
Historic Resources Survey
US 6 and Wadsworth Boulevard, Lakewood, Colorado

FINAL



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ABSTRACT

In November 2007, and February and March 2008, personnel from TEC Inc. (TEC) conducted a Class III cultural resources inventory of approximately 238 acres in Sections 2, 3, 10, and 11 of Township 4 South, Range 69 West for Colorado Department of Transportation (CDOT) Region 6, in connection with proposed road improvements at US 6 and Wadsworth Boulevard in Lakewood, Jefferson County, Colorado. The inventory was conducted to identify, document, and evaluate cultural resources within the project area with regard to their potential eligibility for nomination to the National Register of Historic Places (NRHP) as outlined by the National Historic Preservation Act (NHPA).

A total of 275 cultural resources are located within the boundaries of the project area. Of these, 156 resources were constructed in or before 1965. The date 1965 was chosen because it is CDOT's standard practice to evaluate historic resources that are 45 years or older in order to allow for a period for completion of final design and construction for the proposed project. Eighteen of the 156 pre-1966 historic resources have been previously surveyed and evaluated. Due to changes to the resources, or to augment or correct existing inventory forms, 13 of these 18 historic resources were resurveyed in this inventory. The remaining 5 resources not resurveyed have previously received official determinations of eligibility and did not warrant additional survey. Therefore, a total of 151 cultural resources (156 resources minus the 5 resources not resurveyed) were surveyed in this inventory. These 151 resources consist of 137 architectural resources, 7 landscape features, and 7 linear resources.

Results of this cultural resources inventory recommend that 9 historic resources are individually eligible for nomination to the NRHP. Additionally, three potential historic districts have been identified within the project area. The recommended Lakewood School Historic District consists of 7 buildings and structures and 2 landscape features that are recommended as contributing resources, and 10 buildings and structures and 5 landscape features are recommended as noncontributing to this potential historic district. The recommended Green Acres Historic District includes 20 contributing buildings and 10 noncontributing buildings within the project area. Finally, the recommended Meadowlark Hills Historic District includes 10 contributing buildings and one noncontributing building within the project area. The remaining historic resources surveyed in this inventory consist of 70 architectural resources and 7 linear resources, and all of these are recommended to be not eligible for nomination to the NRHP.

Due to a high level of disturbance, it is unlikely that any important, intact archaeological resources would be located in the project area. A field reconnaissance was conducted to verify that no undisturbed areas with archaeological potential were present in the project area, and none were found.

Potential impacts to surface and subsurface paleontological resources were evaluated. No fossils were observed within the study area during the field survey, no reports of fossils from within the study area were found in the literature reviewed for this study, and no records of fossils from within the study area were found during the museum record searches conducted for this study. However, there are numerous reports of fossils from the Denver Formation and Pleistocene-age surficial deposits in the scientific and technical literature, and numerous recorded museum localities from the Denver area. When the project design plans are finalized, the CDOT Staff Paleontologist should examine them and determine the extent of impact to the bedrock Denver Formation, and the scope of paleontological monitoring, if any, is required.

ACRONYMS

APE	Area of Potential Effects
CDOT	Colorado Department of Transportation
CSG	Concrete Slab and Girder bridge
D&IM	Denver and Inter-Mountain Railway
DL&G	Denver, Lakewood, and Golden Railroad
DOP	Denver Ordnance Plant
DTC	Denver Tramway Company
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
ROW	Right-of-way
RTD	Regional Transportation District
SH	State Highway
SHPO	State Historic Preservation Officer
USGS	United States Geological Survey
WGK	Welded Girder Composite
WPA	Works Progress Administration

