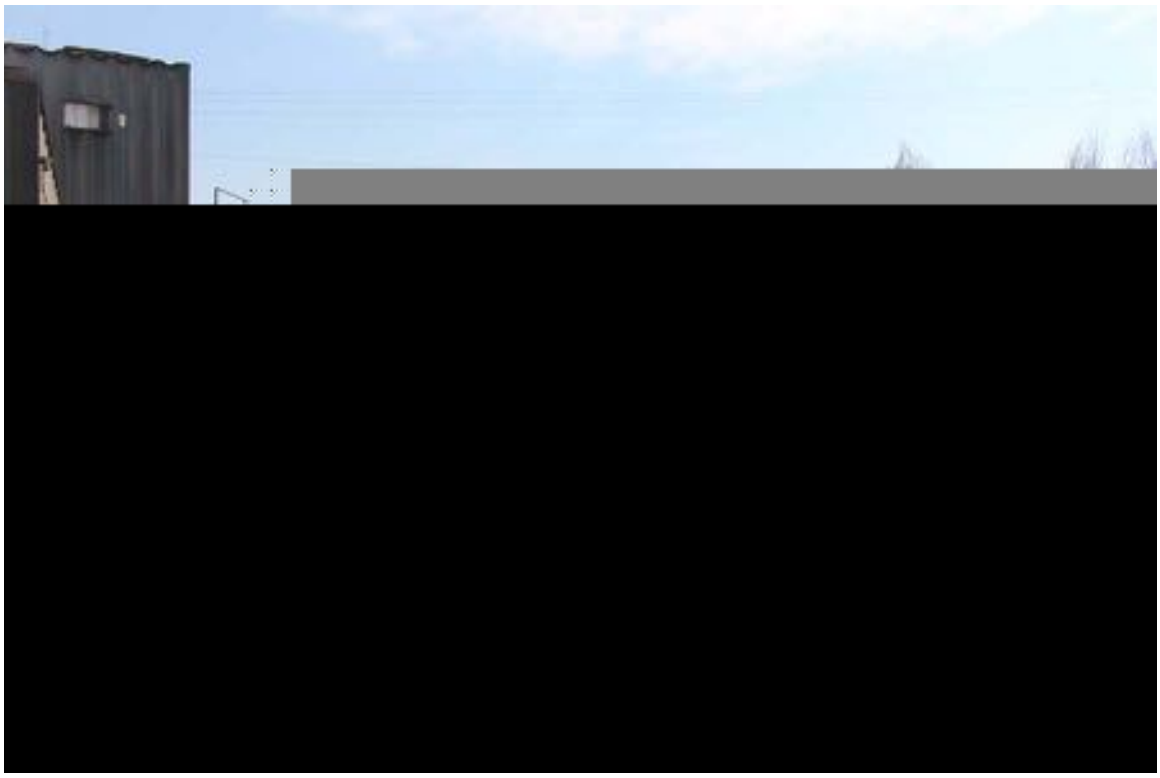
Railroad tracks next to Denver Rock Island Railroad office at 5055 W. River Drive, Delgany sewer in far right side of photo, Brands Building on left side, on north end of the segment, view to south

Linear Component Form

Resource Number: 5DV.16846.1 Temporary Resource Number:

Address: Parallel to South Platte River north of I-70 to Franklin Street

Photographer: K. Ohland Photograph Date: September 2017



Railroad tracks next to Denver Rock Island Railroad office, 5055 W. River Drive, on left side of photo, north end of the segment, view to north

Baist's Real Estate Atlas, 1905, showing DUSY Co. Joint Track No. 20 extending behind the Western Packing Company

1907 UPRR map showing intersection of DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1) with CB&Q and Colorado & Southern, and adjacent DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1) at southern end of project area

1910 UPRR map showing intersection of DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1) with CB&Q and Colorado & Southern, and adjacent DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1) at southern end of project area

COLORADO CULTURAL RESOURCE SURVEY

OAHP 1400
Rev. 11/10

Management Data Form

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

1. **Resource Number:** 5DV.16849.1

2. **Temporary Resource Number:**

3. /))%$6+(,)3 .$6($7%3+%,4 %3%88&45
   - ☐ Prehistoric Archaeological Component
   - ☐ Historic Archaeological Component
   - ☑ Linear Component
   - ☑ Sketch/Instrument Map (required)
   - ☑ U.S.G.S. Map Photocopy (required)
   - ☑ Photograph(s) (required)
   - ☐ Other, specify:

4. !""#$#%&(*+#,%)#-, .!/01 23(-,&45
   - ☐ Determined Eligible NR\SR _____
   - ☐ Determined Not Eligible NR\SR _____
   - ☐ Nominated _____
   - ☐ Need Data NR\SR _____
   - ☐ Contributing to NR Dist.\SR Dist. _____
   - ☐ Not Contributing to NR Dist.\SR Dist. _____
   - ☐ Supports overall linear eligibility NR\SR _____
   - ☐ Does not support overall linear eligibility NR\SR _____

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5. **Resource Name:** Colorado Central Railroad/Colorado & Southern Railroad Segment, North of I-70 northwest across South Platte River

6. **Project Name/Number:** National Western Center Program

7. **Government Involvement:** ☑ Local ☐ State ☐ Federal
   Agency: Mayor's Office of the National Western Center

8. **Site Categories: (check as many as apply):**
   Prehistoric: ☐ archaeological site ☐ paleontological site ☐ In existing National Register District
   National Register District name:
   Historic: ☐ archaeology site ☐ building(s) ☑ structure(s) ☐ object(s) ☐ In existing National Register District
   National Register District name:

9. **Owner(s) Name and Address:**
   Burlington Northern RR Co Property Tax Department, PO Box 961089, Fort Worth, TX

10. **Boundary Description and Justification:**

The boundary of this segment was determined by the length of this rail line that is within the current study area (1618 feet), and the physical width of the railroad grade and its right-of-way (15 feet), with its associated features including the rail bed and tracks. The length of this segment extends from the intersection of Washington Street with the Colorado & Southern (C&S) on the west side of the South Platte River, to the southern portion of the study area at East 47th Street, just north of I-70.

11. **Site/ Property Dimensions** Length: 493.17m Width: 4.57m Area: 24270 m^2 Acres (m^2/4047): 0.56
    Area was calculated as: ☑ Length x Width (rectangle/square) ☐ Length x Width x 0.785 (Ellipse) ☐ GIS

!!"#,+)*'!+&

12. **Legal Location:**

PM	6th	Township	3S	Range	68W	Section	22	NE	1/4	NE 1/4
PM	6th	Township	3S	Range	68W	Section	23	NW	1/4	NW 1/4
PM	6th	Township	3S	Range	68W	Section	23	NW	1/4	SW 1/4
PM		Township		Range		Section			1/4	1/4
PM		Township		Range		Section			1/4	1/4

If section is irregular, explain alignment method:

13. **USGS Quad:** Commerce City

14. **County:** Denver

Managment Data Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

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

A. Zone:	13S;	501857	mE	4403722	mN
B. Zone:	13S;	502121	mE	4403347	mN
C. Zone:	;		mE		mN
D. Zone:	;		mE		mN

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

Other (explain):

17. **Site Elevation** (feet): 5143-5170

18. **Address:** North of I-70 northwest across South Platte River Lot: Block: Addition:

19. **Location/Access:**

The segment is located north of I-70 in the National Western Complex. The beginning and end points of this segment can be accessed by way of National Western Drive, within the National Western Complex.

!!!"#&*'-.*,#%&/!.+&0%&'12!'%#)+&$!'!+&

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation soils, depositional environment, water, ground visibility):

This C&S segment begins at Washington Street on the west side of the South Platte River and travels southeast across the river before it changes direction to the south and crosses National Western Drive and then extends under I-70. This segment is located within the National Western Complex, which is in a mixed urban-industrial setting. It is on a flat floodplain of the South Platte River and crosses the winding river. The distance from this segment to the east bank of the South Platte River ranges from 120 feet to 165 feet. Vegetation includes riparian communities of small stands of grasses and forbs scattered along this segment and the adjacent river bank. Voluntary weeds are also present.

21. **Soil depth (cm) and description:**

N/A

Managment Data Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

22. **Condition:**

a. Architectural/Structural

- ☐ Excellent
- ☐ Good
- ☑ Fair
- ☐ Deteriorated
- ☐ Ruin

a. Archaeological/Paleontological

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

23. **Describe condition:**

This segment of the C&S is still in use, however it has been completely upgraded over the years. The tracks, rail ties, and track bedding have been replaced or modified, and spurs appear to have been altered to accommodate the changing business climate of the areas through which it travels.