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TABLE OF CONTENTS

ACRONYMS iii

1.0 INTRODUCTION 1

2.0 ENVIRONMENT 4

 2.1 Reconnaissance Survey Results 7

3.0 CULTURAL HISTORY AND PREVIOUS WORK 23

 3.1 Historic Context 27

4.0 METHODS AND PROCEDURES..... 45

 4.1 Architectural Survey 47

5.0 RESULTS 57

 5.1 Individually Recommended NRHP-Eligible Resources 57

 5.2 Eligible Resources in Recommended Historic Districts 62

 5.3 Resources Recommended Not Eligible for the NRHP..... 79

6.0 SUMMARY AND CONCLUSIONS 84

7.0 BIBLIOGRAPHY 98

APPENDIX A Site Map of Project Area

APPENDIX B Architectural Inventory Forms: Recommended Eligible Properties

APPENDIX C The Lakewood School Historic District

APPENDIX D Green Acres Historic District

APPENDIX E Meadowlark Hills Historic District

APPENDIX F Architectural Inventory Forms: Recommended Non-Eligible Properties

APPENDIX G Management Data and Linear Component Forms

APPENDIX H Paleontology Report

List of Figures

Figure 1. Project Area.....3
Figure 2. US 6 and Wadsworth Interchange, looking northwest.....8
Figure 3. Sound wall due south of US 6 along US 6 Frontage Road8
Figure 4. Wadsworth Boulevard, looking south toward the US 6 Interchange.....9
Figure 5. Discontinuous sidewalk along the east side of Wadsworth Boulevard between 8th
and 9th Streets.....9
Figure 6. Extant railroad (5JF817.7) rails along 13th Avenue to the west, at left, and to the east,
at right, of Wadsworth Boulevard.....9
Figure 7. Undeveloped area, looking southeast toward Highland Drive from Wadsworth Boulevard10
Figure 8. Residential ditch along 6th Avenue Frontage Road.....10
Figure 9. Lakewood Gulch Culvert, west of Wadsworth Boulevard.....11
Figure 10. A portion of this office building, 900 Wadsworth Boulevard (5JF4523), dates to 191612
Figure 11. 700 Wadsworth Boulevard (5JF4536), 1947, a Ranch style commercial building12
Figure 12. 1200 Wadsworth Boulevard (5JF4518), 1950, a Ranch style commercial building.....13
Figure 13. Sinclair Gas Station, 401 Wadsworth Boulevard (5JF4586), 1958.....13
Figure 14. 699 Wadsworth Boulevard(5JF4561), 1961.....14
Figure 15. Restaurant, 7615 5th Avenue (post-1965, not surveyed).....14
Figure 16. 845 Wadsworth Boulevard (post-1965, not surveyed).....14
Figure 17. Motel, 480 Wadsworth Boulevard (post-1965, not surveyed).....15
Figure 18. 7625 5th Avenue (post-1965, not surveyed).....15
Figure 19. 815 Wadsworth Boulevard (post-1965, not surveyed).....15
Figure 20. Wal-Mart building, 440 Wadsworth Boulevard (post-1965, not surveyed).....15
Figure 21. Bank, 7575 5th Avenue (post-1965, not surveyed).....16
Figure 22. Office Building, 941 Wadsworth Boulevard (post-1965, not surveyed)16
Figure 23. Office Building, 7717 Frontage Road (post-1965, not surveyed).....16
Figure 24. New America School (5JF4512, Building 1), ca. 1932-34.....17
Figure 25. Jefferson County Open School, (5JF4512, Building 2), 192717
Figure 26. Jefferson County Open School (5JF4512, Building 5), 1968-7017
Figure 27. Theater, Jefferson County Open School, (5JF4512, Building 8), 1996.....17
Figure 28. Residence, 765 Emerald Lane (5JF4532), 1913.....18
Figure 29. 1230 Wadsworth Boulevard (5JF4513), 1928.....19
Figure 30. 7423 West 6th Avenue (5JF3549), 1939.....19
Figure 31. 7400 West 6th Avenue (5JF4566), 1937.....19

Historic Resources Survey, US 6 and Wadsworth Boulevard, Lakewood, CO

Figure 32. 7433 6 th Avenue Frontage Road (5JF4542), 1940.....	20
Figure 33. 7500 Broadview (5JF4537), 1947.....	20
Figure 34. 710 Wadsworth Boulevard (5JF4535), 1951.....	21
Figure 35. 701 Park Lane (5JF4545), 1955	21
Figure 36. 580 Dudley Street (5JF4597), 1955.....	21
Figure 37. Multi-family residence, 550 Webster (5JF4570), 1961.....	22
Figure 38. Single-family residence, 7555 Highland (post-1965, not surveyed).....	22
Figure 39. Valentine Deviny’s brick house in the forefront with his frame house in the background.....	31
Figure 40. The Deviny Station at 13 th Avenue and Wadsworth Boulevard, ca. January 1945.....	33
Figure 41. The Morningside spur at the DOP and US 6, ca. 1940s.....	35
Figure 42. The ruins in the northwest cloverleaf (5JF4510) of the US 6 and Wadsworth Boulevard Interchange	37
Figure 43. The Lakewood School, built in 1892.....	40
Figure 44. The 1927 Lakewood School building.....	40
Figure 45. The former Lakewood School building (5JF4512) at 1015 Wadsworth Boulevard.....	41
Figure 46. 7395 West 6 th Avenue Frontage Road (5JF3548).....	57
Figure 47. 7423 West 6 th Avenue Frontage Road (5JF3549).....	58
Figure 48. 7433 West 6 th Avenue Frontage Road (5JF4542).....	58
Figure 49. 8125 West 6 th Avenue Frontage Road (5JF4563).....	59
Figure 50. 7558 West 9 th Avenue (5JF3554).....	59
Figure 51. 401 Wadsworth Boulevard (5JF4586).....	60
Figure 52. 700 Wadsworth Boulevard (5JF4536).....	60
Figure 53. 1215 Wadsworth Boulevard (5JF4511).....	61
Figure 54. 1230 Wadsworth Boulevard (5JF4513).....	62
Figure 55. Building 1 (5JF4512).....	63
Figure 56. Building 2 and Building 7 (5JF4512)	64
Figure 57. 660 Park Lane (5JF4551)	66
Figure 58. 705 Emerald Lane (5JF4529)	67
Figure 59. Recommended Green Acres Historic District.....	71
Figure 60. Meadowlark Hills Neighborhood.....	76
Figure 61. Recommended Meadowlark Hills Historic District	78

List of Tables

Table 1. Previously Conducted Cultural Resource Surveys within Project Area.....23

Table 2. Previously Recorded Sites Located within Project Area.....24

Table 3. Reevaluated Resources within the Project Area.....47

Table 4. Resources Built In or Before 1965 within the Project Area, Not Previously Recorded.....50

Table 5. Recommended Green Acres Historic District, Resources within the Project Area.....68

Table 6. Recommended Green Acres Historic District, Key to Figure 59.....72

Table 7. Identified House Models in the Meadowlark Hills Subdivision.....74

Table 8. Meadowlark Hills Recommended Historic District, Resources within the Project Area.....75

Table 9. Total Pre-1966 Resources in the Project Area and NRHP Recommendations85

Table 10. Inventory Data of Architectural Resources that are Recommended NRHP-Eligible.....86

Table 11. Inventory Data of Recommended Lakewood School Historic District, Site 5JF451286

Table 12. Inventory Data of Architectural Resources within the Recommended
Green Acres Historic District..... 88

Table 13. Inventory Data of Architectural Resources within the Recommended
Meadowlark Hills Historic District.....90

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible91

Table 15. Linear Resources within the Project Area.....96

Table 16. Inventory Data of Previously Surveyed Architectural Resources, Not Resurveyed.....96

1.0 INTRODUCTION

The CDOT proposes to improve the interchange of US 6 and Wadsworth Boulevard in Jefferson County, Colorado. As part of an Environmental Assessment, and in compliance with Section 106 of the NHPA, TEC performed a Class III cultural resources inventory of the proposed project area. The purpose of the inventory was to identify any cultural resources within the proposed project area that might be eligible for the NRHP. A paleontological resources assessment was also conducted to assess potential for the project to impact paleontological resources. Fieldwork was conducted by Carrie K. Schomig, Architectural Historian; Jennifer E. Bryant, Historian; and Paul C. Murphey, Paleontologist.

The project area is centered on the intersection of US 6 and Wadsworth Boulevard, extends along the Wadsworth Boulevard corridor between 3rd Avenue and 14th Avenue, and along 6th Avenue Frontage Road/US 6 between Garrison Streets and Saulsbury Streets. It includes approximately 238 acres in Sections 2, 3, 10, and 11, Township 4 South, Range 69 West, in Jefferson County, Colorado (Figure 1) (see Appendix A for a detailed parcel map of the project area). The project area can be found on the Fort Logan, Colorado, USGS 7.5' topographic quadrangle. The majority of the inventory was conducted on privately owned lands within the city of Lakewood, Colorado.

A total of 275 cultural resources are located within the boundaries of the project area. Of these, 156 historic resources were constructed in or before 1965 and a total of 151 cultural resources (156 resources minus the 5 resources that were not resurveyed) were surveyed in this inventory. Five of the resources that were not surveyed have been officially determined not eligible for nomination to the NRHP, are being managed under the Regional Transportation District's (RTD) West Corridor Light Rail project (ongoing), and were therefore not resurveyed in this report. The total 151 cultural resources surveyed consist of 137 architectural resources, 7 landscape features, and 7 linear resources. (See Section 6.0 for tables showing resources sorted by quantity, resource group, and NRHP recommendations.)

The 137 architectural resources surveyed are of a variety of residential and commercial buildings constructed between 1913 and 1965, with the majority of these buildings built during the 1950s and 1960s. All seven landscape features identified in the project area are located within the proposed Lakewood School Historic District, a school property owned by the Jefferson County Historic District. These landscape features consist of playing fields, walkways and plant beds, fences, and parking lots. The seven linear resources identified in the project area consist of a former railroad line, an irrigation

ditch, US 6, Wadsworth Boulevard, the US 6 overpass at Wadsworth Boulevard, and two concrete culverts.

The project area is developed, and most natural areas have been disturbed. It is, therefore, unlikely that any important, intact archaeological resources would be located in the project area. A field reconnaissance was conducted to verify that no undisturbed areas with archaeological potential were present in the project area, and none were found. Additionally, a file and literature search was conducted with the Colorado Historical Society's Office of Archaeology and Historic Preservation (OAHP), and no significant archaeological remains (that is, those that are nominated or eligible to be nominated on the National Register of Historic Places [NRHP]) have been identified in the project area. As no significant archaeological resources will be affected by the proposed undertaking, no further archaeological investigation is warranted or planned, and archaeological resources will not be analyzed further.

Potential impacts to surface and subsurface paleontological resources were evaluated. No fossils were observed within the study area during the field survey, no reports of fossils from within the study area were found in the literature reviewed for this study, and no records of fossils from within the study area were found during the museum record searches conducted for this study. However, there are numerous reports of fossils from the Denver Formation and Pleistocene-age surficial deposits in the scientific and technical literature, and numerous recorded museum localities from the Denver area. When the project design plans are finalized, the CDOT Staff Paleontologist should examine them and determine the extent of impact to bedrock Denver Formation, and the scope of paleontological monitoring, if any, is required (see Appendix H for Paleontological Report).