24. **Vandalism:** ☐ Yes ☑ No

Describe:

!/"#&*'!+&*,12'*'%#.%3!2'%.#%,!3!4!,!'5#*22%220%&'

25. **Context or Theme:** Colorado Engineering Context, Colorado Urbanization & Planning Context

26. **Applicable National Register Criteria:**

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

27. **Applicable State Register Criteria:**

- ☑ A. Property is associated wtih events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☐ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

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

TRANSPORTATION: RAIL-RELATED

29. **Period(s) of significance:**

1870 - 1970

30. **Level of significance:** ☐ National ☐ State ☑ Local

Managment Data Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

31. **Statement of significance:**

Within the context of Denver's early history of rail-related transportation and agriculture, the Colorado Central Railroad (now Colorado & Southern) was one of the first railroad lines constructed in Denver. It is eligible under National Register *Criterion A* for its association with DenverÕs railroad histo*r*y and as an integral part of the network of railroads, stockyard pens, and former meatpacking facilities that comprise the Denver Union Stock Yards (DUSY).

Its period of significance is 1870, the original construction date, through 1970, when stock animals were no longer shipped by railroad at the Denver Union Stockyards (Forrest-Albi, 205).

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

Integrity has been diminished significantly due to alignment changes to the southern part of this segment after 1938 with the removal of the Jersey Cutoff on the southwest side of the Stadium Arena. Some historic materials have been upgraded over the years. In addition, it does not retain the design, workmanship, setting, or feeling necessary to convey its historic significance as one of the earliest railroads in Denver. The surrounding setting has changed drastically with the construction of Interstate Highway (I-70) and urbanization of the area. This track was part of the stockyards and associated with the historic DUSY, but the parcels on either side of this segment were sold for industrial development in the 1970s, which has diminished the ability of the segment to convey its significance as an early Denver railroad that transported animals and other products to and from the stockyards.

33. **National Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data

Linear Segment Evaluation (if applicable): ☐ Supporting ☐ Non Supporting

34. **Status in an Existing National Register District:** ☐ Contributing ☐ Non-contributing

35. **State Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data

36. **Status in an Existing State Register District:** ☐ Contributing ☐ Non-contributing

37. **National/State Register District Potential:** ☐ Yes ☑ No Describe:

Based on the larger survey of properties completed for this project, there is potential for a National Register Historic District within the National Western Center, and one has been proposed (Denver Union Stock Yards Historic District, 5DV.16841). Three hundred feet of this segment are within the southern boundary of the proposed district. However, the segment alignment was changed in the late 1930s so it no longer ran through the southwest portion of the Stadium Arena parcel and the stockyards; therefore, this segment is noncontributing to the proposed district. Changes to the setting and historic use in the built environment in this location have changed the ability of this area to convey significance as the former stockyards. The parcels through which the rail line travels were sold for industrial development in the 1970s, changing the setting of the area. The potential for a cultural landscape is also low because the surrounding landscape has been significantly altered through urbanization.

38. **Cultural Landscape Potential:** ☐ Yes ☑ No Describe:

See District Discussion

39. **If Yes to either 37 or 38, is this site:** ☐ Contributing ☐ Non-contributing Explain:

Managment Data Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

/"#0*&*3%0%&'#*&$#*$0!&!2'.*'!/%#$*'*

40. **Threats to Resource:** ☑ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☑ Construction ☐ Other (explain): Located in the South Platte River floodplain; redevelopment of National Western Complex

41. **Existing protection:** ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☐ Other (specify)

Comments:

42. **Local Landmark designation:**

43. **Easement:** None

44. **Recorder's Management Recommendations:**

No further recommendations.

/!"#$+)-0%&'*'!+&

45. **Previous actions accomplished at the site:** ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. **Known collections/reports/interviews and other references (list):**

Unless otherwise indicated, sources used in the preparation of this section included historic railroad maps and records available from the Colorado Railroad Museum; newspaper clippings; local historic publications; and site forms for previously surveyed resources in Compass when available.

Other sources include: The Colorado and Southern RY. Co. (1938). Station map of Denver, Colorado from 38th St. to Riverside Cemetery [map]. 1Ó=100Õ. Map 38-1. Office of the Chief Engineer.

Wilkins, Tivis E. (1974). Colorado Railroads: Chronological Development. Pruett Publishing Company.

Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.

Davis, E. O, ÒThe First Five Years of the Railroad Era in Colorado,Ó Sage Books, 1948, pp. 88 and 113.

Clayton B. Fraser and Jennifer H. Strand, Railroads in Colorado 1858-1948 Multiple Property Documentation Form, (Office of Archaeology and Historic Preservation, 1997) Section E, p. 17.

Kenton Forrest and Charles Albi, DenverÕs Railroads: The Story of Union Station and the Railroads of Denver (Colorado Railroad Museum, 1981), 9, 193-194, 205.

Pate, JÕNell, ÒAmericaÕs Historic Stockyards: Livestock Hotels,Ó Fort Worth, Texas; TCU Press, n.d., p. 111

Interviews and email correspondence (10/25/17-10/27/17) with Charlie Tucker, Project Manager - Railway Services at Farnsworth Group - 303-692-8838, ext. 218; Bill Brown, Research Volunteer at Colorado Railroad Museum - 303-324-3020.

47. **Primary location of additional data:**

Colorado Railroad Museum - 17155 W. 44th Ave., Golden, CO 80403

48. **State or Federal Permit number:**

49. **Collection:** Artifact collection authorized ☐ Yes ☑ No Were artifacts collected: ☐ Yes ☑ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

Managment Data Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

50. **Photograph Numbers:**

    Digital Files at: Mead & Hunt, Inc.

51. **Report Title:**

    Historic Resources Inventory Report, National Western Center Redevelopment

52. **Recorder(s):** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. Date: 11/1/2017

53. **Recorder Affiliation**:Mead & Hunt

    Phone Number/Email 1743 Wazee St., Suite 400, Denver, CO 80202

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

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

OAHP 1418
Rev. 11/2010

Linear Component Form

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

I. Resource Identification

1. **Resource Number:** 5DV.16849.1 2. **Temporary Resource Number:**
3. **Site Name:** Colorado Central Railroad/Colorado & Southern Railroad Segment
4. **Record of:** ☐ Entire Resource ☑ Segment

II. Resource Description

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

   Other (specify):

6. **Component Description:**

   This segment consists of the railroad grade and its associated features, including the road bed and standard gauge tracks (4Õ8 ½Ó). This segment is 1,618 feet long and the rail bed and right-of-way is 15 feet wide. The rail bed consists of a crushed stone ballast over packed dirt. It includes an on-grade crossing where the railroad crosses National Western Dr. at the south end of the project area.

7. **Original use:** Railroad
8. **Current use:** Railroad
9. **Modifications (describe and include dates):**

   This segment of the C&S has been completely upgraded over the years. The tracks, rail ties, and track bedding have been replaced or modified, and spurs appear to have been altered to accommodate the changing businesses of the areas through which it travels. The most significant modification was when the portion of this segment that is south of the South Platte River was realigned in 1938, when its connection to the Jersey Cut Off was removed.

10. **Extent of Entire Resource:**

    Colorado Central Railroad (which became Colorado & Southern in 1898) built this line east from Golden to Jersey Junction.

11. **Associated Artifacts:** N/A
12. **Associated Features or Resources:**

    Associated with other rail lines within the National Western Complex: Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV.6247.3); DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1); and DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1)

III. Research Information

13. **Architect/Engineer:** Colorado Central Railroad

Source(s) of information Wilkins, Tivis E. Colorado Railroads: Chronological Development. Pruett Publishing Company, 1974 (p.4).

14. **Builder:**

Source(s) of information:

15. **Date of Construction/Date Range:** 1870-1938

Source(s) of information: Wilkins, Tivis E. Colorado Railroads: Chronological Development. Pruett Publishing Company, 1974 (p.4); Davis, E. O, ÒThe First Five Years of the Railroad Era in Colorado,Ó Sage Books, 1948, pp. 88 and 113.

16. **Historical/Archival Data:**

The reason the stockyards were established in this location east of the South Platte River was because the cityÕs first railroads had already been established nearby. The history of railroad activity in the stockyards is complicated because numerous train lines owned by many different companies operated through the stockyards from 1886 to 1970, and only a few lines remain in their original locations. When new junctions and connections were built, the old ones were often removed. It is assumed that the DUSY built the tracks parallel to Packing House Road (DUSY Co. No. 2) and the tracks along the South Platte River (DUSY Co. No 20) because the DUSY owned the land under the tracks and leased the rail line to the various railroads that operated in the yards. The DUSY never operated its own trains and frequently designated the Colorado & Southern (C&S) as interchange operator. The Atchison, Topeka & Santa Fe Railway (AT&SF) and Denver & Rio Grande Western (D&RGW) also operated trains through the yards, and the Union Pacific (UP) and C&S shared joint tracks that paralleled Packing House Drive (now National Western Drive). The train traffic within the yards functioned as a joint agency, operated by six railroads during the period of DUSY operations: AT&SF; Chicago, Burlington & Quincy (CB&Q); Chicago, Rock Island & Pacific, UP, C&S, and D&RGW (Forrest & Albi, p. 205). The DUSY filed for abandonment of this track for the first time in September 1970. This was denied by the Interstate Commerce Commission (ICC) and the Surface Transportation Board. The DUSY ceased being a common carrier in 1976 via a petition to the ICC (Finance Docket FD-28353, 12-3-76). This segment of track was part of the joint track system owned by the DUSY, which was transferred to the Western Stock Show Association (WSSA) when the DUSY ceased operations in 1983. The DUSY Joint Track No. 2 track is currently owned by the WSSA and trains are operated on it by the Denver Rock Island Railroad, a railroad freight company established in 1993.

CHRONOLOGY: Without the lure of hard rock mining and the construction of railroad lines, landlocked Denver would have passed into oblivion. Initially bypassed by the transcontinental railroad lines, Denver businessmen created their own railroads. The first was the Denver Pacific Railroad, a line that connected Denver to Cheyenne and the UP in 1870. The tracks were located south and east of what became the DUSY. When the Kansas Pacific Railway came to Denver in 1870, its line connected from the east to the Denver Pacific tracks at Jersey Junction at 40th Avenue and Williams Street, about one-half mile southeast of what became the DUSY. Similarly, the Colorado Central Railroad built east from Golden in 1870 to Jersey Junction, building a spur southwest of the stockyards that became useful for railroads transporting cattle and other stock into the yards. This line became part of the C&S system in 1898.

As mining became more established in the mountains west of Denver in the 1870s, the major railroad lines took notice, and joined in the race to reach the mining camps to the weStreet The CB&Q came to Denver in 1882, and built train yards in an unoccupied area about 2 miles northeast of the center of downtown (southwest of the DUSY), in the start of an industrialized expanse in the growing city of Denver. In 1881 seven businessmen joined together to incorporate the DUSY, consolidating scattered stockyards near downtown Denver at the current location in 1886. The stockyards continued to grow and cattle soon began arriving more often by rail, which resulted in haggling over railroad rates. Federal assistance came in 1887 with the Interstate Commerce Act, which regulated railroad rates and allowed the market to survive and grow. By the 1890s Denver businessmen organized small meat packing plants at the DUSY rather than shipping cattle to other markets. These included Western Packing Company, Colorado Packing & Provision Company, and Coffin Packing & Provision, which all selected sites east of the South Platte River. By 1898 a Livestock Exchange building and a two-story barn were constructed at the yards.

Sanborn maps from 1890 (updated to 1893) provide the first evidence of a DUSY track that extended from the

CB&Q and C&S lines to access the stockyards, parallel to Packing House Road (DUSY Co. Joint Track No. 2). By 1903 the UP also constructed a spur that extended north/northwest from the C&S line south of the project area. In 1905 BaistÕs real estate atlas indicates a dead-end spur had been extended behind the Western Packing Plant next to the South Platte River (the location of DUSY Co. No. 20).

In 1906 the Union Stock Yards in Chicago purchased controlling interest in the DUSY. The Chicago group consisted of the meat packers Armour & Company, Nelson, Morris & Company, and the Swift Packing Company, which together became the National Packing Company. Swift bought Western Packing Company, and Armour bought Colorado Packing & Provision Company. As a result, the spur behind Swift (DUSY Co. Joint Track No. 20 next to the South Platte River) was extended up to the Armour plant, and then reconnected to the tracks in the northern part of the yards

The Northwestern Terminal Railroad (NT), which was a subsidiary of the Denver & Salt Lake Railroad, built Stockyard Junction on the northwest side of the yards in 1913 to connect the East Denver Belt Line (York Street and 58th Avenue) and Utah Junction (Pecos Street and W. 60th Avenue). The NT line continued east and south to Franklin Street, where it connected to the existing stockyard tracks. Once this line was built, a railroad track that connected the northeast side of the yards to the CB&Q was removed. By 1929 the yards featured a spider web of tracks and spurs that connected the facilities throughout the stockyard area (Map of Denver Union Stock Yards, 1929).

Beginning in the mid-1950s the livestock industry changed radically, including the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. Despite efforts to remain competitive, the large meatpackers closed their massive plants on the east side of the South Platte River in the late 1960s. In 1970 the DUSY reorganized as a landholding company, the Denver Union Company, and began to cut ties with the livestock business, including discontinuing animal transport that year (Forest and Albi, p. 205). The company sold some of the former stockyards for industrial and food processing factories, changing the historic use on the southern and northern sections of the yards.

Unless otherwise indicated, sources used in the preparation of this section included historic railroad maps and records, newspaper clippings, local historic publications, and site forms for previously surveyed resources in Compass when available.

Other sources include:

The Colorado and Southern RY. Co. (1938).
Station map of Denver, Colorado from 38th Street to Riverside Cemetery [map]. 1Ó=100Õ. Map 38-1. Office of the Chief Engineer.
Wilkins, Tivis E. (1974). Colorado Railroads: Chronological Development. Pruett Publishing Company.
Wallace, P.M. (1929, Revised 1934). Map of Denver Union Stock Yards [map]. 1Ó=50Õ. Office of the Chief Engineer.
Davis, E. O. ÒThe First Five Years of the Railroad Era in Colorado.Ó Sage Books, 1948, p. 88 and 113.
Clayton B. Fraser and Jennifer H. Strand. Railroads in Colorado 1858-1948 Multiple Property Documentation Form. Office of Archaeology and Historic Preservation, 1997, Section E, p. 17.
Kenton Forrest and Charles Albi. DenverÕs Railroads: The Story of Union Station and the Railroads of Denver. Colorado Railroad Museum, 1981, p. 9, 193-194, 205.
Pate, JÕNell, ÒAmericaÕs Historic Stockyards: Livestock Hotels.Ó Fort Worth, Texas: TCU Press, n.d., p. 111.

17. **Cultural Affiliation and Justification:**

Euro-American

IV. Management Recommendations

18. **Eligibility of Entire Resource:**

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

Remarks/Justification:

The Colorado Central/Colorado & Southern Railroad has been previously determined to be officially eligible under National Register Criterion A as an important part of DenverÕs railroad history. It is associated with the history and development of rail transportation in Colorado, as well as the Denver Union Stock Yards and the National Western Stock Show.