Historic Resources Survey, US 6 and Wadsworth Boulevard, Lakewood, CO

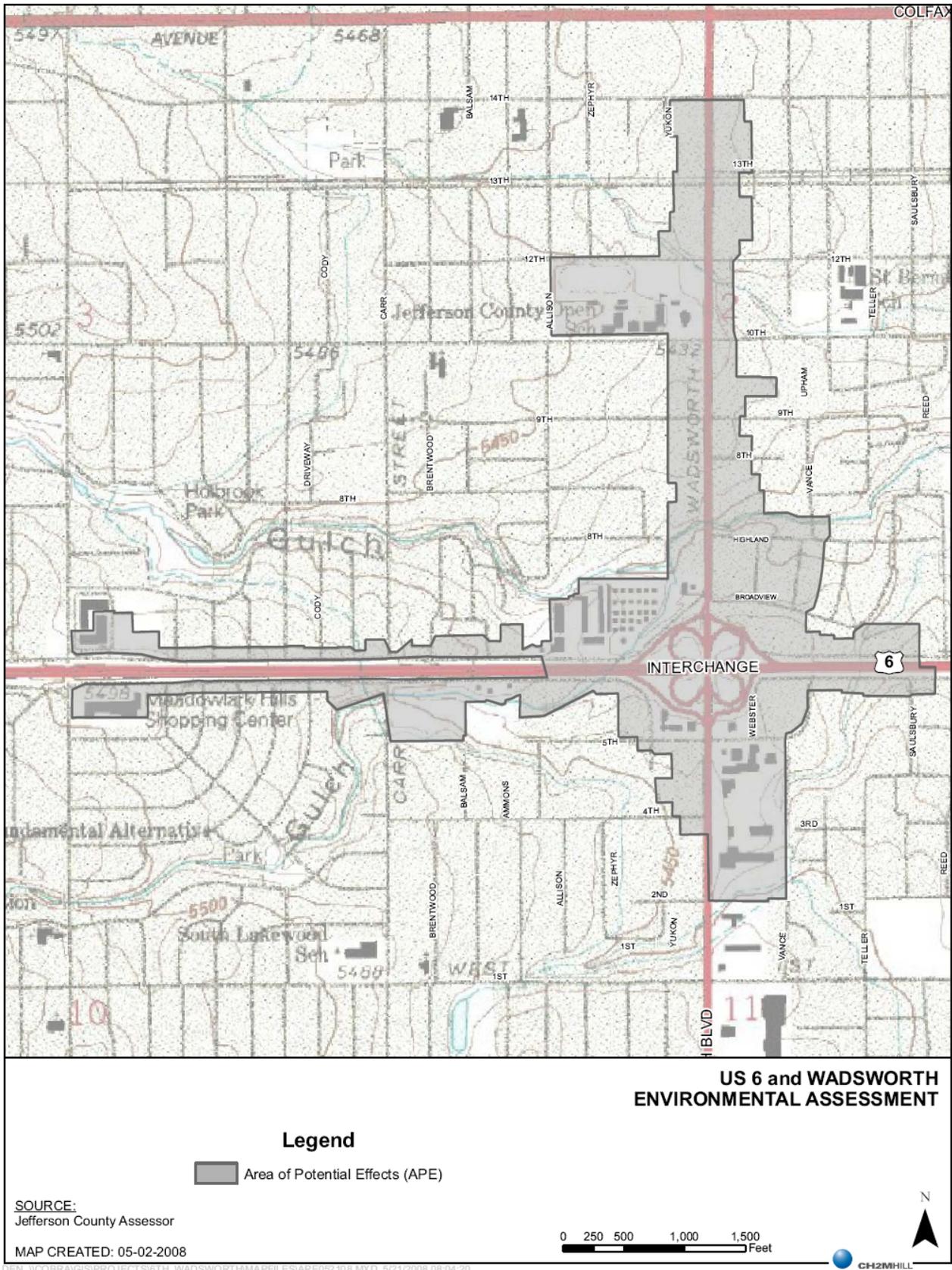


Figure 1. Project Area

2.0 ENVIRONMENT

The project area is located in Lakewood, Colorado, and following the roadway corridors of US 6 between Saulsbury and Garrison Streets and Wadsworth Boulevard between 3rd Avenue and 14th Avenue. The project area and Area of Potential Effects (APE) was developed in consultation with the CDOT Region 6 Historian, the Colorado Historical Society's OAHP Compliance Coordinator, and other interested parties. The APE was developed based on the footprint of CDOT's anticipated project improvements. CDOT has established the APE considering the following factors:

- Parcels fronting the west side of Wadsworth Boulevard are deep (300 feet), and potential direct, visual, and noise effects from improvements along this portion of Wadsworth Boulevard would be limited to this first row of properties.
- Many of the parcels fronting the east side of Wadsworth Boulevard also are 300 feet deep, and impacts would be within the first row for these properties. In cases where the properties were less than 200 feet, the first two rows of properties were included in the APE to account for the potential impacts to a second row property if the first row property was removed.
- The Jefferson County Open School property on the west side of Wadsworth Boulevard between 10th and 12th Avenues contains 17 buildings and structures and 7 landscape features, most of which will not be affected by the project. In the interest of adding to the public historical record, however, CDOT (and TEC) surveyed the whole property in this inventory.
- Access to/from residential neighborhoods from Wadsworth Boulevard will not likely change. (Access to commercial properties, which are included in the APE, could change)
- Substantial right-of-way (ROW) in the western quadrants of the interchange provides adequate area for project improvements to the ramps within existing ROW.
- ROW in the eastern quadrants of the interchange is not likely sufficient to accommodate project improvements. The APE includes an area that would allow for ramp lengths that would meet design speed standards. The APE extends to along Park Avenue and Broadview Drive north of the interchange to account for potential changes to access for the properties located between the US 6 frontage road and Broadview Drive. Noise walls are present along US 6 in the area east of the interchange, and no change to noise or visual conditions would be expected from project improvements.
- The western terminus for project improvements is Garrison Street. Although physical improvements to US 6 are not included in the scope of this project, changes to frontage road

operations and/or addition of sound walls could occur and influenced the extension of the APE along the first row of properties fronting the US 6 frontage roads.

The project area and APE encompasses approximately 238 acres situated on the plains grasslands along the Front Range of eastern Colorado, an area generally referred to as the Colorado Piedmont section of the Great Plains (Fenneman, 1931; Thornbury, 1965). Elevations within the project area range from approximately 5,410 (1,648 meters) feet to 5,446 (1,659 meters) feet. The McIntyre Gulch runs north and south of US 6 and crosses underneath the highway in a concrete culvert. Lakewood Gulch and Dry Gulch both run east-west within the project area and cross underneath Wadsworth Boulevard in a concrete culvert and a pipe, respectively. The South Platte River is located three and one-half miles east of the project area.

The climate is described as “middle-latitude cool steppe,” characterized by low humidity, sparse rainfall, moderate to high winds, abundant sunshine, and a fairly large range in annual temperatures from an average of 24-29 degrees Fahrenheit in January to an average of 74 degrees Fahrenheit in July. Precipitation in the project area falls mainly as rain or snow between April and September and ranges from 12 to 18 inches annually (Fenneman, 1931; Thornbury, 1965).

The project area falls within the Grama-Buffalo Grassland vegetation community, as illustrated by Kuchler (1964, 1975), and can generally be described as a combination of grasslands and localized wetlands. At the time of the survey, most of the project area was under landscaping and asphalt, and exhibited no native community species. However, those areas left uncultivated exhibited a mixture of grass species. Animal species known to inhabit the area include prairie dog, cottontail rabbit, coyotes, foxes, badgers, and weasels. Raptors such as owls, hawks and eagles are occasionally seen in the general area. The grasslands and riparian corridors along South Platte provide habitat for a number of migratory birds including robins, western kingbirds, and vesper sparrows. In addition, hawks, magpies, meadowlarks, and ravens may be present (Kuchler, 1964; Kuchler, 1975).