Linear Component Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

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

☐ Supporting ☑ Non-supporting ☐ Not applicable

Remarks/Justification:

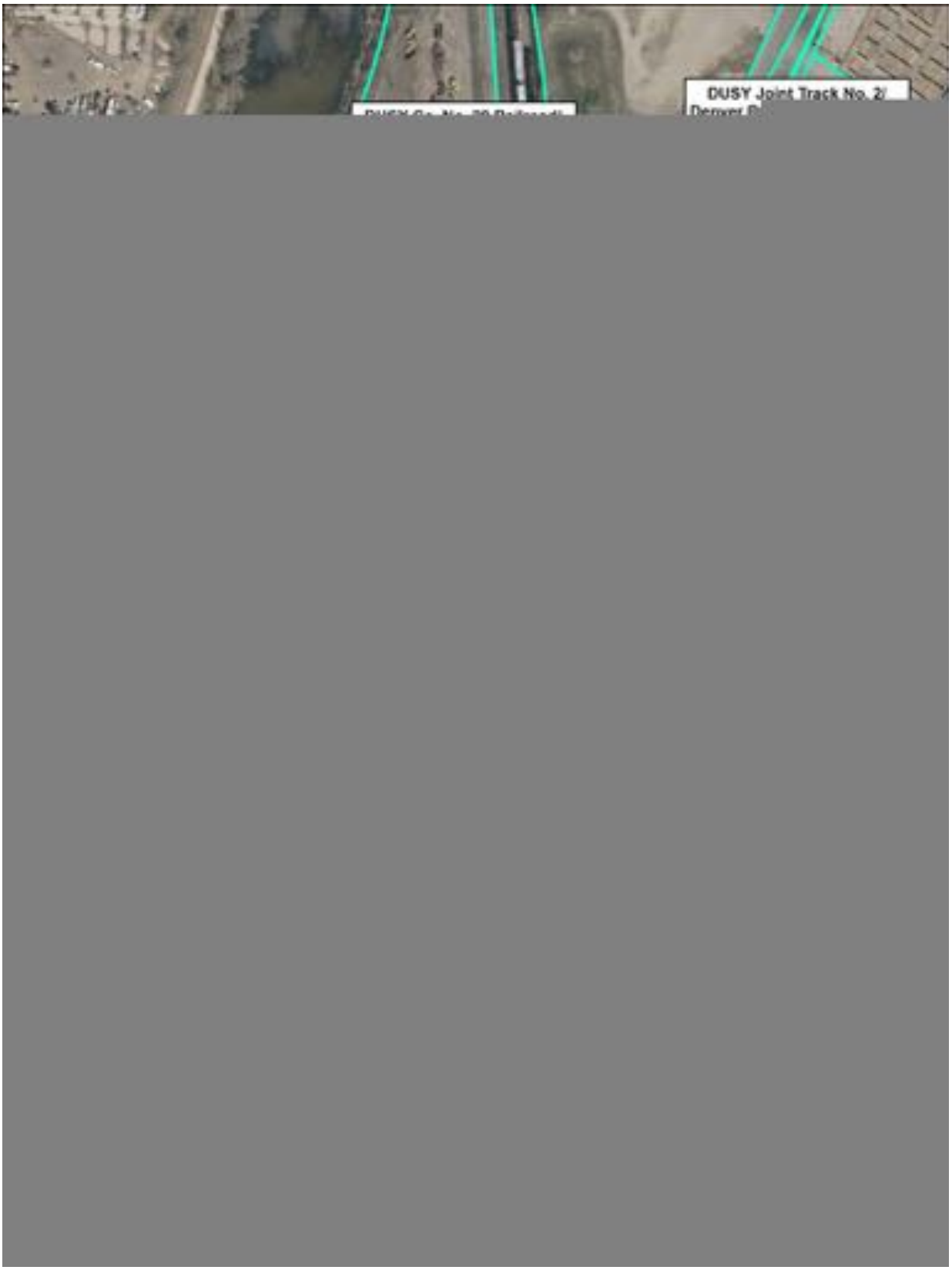
Integrity has been diminished significantly due to alignment changes to the southern part of this segment after 1938 with the removal of the Jersey Cutoff on the southwest side of the Stadium Arena. Some historic materials have been upgraded over the years. In addition, it does not retain the design, workmanship, setting, or feeling necessary to convey its historic significance as one of the earliest railroads in Denver. The surrounding setting has changed drastically with the construction of Interstate Highway (I-70) and urbanization of the area. This track was part of the stockyards and associated with the historic DUSY, but the parcels on either side of this segment were sold for industrial development in the 1970s, which has diminished the ability of the segment to convey its significance as an early Denver railroad that transported animals and other products to and from the stockyards. It no longer supports the eligibility of the entire resource.

20. **Recorder(s)** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. 21. **Date:** 11/1/2017

History Colorado - Office of Archaeology Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

Linear Component Form

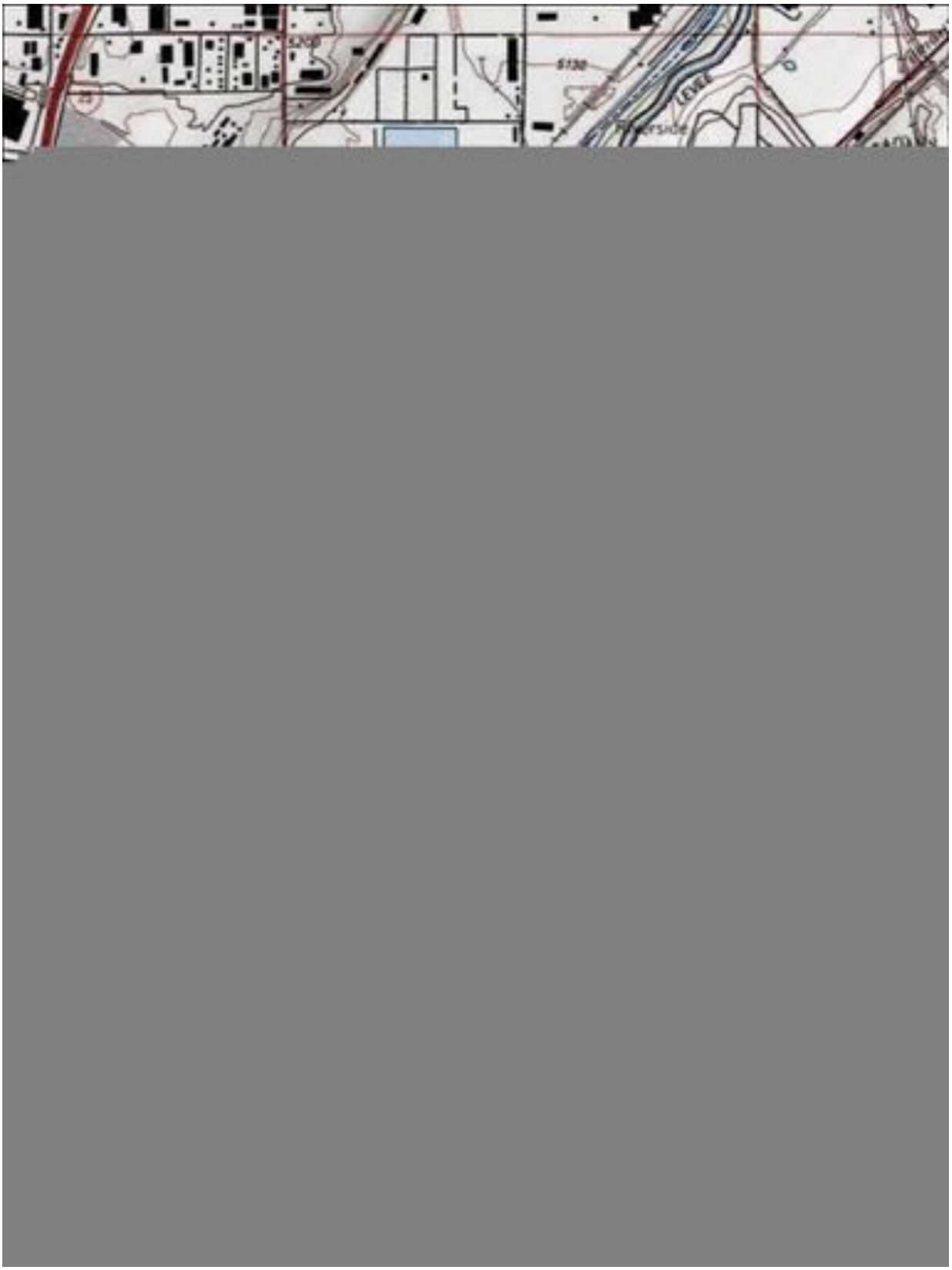
Resource Number: 5DV.16849.1 **Temporary Resource Number:**



Sketch Map

Linear Component Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**



USGS Quad Map

Linear Component Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

Address: North of I-70 northwest across South Platte River

Photographer: **Photograph Date:**

photo to come

photo to come

Linear Component Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

Address: North of I-70 northwest across South Platte River

Photographer: **Photograph Date:**

1903 UPRR map showing intersection of C&S Segment with DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1)

1907 UPRR map showing intersection of C&S Segment with DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1), and DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1).

Linear Component Form

Resource Number: 5DV.16849.1 **Temporary Resource Number:**

Address: North of I-70 northwest across South Platte River

Photographer: **Photograph Date:**

1938 Colorado & Southern Station Map showing southern end of DUSY Joint Track No. 2.

Managment Data Form

Resource Number: 5DV.16857 **Temporary Resource Number:**

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

A. Zone:	13S;	502776	mE	4404416	mN
B. Zone:	13S;	502754	mE	4404429	mN
C. Zone:	13S;	502074	mE	4403329	mN
D. Zone:	13S;	502042	mE	4403333	mN

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

Other (explain):

17. **Site Elevation** (feet): 5143-5170

18. **Address:** Packing House Road: north of 46th Avenue to Race Court Lot: Block: Addition:

19. **Location/Access:**

From the south, Packing House Road (also known as National Western Drive) can be accessed from 36th Ave. From the north, it can be accessed by Race Ct.

!!!"#&*'-.*,#%&/!.+&0%&'12!'%#)+&$!'!+&

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation soils, depositional environment, water, ground visibility):

Packing House Drive is located in the western portion of the National Western Campus, which is in a commercial/industrial urban setting. It is on a flat floodplain of the South Platte River. The distance from this segment to the east bank of the South Platte River ranges from 425 feet (at Race Court) to 890 feet (at King Energy, 5012 Packing House Drive). Given the industrial nature of this area, vegetation primarily consists of opportunistic weeds and dirt distributed along the shoulders.

21. **Soil depth (cm) and description:**

N/A

Managment Data Form

Resource Number: 5DV.16857 **Temporary Resource Number:**

22. **Condition:**

a. Architectural/Structural

- ☐ Excellent
- ☑ Good
- ☐ Fair
- ☐ Deteriorated
- ☐ Ruin

a. Archaeological/Paleontological

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

23. **Describe condition:**

Packing House Road is heavily used and it is continuously repaired and maintained. Any original surface or other features have long been removed or altered by maintenance upgrades.

24. **Vandalism:** ☐ Yes ☑ No

Describe:

!/"#&*'!+&*,12'*'%#.%3!2'%.#%,!3!4!,!'5#*22%220%&'

25. **Context or Theme:** Colorado Plains Historic Context, Colorado Urbanization & Planning Context

26. **Applicable National Register Criteria:**

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

27. **Applicable State Register Criteria:**

- ☑ A. Property is associated wtih events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☐ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

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

TRANSPORTATION: ROAD-RELATED (VEHICULAR)

29. **Period(s) of significance:**

1886-1987

30. **Level of significance:** ☐ National ☐ State ☑ Local

Managment Data Form

Resource Number: 5DV.16857 **Temporary Resource Number:**

31. **Statement of significance:**

Packing House road has significance under *Criterion A* for its association with the transportation history of Denver. The road also has a clear and direct association with the Denver Union Stock Yards, and the associated livestock and packing house industries in Denver, that once dominated this site.

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

The physical integrity of this segment is fair, given that it hasn't retained the original design and construction; it only retains is integrity of location.

33. **National Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data

Linear Segment Evaluation (if applicable): ☐ Supporting ☐ Non Supporting

34. **Status in an Existing National Register District:** ☐ Contributing ☐ Non-contributing

35. **State Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data

36. **Status in an Existing State Register District:** ☑ Contributing ☐ Non-contributing

37. **National/State Register District Potential:** ☑ Yes ☐ No Describe:

This road is within the proposed Denver Union Stock Yards (DUSY) Historic District, 5DV.16841, which includes several buildings, structures, objects and linears related to the livestock and meat packing industries in Denver, and the immigrant populations that worked in the yards or the factories. The DUSY had a direct association with the transportation history of Denver, including railroads, streetcars, and automobiles. The surrounding area includes commercial, agricultural, and industrial properties that were developed from the 1920s-2010s, mostly relating to the DUSY, the National Western Complex, or the automotive/trucking industry.

Packing House road was a private road developed at the Denver Union Stock Yards soon after the company moved to the site in 1886. This road was a main artery of internal circulation located between the large packing plants, Livestock Exchange building, stock yards, and sheep pens (Le Mouton) to the west and the rail line and pens to the east. The alignment of the road remains the same as indicated on 1911 and 1929 maps of the yards.

38. **Cultural Landscape Potential:** ☑ Yes ☐ No Describe:

See District Discussion

39. **If Yes to either 37 or 38, is this site:** ☐ Contributing ☐ Non-contributing Explain:

Managment Data Form

Resource Number: 5DV.16857 **Temporary Resource Number:**

/"#0*&*3%0%&'#*&$#*$0!&!2'.*'!/%#$*'*

40. **Threats to Resource:** ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☐ Construction ☑ Other (explain): Redevelopment of the National Western Complex

41. **Existing protection:** ☑ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☑ Other (specify) The road is regualarly maintained and repaired.

Comments:

42. **Local Landmark designation:** 43. **Easement:**

44. **Recorder's Management Recommendations:**

Impacts to this resource should be avoided. If avoidance is not possible, then measures should be taken to mitigate any adverse effects to the resource.

/!"#$+)-0%&'*'!+&

45. **Previous actions accomplished at the site:** ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. **Known collections/reports/interviews and other references (list):**

Denver Assessor Records

Sanborn Fire Insurance Maps (1890, 1904 updated to 1925)

Railroad Map of the DUSY, 1929

Google Earth

47. **Primary location of additional data:**

N/A

48. **State or Federal Permit number:**

49. **Collection:** Artifact collection authorized ☐ Yes ☑ No Were artifacts collected: ☐ Yes ☑ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. **Photograph Numbers:**

Digital Files at: Mead & Hunt, Inc.

51. **Report Title:**

Historic Resources Inventory Report, National Western Center Redevelopment

52. **Recorder(s):** Dianna Litvak, Senior Historian and Liz Boyer, Historian, Mead & Hunt, Inc. Date: 11/1/2017

53. **Recorder Affiliation**:Mead & Hunt, Inc.

Phone Number/Email 1743 Wazee St., Suite 400, Denver, CO 80202

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

OAHP 1418
Rev. 11/2010

Linear Component Form

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

I. Resource Identification

1. Resource Number: 5DV.16857 2. Temporary Resource Number:
3. Site Name: Packing House Road/National Western Drive
4. Record of: ☑ Entire Resource ☐ Segment

II. Resource Description

5. Resource Type: ☑ Road ☐ Railroad ☐ Trail ☐ Ditch/Canal

   Other (specify):

6. Component Description:

   Packing House Road begins at a T-intersection at 46th Avenue (approximately 250-feet east of the South Platte River) with right-turn lanes off and onto 46th Ave. Curving northeast, the road crosses two sets of railroad tracks at grade: the Colorado Central/Colorado Southern Spur (5DV.16849.1) and the DUSY Co. No. 20 Railroad/Denver Rock Island Railroad (5DV.16846.1) and continues north and west. The roadway consists of two 12-foot asphalt lanes with narrow dirt and gravel shoulders, and no curb or gutter. The road is striped but generally has no turn lanes. DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1) parallels Packing House Road as it continues around the west side of the stockyards, which are characterized by a large pens area, and an assortment of agricultural and industrial buildings. Just north of King Energy (5DV.10084 at 5012 Packing House Road), the road veers east/northeast and crosses the DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1) at grade before continuing north. The two-lane road becomes Franklin Street and continues northwest. Packing House Road narrows to one lane and becomes a paved alley that passes through a block of industrial development before terminating at a T-intersection with Race Court. The entire length of road generally lacks landscaping features and is lined with sporadic opportunistic weeds.

7. Original use: Road
8. Current use: Road
9. Modifications (describe and include dates):

   Throughout the entire road, original paving materials have been replaced or covered with new materials (asphalt).

10. Extent of Entire Resource:

    Packing House Road (now National Western Drive) is a street that extends from 46th Avenue northeast to Race Court in Denver. Packing House Road begins at 46th Ave and travels for .8 miles winding northeast through stockyards and industrial properties. It parallels a DUSY rail line (5DV.16845.1) and ends at the junction with Race Court.

11. Associated Artifacts: N/A
12. Associated Features or Resources:

    This road runs through the proposed Denver Union Stock Yards (DUSY) Historic District, 5DV.16841, which includes several buildings, structures, objects and linears related to the livestock and meat packing industries in Denver. Previous determined National Register-eligible associated features along the road within the historic district boundary include: the Artist's Studio (5DV.10081), McConnell Welders (5DV.10082), Livestock Exchange Building (5DV.9163), National Western Stock Show Coffee Shop (5DV.10059), Armour Office Building (5DV.10083), as well as a potentially eligible stock car (5DV.16842). The road paralells the DUSY Joint Track No. 2/Denver Rock Island Railroad (5DV.16845.1) and runs through several 1970s industrial properties near the northern terminus.