Built Environment

The project area’s manmade environment surrounding the interchange of US 6 and Wadsworth Boulevard consists of single- and multi-family residential and commercial development. Wadsworth Boulevard runs north-south through the center of the project area and US 6 runs east-west. US 6 is a six-lane thoroughfare with a central divider, while Wadsworth Boulevard is a four-lane roadway with central turn lanes and without sidewalks through much of the project area. Along Wadsworth Boulevard, the project

area consists of light-density commercial development fronting Wadsworth Boulevard. Both multi-family and single-family residential development fills out the blocks along the east-west side roads running away from Wadsworth Boulevard. A large school complex, the Jefferson County Open School, fronts Wadsworth Boulevard between 10th and 12th Avenues. Small areas of undeveloped land are located east of Wadsworth Boulevard and north of US 6.

The western extension of the project area is comprised by the frontage roadway, US 6, which is actually two separate roadways that run parallel and adjacent to the north and south of US 6. The project area includes the parcels that immediately front these roadways, ending at Garrison Street at the western terminus of the project area. This western extension portion of the project area consists of single-family residential subdivisions and a few commercial developments.

The results of the preliminary Reconnaissance Survey (Section 2.1, below) describes the existing conditions of the project area in greater detail. The site map included in Appendix A provides a detailed aerial image of the project area. The site map illustrates parcel boundaries, site numbers, and approximate ages of buildings for surveyed properties within the APE (Jefferson County Assessor Records, 2008).

2.1 RECONNAISSANCE SURVEY RESULTS

Development within the project area has been closely associated with Wadsworth Boulevard and US 6, the two major thoroughfares within the project area. The project area developed slowly but steadily during the early twentieth century, peaking during the 1940s, 1950s, and 1960s, and slowing and leveling off from the 1970s until the present. The first buildings were small, residential structures located at the north end of the project area along the Wadsworth Corridor and adjacent to US 6. Many of the buildings in the current project area date to the 1940s, but there are fewer commercial buildings than residential buildings from the 1940s. This may be due to the fact that the commercial buildings along Wadsworth Boulevard have experienced a much higher rate of replacement than the housing, which remains largely unaltered and intact.

The project area can be effectively divided into five zones of development. The first zone consists of the transportation development, which includes all of the primary and secondary automobile roadways and highways. The second zone encompasses the non-transportation oriented landscape features within the project area. The third zone is the commercial corridor that flanks both sides of Wadsworth Boulevard and portions of US 6 and 6th Avenue Frontage Road. This zone includes development ranging from small family-run businesses to large, national chain stores. The fourth zone consists of the Jefferson County Open School complex of buildings, which occupies the block between 10th and 12th Avenues on the west side of Wadsworth Boulevard. The fifth zone is comprised of a wide variety of residential development throughout the project area, including areas east and west of Wadsworth Boulevard, the Wadsworth and US 6 Interchange, and abutting US 6 and 6th Avenue Frontage Road west of the interchange.

A. Transportation features

The transportation features within the project area include a US highway, major and minor urban arterials, and local roads. Running east-to-west, US 6 is a high-speed, six-lane expressway that crosses over Wadsworth Boulevard on an elevated overpass (Figure 2). US 6 is a limited access highway that has little direct relationship with the buildings and structures within the surrounding project area. The highway is flanked by sound-walls (Figure 3) at the eastern portion of project area, east of Wadsworth Boulevard. The grade of the US 6 roadway bed is elevated above Wadsworth Boulevard and the surrounding project area where it approaches the overpass at Wadsworth Boulevard. The project area along 6th Avenue Frontage Road west of the US 6 and Wadsworth Interchange is split into two roadways separate from, and north and south of US 6. Both of these roadways are named the same, 6th Avenue Frontage Road. Each

is a two-lane roadway primarily used for access to residential neighborhoods north and south of US 6 and also to commercial areas south of US 6.



Figure 2. US 6 and Wadsworth Boulevard Interchange, looking northwest



Figure 3. Sound wall due south of US 6 along 6th Avenue Frontage Road

On a smaller scale than US 6, Wadsworth Boulevard is a major north-south regional transportation route in the City of Lakewood, with minor roads branching from it to the east and west at almost every city block (Figure 4). The exit ramps branching off US 6 to Wadsworth Boulevard have a cloverleaf design with semi-circular curving on- and off-ramps. Wadsworth Boulevard is a five-lane, north-south arterial with signalized and visualized intersections. It is divided into two lanes in each direction and two center turning lanes within the project area. There are only three signaled intersections along Wadsworth Boulevard between 3rd and 14th streets. Wadsworth Boulevard's center turning lane provides access to the secondary roads and numerous noncontiguous commercial parking lots. Pedestrian sidewalks exist in discontinuous segments along Wadsworth Boulevard (Figure 5).

The secondary, intersecting streets to the east and west of Wadsworth Boulevard are extensions from the numbered grid of streets of Denver, to the east, and are predominantly residential streets.



Figure 4. Wadsworth Boulevard, looking south toward the US 6 Interchange



Figure 5. Discontinuous sidewalks along the east side of Wadsworth Boulevard between 8th and 9th streets

The rails from the former Denver and Intermountain Railroad (also formerly Denver, Lakewood, & Golden, and later the Associated Railroad) ran east-to-west down the center of 13th Avenue (Figure 6). Although many of the railroad's ties and rails were removed, there are still remnants of extant rails in this area.



Figure 6. Extant railroad rails (5JF817.7) along 13th Avenue to the west, at left, and to the east, at right, of Wadsworth Boulevard

B. Landscape Features

The majority of the project area has been developed, and there are several notable manmade landscape features. A few small areas of undeveloped property are located north of US 6 along the east side of Wadsworth Boulevard. The largest undeveloped area appears to be associated with the residences along the east side of Wadsworth Boulevard south of Highland Drive (Figure 7). This area is overgrown with trees and shrubbery and does not appear to display a landscape plan of any kind. Open irrigation ditches are present within the residential neighborhoods developed in the 1930s and 1940s throughout the project area (Figure 8). The ditches run alongside the roadways in front of the houses.