Resource Number: 5DV.16857 Temporary Resource Number:

III. Research Information

13. Architect/Engineer: Unknown

Source(s) of information

14. Builder: Unknown

Source(s) of information:

15. Date of Construction/Date Range: 1886-1929

Source(s) of information:

16. Historical/Archival Data:

Packing House Road was first built as a private road to service the interior of the Denver Union Stock Yards. The DUSY moved to the site in 1886 and development began soon afterwards, including the completion of the a Livestock Exchange Building (east of Packing House Road) in 1898. Packing House Road ran parallel to the then Union Pacific Railroad line that is present on the 1890 (updated to 1893) Sanborn Fire Insurance map of the site. Initially Packing House Road was a dirt track that provided wagon/pedestrian access to buildings and structures within the stockyards and was named for the packing houses that lined the west side of the road. A railroad map of the DUSY from 1929 shows a concrete roadway had been constructed on the west side of the tracks on land leased from the railroad, to accommodate the automobile and truck traffic. The 1929 Sanborn map updated to 1951 shows there were four main sets of tracks through this corridor, with spurs extending to packing plants. Over time, all but the eastern most set of tracks were removed. It is not known exactly when the road ceased to be privately owned, but it was likely after changes in the livestock industry forced the big meat packing companies, such as Swift, Armour, Wilson, and Cudahy, to close their plants in the late 1960s. Due to the difficulty of finding new occupants or uses for these obsolete factories, they were subsequently torn down to make way for parking lots. In 1970 the DUSY reorganized as a landholding company, and began cutting ties with the livestock industry. By 1974 aerial photographs indicate the present configuration of the road and railroad tracks. The DUSY went out of business in 1983. The road was re-named National Western Drive in the 1980s.

17. Cultural Affiliation and Justification:

Euro-American

IV. Management Recommendations

18. Eligibility of Entire Resource:

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

Remarks/Justification:

Packing House road has significance under Criterion A for its association with the with transportation history of Denver. The road also has a direct association with the livestock and packing house industries in Denver that once dominated this site. It has been associated with the National Western Stock Show, a signficant event in Denver and Colorado that contributes to our understanding of the development of ranching, farming, and agriculture in Colorado and other states, since 1906.

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

☑ Supporting ☐ Non-supporting ☐ Not applicable

Remarks/Justification:

Packing House Road is has evolved from a dirt track, to a concrete roadway, to an asphalt road. However, the road has not been realigned. The road retains sufficient integrity to convey the significance of the linear resource

20. Recorder(s) Dianna Litvak, Senior Historian and Liz Boyer, Historian, Mead & Hunt, Inc. 21. Date: 11/1/2017

History Colorado - Office of Archaeology Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

Resource Number: 5DV.16857 Temporary Resource Number:

Sketch Map

Linear Component Form

Resource Number: 5DV.16857 Temporary Resource Number:

USGS Quad Map

Linear Component Form

Resource Number: 5DV.16857 Temporary Resource Number:

Address: Packing House Road: north of 46th Avenue to Race Court

Photographer: Photograph Date:

photo to come

photo to come

A

1. **Resource Number:** 5DV.4725.7

2. **Temporary Resource Number:**

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☐ Determined Eligible NR\SR
☐ Determined Not Eligible NR\SR
☐ Nominated
☐ Need Data NR\SR
☐ Contributing to NR Dist.\SR Dist.
☐ Not Contributing to NR Dist.\SR Dist.
☐ Supports overall linear eligibility NR\SR
☐ Does not support overall linear eligibility NR\SR

5. **Resource Name:** Delgany Street Sewer Extension, East Side of South Platte River Between I-70 and 5055 W. River Drive

6. **Project Name/Number:** National Western Center Program

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

Agency: Mayor's Office of the National Western Center

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

Prehistoric: ☐ archaeological site ☐ paleontological site ☐ In existing National Register District

National Register District name:

Historic: ☐ archaeology site ☐ building(s) ☑ structure(s) ☐ object(s) ☐ In existing National Register District

National Register District name:

9. **Owner(s) Name and Address:**

Metro Wastewater Reclamation District, 6450 York Street, Denver, CO

10. **Boundary Description and Justification:**

This segment of the Delgany Street Sewer Extension extends from the north side of I-70 to the termination of the lines on the east side of the South Platte River behind the Denver Rock Island Railroad building at 5055 W. River Drive. E. 50th Avenue is directly west, across the river from the termination point, and south of the Northside Park, a former water treatment facility at 51st Avenue east of Emerson.

11.

12. **Legal Location:**

Managment Data Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

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

A. Zone:	13S;	502340	mE	4404220	mN
B. Zone:	13S;	502142	mE	4403757	mN
C. Zone:	;		mE		mN
D. Zone:	;		mE		mN

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

Other (explain):

17. **Site Elevation** (feet): 5144

18. **Address:** East Side of South Platte River Between I-70 and 5055 W. River Drive Lot: Block: Addition:

19. **Location/Access:**

This segment of the Delgany Street Sewer Extension includes an under-ground portion between I-70 and extends to approximately 48th Ave., and two above-ground lines which run parallel, on the east bank of the South Platte River. Below-ground portions can be accessed through manholes spaced approximately 400 feet apart along its alignment.

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20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation soils, depositional environment, water, ground visibility):

This segment of the Delgany Street Sewer Extention is located within the National Western Complex, which is in a mixed urban-industrial setting. It follows the eastern banks of the South Platte River. The distance from this segment to the east bank of the South Platte River ranges from 25 feet to 125 feet. Vegetation includes riparian communities of small stands of grasses and forbs scattered along this segment and the adjacent river bank.

21. **Soil depth (cm) and description:**

N/A

Managment Data Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

22. **Condition:**

a. Architectural/Structural

- ☐ Excellent
- ☐ Good
- ☑ Fair
- ☐ Deteriorated
- ☐ Ruin

a. Archaeological/Paleontological

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

23. **Describe condition:**

The sewer line is in operation, with the base of the below-ground portions buried approximately 10 feet below the ground. The line is in continuous operation and well-maintained. Condition is good because the above-ground portion of the 1937 brick-lined sewer has been significantly altered and it does not retain its original materials; the top portion of it was removed and reconstructed with fiberglass and reinforced concrete c.2000.

24. **Vandalism:** ☐ Yes ☑ No

Describe:

!/"#&*'!+&*,12'*'%#.%3!2'%.#%,!3!4!,!'5#*22%220%&'

25. **Context or Theme:** Colorado Engineering Context, Colorado Urbanization & Planning Context

26. **Applicable National Register Criteria:**

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

27. **Applicable State Register Criteria:**

- ☐ A. Property is associated wtih events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☑ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

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

ENGINEERING

29. **Period(s) of significance:**

1937

30. **Level of significance:** ☐ National ☑ State ☑ Local

Managment Data Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

31. **Statement of significance:**

Areas of significance include Engineering, and Community Planning and Development.

The State Historic Preservation Office (SHPO) has not yet assessed the Delgany Street Sanitary Sewer System (5DV4725) in its entirety, and therefore considers the resource to be eligible for listing in the National Register for management purposes. Previously recorded segments associated with the Delgany Street Sanitary Sewer System considered the resource to be eligible for National Register under Criterion D. Keeley (2012), notes that brick sewers exhibit high levels of workmanship with hand-laid bricks in a variety of sewer cross-sections (i.e., single row of bricks in a circular pattern, oval-shaped and egg-shaped lines, circular lines with up to 4 rows of concentric bricks providing support for the overlying loads). Brick sewer systems like the Delgany Street Sewer Interceptor system can provide information about some of the first engineered elements of Denver as a newly established city. The brick sewers themselves can demonstrate early engineering, design and construction techniques used in Denver's first sewer system. And notably for Denver, their importance lies in that fact that more than 130 years since the first line was constructed, they are still in use providing waste and storm water conveyance for the cityÕs needs. There are approximately 65 miles of brick-lined sewer lines remaining in Denver today. Most of these lines are built of a single ring of bricks in a circular shape, with a diameter ranging from 27" to 54".

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

The historic integrity of the underground, 1937 brick-lined portion of this segment could not be assessed because it was not accessible. The above ground portion of this segment has been significantly altered as a result of partial reconstruction in the early 2000s. Given that the top half of this portion was removed and reconstructed with fiberglass and reinforced concrete, it has not retained its physical integrity of materials, design, workmanship or feeling to convey its significance.

33. **National Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☐ Supporting ☐ Non Supporting
34. **Status in an Existing National Register District:** ☐ Contributing ☐ Non-contributing
35. **State Register Eligibility Field Assessment:** ☑ Eligible ☐ Not eligible ☐ Need data
36. **Status in an Existing State Register District:** ☐ Contributing ☐ Non-contributing
37. **National/State Register District Potential:** ☐ Yes ☑ No Describe:

The remaining brick-lined sewers are good examples of sanitary construction methods and techniques during Denver's early history; however, most are buried underground and not visible relative to other brick buildings and structures that could contribute to a unified historic district. Since brick-lined sewers are generally underground, they are not visible in the urban landscape.

38. **Cultural Landscape Potential:** ☐ Yes ☑ No Describe:

39. **If Yes to either 37 or 38, is this site:** ☐ Contributing ☐ Non-contributing Explain:

Managment Data Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

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40. **Threats to Resource:** ☐ Water Erosion ☐ Wind Erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐ Recreation ☑ Construction ☑ Other (explain): Planned redevelopment of National Western Complex

41. **Existing protection:** ☐ None ☐ Marked ☐ Fenced ☐ Patrolled ☐ Access controlled ☑ Other (specify) Sewer is patrolled and maintained by Metro Wastewater Reclamation District. Underground portion is buried approximately 10 feet below the ground surface.

Comments:

42. **Local Landmark designation:**

43. **Easement:** N/A

44. **Recorder's Management Recommendations:**

No further work is recommended for this segment.

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45. **Previous actions accomplished at the site:** ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. **Known collections/reports/interviews and other references (list):**

Phone interviews with Mark Flatt, Transmission System Division Head at Metro Wastewater Reclamation District, 303-286-3203; and Craig Thomas, Metro Wastewater Reclamation District, 303-286-3284. Keeley, Gail, "Denver's Brick Sewers," prepared for the Colorado Department of Transportation, Region 6 (2012).

47. **Primary location of additional data:**

Metro Wastewater Reclamation District

48. **State or Federal Permit number:**

49. **Collection:** Artifact collection authorized ☐ Yes ☑ No Were artifacts collected: ☐ Yes ☑ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. **Photograph Numbers:**

Digital Files at: Mead & Hunt, Inc.

51. **Report Title:**

Historic Resources Inventory Report, National Western Center Redevelopment

52. **Recorder(s):** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. Date: 11/1/2017

53. **Recorder Affiliation**:Mead & Hunt

Phone Number/Email 1743 Wazee St., Suite 400, Denver, CO 80202

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

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

Linear Component Form

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

I. Resource Identification

1. **Resource Number:** 5DV.4725.7 2. **Temporary Resource Number:**
3. **Site Name:** Delgany Street Sewer Extension
4. **Record of:** ☐ Entire Resource ☑ Segment

II. Resource Description

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

   Other (specify): Sewer

6. **Component Description:**

   The Delgany Street Sewer Extension within the National Western Complex includes a 1937 underground brick-lined sewer and a section of above-ground parallel sewer lines: the Delgany Common Line on the east, which was originally constructed of brick in 1937 and partially reconstructed with fiberglass and concrete in the early 2000s; and the Delgany Line on the west, which was constructed of reinforced rolled-concrete in 1979 . Denver's earliest sewers were constructed with brick, which was the standard material for sewer lines over 24 inches in diameter from the 1880s to 1937. Concrete became the preferred material for constructing sewer systems by 1938. The underground brick-lined portion of the Delgany Common Line is approximately 78 inches in diameter and was constructed in 1937 with three concentric rings of brick set in a cradle of rubble that rested on a concrete base. It crosses under I-70 passing the west side of the Stadium Arena/Hall of Education, crosses under the Chicago Burlington & Quincy (today the Burlington Northern Santa Fe) railroad tracks, and passes between two buildings on 4680 and 4700 National Western Drive (east of the road), under National Western Drive and a spur railroad track, and then on the east side of to the 4647 National Western Drive, to the east banks of the South Platte River. At this point, the 1937 above-ground extension of the Delgany Common Line, begins and runs parallel to the 1979 Delgany Line on the west, until the termination point near E. 50th Ave., where it was piped under the river to the former site of the North Side waste water treatment plant until 1967. The above-ground portion also includes Lift Station No. 5 on the north end of the site behind the buildings at 5055 West River Drive (Denver Rock & Island Railroad office).

7. **Original use:** Water conveyance - sanitary sewer line
8. **Current use:** Water conveyance - sanitary sewer line
9. **Modifications (describe and include dates):**

   This segment of the Delgany Street Sewer Extention was originally constructed of brick in 1937 as combined sanitary/wastewater sewer line, but it was partially reconstructed in the early 2000s. The top half of the brick-lined sewer was removed to install 1,600 linear feet of new 72-inch diameter HOBAS fiberglass pipe covered by reinforced concrete between I-70 and 50th Avenue. This section originally included a 750-foot long curve with a total deflection angle of nearly 47 degrees. Ten-foot pipe sections were used to realign this curve in the reconstruction project. With the closure of the North Side plant at 51st and Franklin, these lines were rerouted in 1967 to the interceptor further up the river. This segment of the Delgany Street Sewer Extension was also converted from a combined sanitary/waste water sewer to a sanitary sewer. Both the Delgany Common Line and the Delgany Line of the Delgany Street Sewer Extention undergo regular maintenance. A 1929 map of the stockyards shows a 78-inch diameter brick sewer in the same location as this sewer segment, however there is no other record of a sewer line in this location in 1929, and Metro Wastewater records indicate that this segment was constructed in 1937.

10. **Extent of Entire Resource:**

    This brick sewer line is part of an extensive network of sanitary sewers that convey wastewater in the City of Denver. The Delgany Interceptor (including the Delgany Street Sewer Extention), in its entirety, runs from approximately 15th St. and Delgany St. to the termination point of this segment on the east bank of the South Platte River, in the National Western Stock Show Complex. Some portions have been reconstructed and realigned, such as the section behind Union Station that used to run along Wewatta Street. This segment is 1,877 feet in length and extends from the north side of I-70 to the east bank of the South Platte River at approximately 50th Ave.

11. **Associated Artifacts:** N/A

12. **Associated Features or Resources:**

Many segments of Delgany Sewer have been surveyed within the City and County of Denver during the past 6 years. Previously recorded segments include: 5DV.4725 - Entire Linear Resource; 5DV.4725.1 - Delgany Street Public Sanitary Sewer, 15th St. and Delgany Street to 31st Street and Arkins Court; 5DV.4725.2 - Segment of Delgany Sewer Line, segment which runs under 29th Street near Arkins Court; 5DV.4725.3 - Segment of Delgany Sewer under Wewatta Street; 5DV.4725.4 - Delgany Common Interceptor Sewer, segment extends from 31st Street at Arkins Court to 48th Ave behind the South Platte River (immediately south of segment 5DV.4725.7, recorded in this form); 5DV.4725.5 - Delgany Interceptor Sewer, segment that runs from Speer Boulevard to 16th Street; and 5DV.4725.6 - Delgany Street Public Sanitary Sewer, segment south of I-70 that runs southwest parallel to the South Platte River and beneath Globeville Landing Park.

III. Research Information

13. **Architect/Engineer:** City of Denver, Public Works Department Engineers

Source(s) of information Keeley, Gail, "Denver's Brick Sewers," prepared for the Colorado Department of Transportation, Region 6 (2012).

14. **Builder:**

Source(s) of information:

15. **Date of Construction/Date Range:** 1937-1979

Source(s) of information: Phone interview with Mark Flatt, Transmission System Division Head at Metro Wastewater Reclamation District, 10/17/2017. Brick-lined portions were constructed in 1937 as part of the Delgany Street Sewer Extention project, and the Delgany Line was constructed in 1979.