Figure 7. Undeveloped area, looking southeast toward Highland Drive, from Wadsworth Boulevard



Figure 8. Residential ditch along 6th Avenue Frontage Road

Three gulches traverse the project area. At the north end of the project area, the narrow Dry Gulch meanders in an approximate east-west direction in the vicinity of 11th Avenue and runs underneath Wadsworth Boulevard in a 7'-4"-wide elliptical pipe that emerges outside of the project area right-of-way (Sellards and Grigg, Inc., 1977). McIntyre Gulch (5JF2268) intersects with Lakewood Gulch (5JF4508.1) and enters the project area from the southwest, turning east toward US 6 just before passing

underneath Wadsworth Boulevard (Figure 9), where it is called Lakewood Gulch. In 1942, a concrete-box culvert (CDOT project F-16-L) was constructed to carry water from McIntyre Gulch under US 6 (Fraser, 2000). The project was part of the paving and expansion of US 6 into a highway to the new Denver Ordnance Plant (DOP).



Figure 9. Lakewood Gulch Culvert, (5JF4508.1) west of Wadsworth Boulevard

C. Commercial Buildings

Nearly all of the commercial establishments in the project area are located along or just off Wadsworth Boulevard. The majority of the commercial buildings in the project area were constructed between 1950 and 2000, and most of these date to the 1960-2000 era. Several of the 1920s and 1930s residences facing Wadsworth Boulevard in the project area have been converted to commercial uses (see Residential Buildings, below). No commercial buildings date to the 1940s and only a few to the 1950s.

1920s and Earlier Commercial Property Types

According to Assessor record data, only one pre-1920 commercial structure exists within the project area. Originally built in 1916, this building is located on the east side of Wadsworth Boulevard at 9th Avenue, and appears to have sustained a least one substantial addition and currently lacks integrity to the original form of the building (Figure 10). No 1920s commercial properties are located in the project area.



Figure 10. A portion of this office building, 900 Wadsworth Boulevard (5JF4523), dates to 1916

1930s Commercial Property Types

According to Assessor record data, most of the five ca.1930s buildings within the project area that are currently used as commercial establishments were originally built as residential buildings. In most cases, these former residences retain their original overall form, and consequently these building types have been categorized as residential structures (see below). No buildings that were originally built for commercial uses during the 1930s have been identified within the project area.

1940s Commercial Property Types

Assessor record data indicates that nearly all current commercial structures built in the 1940s were originally built as residences (Figure 11).



Figure 11. 700 Wadsworth Boulevard (5JF4536), 1947, a Ranch style commercial building

1950s Commercial Property Types

There are only a few ca. 1950s commercial buildings within the project area. These buildings display Ranch or International Style architectural influences by their low, single-story height, low-pitched roofs, and lack of ornamentation (Figure 12). While most of these buildings appear to have sustained numerous repairs with non-original materials, a 1958 Sinclair gas station, located at the west side of Wadsworth

Boulevard at 4th Avenue, appears to be the most intact example of a commercial building from the 1950s era in the project area (Figure 13).



Figure 12. 1200 Wadsworth Boulevard (5JF4518), 1950, a Ranch style commercial building



Figure 13. Sinclair Gas Station, 401 Wadsworth Boulevard (5JF4586), 1958

1960s-present Commercial Property Types

The 1960s and 1970s commercial buildings serve a wide variety of establishments, including a plant nursery, a motel, several restaurants, and several commercial sales and showrooms (Figures 14 through 23). The buildings are larger in size than those of the 1950s within the project area. Moreover, most of these buildings exhibit Modern architectural influences, with an emphasis on functional exterior structures, use of glass and steel, and facades lacking in ornamentation. One exception is a Ranch style restaurant, located at 5th and Wadsworth, which is an example of the horizontal emphasis and low-pitch gable-on-hip roof that was common for the style during the late 1960s (Figure 15). A domed commercial structure along 5th Avenue is an example of a folk contemporary building (Figure 18).

The commercial buildings constructed between 1980 and the present include some of the largest buildings within the project area. A warehouse style commercial building, Wal-Mart, is located at the south end of the project area between 2nd and 4th streets at the east side of Wadsworth (Figure 20). However, most of the post-1980 commercial buildings continue the previous decade's Modern architectural mode, emphasizing lack of applied ornamentation and the continued use of glass and steel. Concrete block

masonry is used both structurally and decoratively. Two large professional office buildings dating to the 1980s to 2000 era exhibit International Style architectural influences with ribbon windows, flat roofs, and lack of architectural ornamentation (Figures 21 and 22). Construction since 2000 has taken place in isolated pockets along Wadsworth Boulevard and also along the north side of 6th Avenue Frontage Road, northwest of the US 6 and Wadsworth interchange (Figure 23).



Figure 14. 699 Wadsworth Boulevard (5JF4561), 1961



Figure 15. Restaurant, 7615 5th Avenue (post-1965, not surveyed)



Figure 16. Nursery, 845 Wadsworth Boulevard (post-1965, not surveyed)