16. **Historical/Archival Data:**

The City began constructing the brick Delgany Street Public Sanitary Sewer System in 1892 to accommodate the growth of Denver and collect waste from the outlying areas of Denver. The sewer was a significant public works project in Denver at the time it was built, with some segments 94 inches in diameter. The Delgany Street Public Sanitary Sewer began at Stout Street and 11th Street and followed 11th Street to its intersection with Delgany Street, at which point it followed Delgany Street until it discharged into the South Platte River at 31st Street. As Denver grew, more flow was going through the downstream end of the sewer lines closest to the South Platte River discharge point. To accommodate the flow from the ever expanding city, a larger sewer that had the capacity to collect the increasing amounts of waste from outlying areas was needed. The Delgany Street Sewer Extension was completed in 1895, and was designed as a combined sanitary and storm water sewer to transport collected waste farther outside of the city. This temporarily addressed the immediate concern of sewage discharge too close to the city. By the 1930s, attention was again focused on the health issues from having sources of drinking water contaminated by sewage disposal. By this time the Delgany Street Sewer Extension had dumped collected sewage and storm run-off into the South Platte River at 46th Street for 35 years. A 1932 report by the Colorado Department of Health linked the pollution of the river to cases of typhoid fever and dysentery in locations downstream of the sewage outlet, and recommended that a sewage treatment plant be constructed. Eventually, the State Board of Public Health ordered the City to discontinue its present system of dumping sewage into the South Platte River. By October 1935, a 30-acre site on the west side of the South Platte River at 51st Ave. and Franklin Street was selected for the location of the sewage disposal plant. The engineering firm of Black & Veatch was awarded the contract to prepare the plans and specifications for the sewage plant and construction began in July 1936. It was completed in 1937 and the project was associated with this segment of Delgany Street Sewer Extension (5DV.4725.7). By July 1938, the plant was processing about 38 million gallons of sewage per day. In 1961 a new sanitation district formed; the Metropolitan Denver Sewage Disposal District Number 1 , now known as the Metro Wastewater Reclamation District (Metro Wastewater), which serves the district of Denver and surrounding suburbs. In 1964, Metro Wastewater planned to construct a new wastewater treatment plant, north of the South Platte treatment facility which was eventually redeveloped as North Side Park. With the new treatment facility, the City started new and innovative programs for wastewater treatment when groundbreaking of the site occurred in 1964. In 1967, the new treatment plant opened and collected most of the wastewater in metro Denver. By 1972, the hydraulic capacity of plant had been exceeded, even though it was treating 100 million gallons a day. In May 1974, Metro Wastewater began to construct a new plant next to the 1967 facility to increase the capacity of the plants. This facility became known as the South Plant, which was also recognized as an innovative plant using recent technology, and a leader in research and development to use wastewater solids for soil amendments. In the early 2000s, Metro Wastewater Reclamation District -- Engineering Department and Burns & McDonnell Engineering Company were the project designers for the reconstruction of the above-ground brick-lined portion of the Delgany Street Sewer Extension.

Linear Component Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

(Unless otherwise indicated, sources used in the preparation of this section included state highway maps, the Denver's Brick Sewers Historic Context by Gail Keeley, and site forms for previously surveyed resources in Compass when available.)

17. **Cultural Affiliation and Justification:**

Euro-American

IV. Management Recommendations

18. **Eligibility of Entire Resource:**

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

Remarks/Justification:

Based on the determinations of previously recorded segment 5DV.4725.3, the entire linear resource was determined to be officially eligible by SHPO on 1/18/2006.

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

☐ Supporting ☑ Non-supporting ☐ Not applicable

Remarks/Justification:

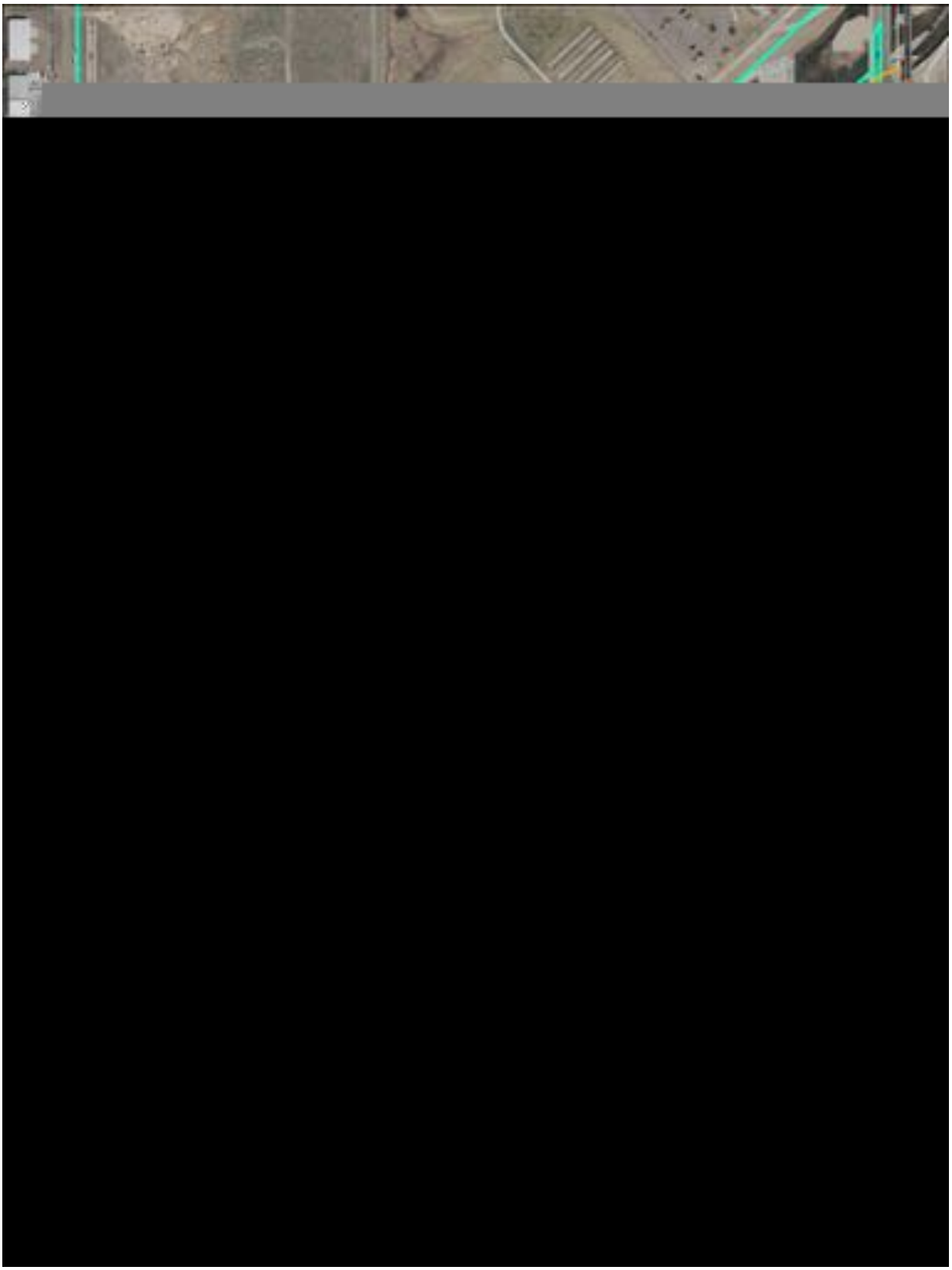
The 1937 above-ground segment, which is the only visible segment that is historic, has been significantly altered through partial reconstruction. Since the importance of brick sewer lines is primarily associated with their workmanship (Keeley, 2012), this segment is non-supporting of the entire linear resource because it has not retained sufficient integrity.

20. **Recorder(s)** Dianna Litvak and Lauren Rasmussen, Mead & Hunt, Inc. 21. **Date:** 11/1/2017

History Colorado - Office of Archaeology Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

Linear Component Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**



Sketch Map

Linear Component Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

USGS Quad Map

Linear Component Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

Address: East Side of South Platte River Between I-70 and 5055 W. River Drive

Photographer: K. Ohland **Photograph Date:** September 2017

View of Delgany main line (north end of segment), towards the north

View of Delgany main line (north end of segment), towards the south

Linear Component Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

Address: East Side of South Platte River Between I-70 and 5055 W. River Drive

Photographer: K. Ohland **Photograph Date:** September 2017

View of pump structure where pipe goes under the river, towards the north

View of Delgany main line (middle of segment), towards the northeast

Linear Component Form

Resource Number: 5DV.4725.7 **Temporary Resource Number:**

Address: East Side of South Platte River Between I-70 and 5055 W. River Drive

Photographer: K. Ohland **Photograph Date:** September 2017

View of Delgany main line (south end of segment), towards the north