**Figure 17. Motel,
480 Wadsworth Boulevard
(post-1965, not surveyed)**



**Figure 18. 7625 5th Avenue
(post-1965, not surveyed)**



**Figure 19. 815 Wadsworth Boulevard
(post-1965, not surveyed)**



**Figure 20. Wal-Mart building,
440 Wadsworth Boulevard
(post-1965, not surveyed)**



**Figure 21. Bank, 7575 5th Avenue
(post-1965, not surveyed)**



**Figure 22. Office Building,
941 Wadsworth Boulevard
(post-1965, not surveyed)**



**Figure 23. Office Building,
7717 6th Avenue Frontage Road
(post-1965, not surveyed)**

D. School Property Types

The Jefferson County Open School, formerly known as the Lakewood School, is a county-funded charter school located along the west side of Wadsworth between 10th and 12th Avenues. The school property also includes a second school, the New America School, which leases the building from Jefferson County. The New America School building (Figure 24) was originally part of the Lakewood School, fronting on Wadsworth Boulevard. It was built in 1932-34 to replace the previous 1892 school building. The replacement school building was designed to evoke the original 1892 building, but the other new buildings were built in the Art Deco style using polychromatic brick (Figure 25). The Lakewood School

added several buildings in the 1920s and 1930s west of the 1892 building, forming a school complex. During the early 1950s, Memorial Field, a large, grass-covered sports field, was established along the north side of the property south of 12th Street. Later buildings at the Lakewood School complex have the Modern architectural influences of Formalism popular during the 1960s, which is exhibited by their spare, arcaded façade (Figure 26). Recent additions to the complex are a restrained but eclectic mix of architectural styles evoking the materials, colors, and design motifs of the earliest buildings on the site (Figure 27).



Figure 24. New America School (5JF4512, Building 1), ca. 1932-34



Figure 25. Jefferson County Open School, (5JF4512, Building 2), 1927



Figure 26. Jefferson County Open School (5JF4512, Building 5), 1968-70



Figure 27. Theater, Jefferson County Open School, (5JF4512, Building 8), 1996

E. Residential Property Types

The residential buildings in the project area represent construction from the 1910s until the present, but the majority of the housing dates to the 1940s and 1950s. No houses face Wadsworth Boulevard south of US 6, and very few are located facing Wadsworth Boulevard north of US 6. Instead, nearly all of the residential properties are located along the secondary roads that branch to the east and west of Wadsworth. Residential buildings built before 1950 are predominantly modest-sized, single-family dwellings. The housing built between 1950 and 2000 includes both single-family and multi-family residences including apartment buildings and duplexes.

1920s and Earlier Residential Property Types

According to Assessor record data, eight residential buildings in the project area date to the 1902-1920 period. All single-family residences, some of these houses are Craftsman style residences, while others exhibit a combination of styles due to later additions (Figure 28).



Figure 28. Residence, 765 Emerald Lane (5JF4532), 1913

1920s Residential Property Types

Four ca. 1920s houses within the project area are located north and south of US 6 facing or near Wadsworth Boulevard. Architectural styles represented include simplified variants of the English Cottage or Craftsman styles and are clad stucco or brick (Figure 29).



Figure 29. 1230 Wadsworth Boulevard (5JF4513), 1928

1930s Residential Property Types

Ten properties date to the 1930s period. Of these, about half of the houses have been significantly altered with additions and replacement materials. All are modest-sized, single-family dwellings representing a variety of architectural styles, including English Cottage, Mediterranean, and Bungalow with Craftsman style influences (Figures 30 and 31). These buildings are wood frame clad in stucco or brick.



Figure 30. 7423 West 6th Avenue (5JF3549), 1939



Figure 31. 7400 West 6th Avenue (5JF4566), 1937

1940s Residential Property Types

The residential buildings dating to the 1940s within the project area typically are modest-sized, single-family homes. The 1940s houses tend to be positioned farther away from Wadsworth Boulevard, which is likely due to an increase in traffic volume on US 6 and Wadsworth Avenue as the city of Lakewood's population increased. The paving of US 6 in 1942 also encouraged highway ridership during the 1940s, making the quieter areas set back from Wadsworth Boulevard more desirable home sites.

The Minimal Traditional architectural style was the dominant style of the 1940s housing in the project area. This was popular during the Post-War era of the 1940s and 1950s, and is characterized by a boxy floor plan and simple front or side-gabled roof with little or no overhanging eaves (Figure 32). At least one example of an early Ranch style house also exists within the project area (Figure 33). The Ranch style housing type emerged nationwide in the late 1940s and is characterized by its single story, horizontal emphasis with low-pitched roofs, deep eaves, and attached garages.



Figure 32. 7433 6th Avenue Frontage Road (5JF4542), 1940



Figure 33. 7500 Broadview (5JF4537), 1947

1950s Residential Property Types

Residential buildings built during the 1950s in the project area are commonly single-family Ranch style or Split Level building types (Figures 34 and 35). These housing types share similar features such as low-

pitched roofs with overhanging eaves, open floor plans, and attached garages. This property type includes ten single-family, Ranch style houses within the Meadowlark Hills neighborhood, which is located between Carr and Garrison Streets in the project area. These residences display remarkable uniformity in their blonde, red, and brown brick facades, and were all built between 1953 and 1956 (Figure 36).



Figure 34. 710 Wadsworth Boulevard (5JF4535), 1951



Figure 35. 701 Park Lane (5JF4545), 1955



Figure 36. 580 Dudley Street (5JF4597), 1955

1960s-present Residential Property Types

According to Assessor record data, the largest portion of the residential building types within the project area date from 1960 to the present, and most of the housing within this broad time period was built in the 1960s and 1970s. During these decades, multi-family residences were built for the first time in the project area. These buildings are typically two-story apartment buildings with flat or low-pitched roofs (Figure 37). Most of these apartment buildings are small in scale, with the exception of a large neighborhood of apartment/condominium residences and row houses located at the east end of 5th Avenue. The reconnaissance survey yielded no residential buildings built during the 1980s and 1990s and only several houses built within the past 10 years (Figure 38).



**Figure 37. Multi-family residence,
550 Webster (5JF4570), 1961**



**Figure 38. Single-family residence,
7555 Highland (post-1965, not surveyed)**

3.0 CULTURAL HISTORY AND PREVIOUS WORK

TEC conducted a search of the OAHP’s database on November 16, 2007, for the legal land sections that include the project area. The search parameters encompassed all of Sections 2, 3, 10, and 11 of Township 4 South, Range 69 West. The file search identified five previously conducted surveys (see Table 1), and a total of 18 previously recorded architectural and linear resources (see Table 2).

Table 1. Previously Conducted Cultural Resource Surveys within Project Area				
<i>Survey ID</i>	<i>Location</i>	<i>Authors</i>	<i>Title</i>	<i>Date Completed</i>
N/A	Colorado, Statewide	Clayton B. Fraser	Highway Bridges in Colorado: The Historical and Technological Evolution of Colorado’s Bridges, 1880-1958	2000
JF.SHF.R58	Vicinity of 13th Avenue	Cathleen Norman (Preservation Publishing)	Survey Report for the 2001 Cultural Resource Survey of Historic Northeast Lakewood	2002
JF.SHF.R66	Section 2, T4S, R69W	Cathleen Norman (Preservation Publishing)	2003 Cultural Resources Survey of Historic Northeast Lakewood, Phase II	2004
MC.RTD.R2	Section 2, T4S, R69W	Diane Lee Rhodes/ Parsons Engineering	An Inventory of Historic Structures Along the West Corridor Alternative Routes, Regional Transportation District, Denver and Jefferson Counties, Colorado	2002a*
MC.RTD.R3	Section 2, T4S, R69W	Diane Lee Rhodes/ Parsons Engineering	An Intensive Historical Archaeological Survey Along the West Corridor Alternative Route, Regional Transportation District, Denver and Jefferson Counties, Colorado.	2002b*

**To differentiate citations for survey reports MC.RTD.R2 and MC.RTD.R3, these reports are cited as Rhodes 2002a and Rhodes 2002b, respectively, in this report.*

Table 2. Previously Recorded Sites Located Within Project Area

<i>Site No.</i>	<i>Site Name</i>	<i>Address</i>	<i>Date</i>	<i>Survey</i>	<i>Site Description</i>	<i>NRHP Eligibility</i>
5JF817.4	Denver Intermountain Railroad	West 13th Avenue Corridor	1891	Rhodes 2002b*	Railroad Ties and Rails	Officially Eligible
5JF2268	McIntyre Gulch Culvert	Vicinity of Cody and Carr streets	1942	Fraser 2000	Concrete Culvert over the McIntyre Gulch, at US 6	Officially Not Eligible
5JF2877	Black Market Art and PRO TINT	1398 Wadsworth Boulevard	1951	Rhodes 2002a*	Commercial	Officially Not Eligible
5JF2878	Smita Merchant, Inc Rental Property	1370 Wadsworth Boulevard	1918	Rhodes 2002a*	Residence	Officially Not Eligible
5JF2881	Undetermined	1350 Wadsworth Boulevard	1932	Rhodes 2002a*	Residence	Officially Not Eligible
5JF2882	Undetermined	1330 Wadsworth Boulevard	1950	Rhodes 2002a*	Residence	Officially Not Eligible
5JF2883	Undetermined	7525 West 13th Avenue	1953	Rhodes 2002a*	Residence	Officially Not Eligible
5JF2907	N/A	7550 West 13th Avenue	1928	Rhodes 2002a*	Single-family house; 1.5-story Bungalow with L-shaped plan	Officially Not Eligible
5JF2908	Lakewood Chiropractic Office	1296 Wadsworth Boulevard	1923	Rhodes 2002a*	Irregular plan, 1.5-story frame building with horizontal siding	Officially Not Eligible
5JF2911	Mauz Rental Property	1370 Yukon Street	1949	Rhodes 2002a*	Rectangular Plan, single story, No style clad in vertical wood siding	Officially Not Eligible
5JF2912	Crockett Rental Property	1355 Wadsworth Boulevard	1933	Rhodes 2002a*	Minimal Traditional style with side gable roof clad in vinyl	Officially Not Eligible

Table 2. Previously Recorded Sites Located Within Project Area

<i>Site No.</i>	<i>Site Name</i>	<i>Address</i>	<i>Date</i>	<i>Survey</i>	<i>Site Description</i>	<i>NRHP Eligibility</i>
5JF2913	Crockett Rental Property	1345 Wadsworth Boulevard	1950	Rhodes 2002a*	L-Shaped Ranch style with cross gable clad in stucco	Officially Not Eligible
5JF2914	Crockett Rental Property	1360 Yukon Street	1950	Rhodes 2002a*	Single-family dwelling; Ranch style with hipped roof clad in stucco	Officially Not Eligible
5JF3013.1	Lakewood Lateral	Vicinity of W. 13 th Avenue	1880s	Rhodes 2002b*	Irrigation Ditch	Officially Not Eligible
5JF3548	Dotson Residence/ Leiby Residence	7395 6th Avenue Frontage Road	1946	Norman 2004	Single-family dwelling; English Cottage/Norman style with hipped roof and brick exterior	Field Not Eligible
5JF3549	Gunderson Residence	7423 6th Avenue Frontage Road	1939	Norman 2004	Single-family dwelling; Mediterranean Revival style with hipped roof and stucco exterior	Field Not Eligible
5JF3554	Kenyon Residence	7558 West 9th Avenue	1939	Norman 2004	Single-family dwelling; 1-story, irregular plan with flat roof	Field Not Eligible
5JF3610	Bradder Residence	700 Park Lane	1950	Norman 2004	Single-family dwelling; Ranch style with side gable roof, brick exterior	Field Not Eligible

**To differentiate citations for survey reports MC.RTD.R2 and MC.RTD.R3, these reports are cited as Rhodes 2002a and Rhodes 2002b, respectively, in this report.*

In the Multiple Property Documentation Form, *Highway Bridges in Colorado: The Historical and Technological Evolution of Colorado's Bridges, 1880-1958* (Fraser, 2000), Clayton B. Fraser reported a survey and evaluation of one resource within the project area: the McIntyre Gulch Culvert (5JF2268). This concrete culvert extends underneath US 6 and the 6th Avenue Frontage Roads in the vicinity of Carr Street, and has been officially determined to be not eligible for listing in the NRHP.

In 2001 and 2002, a *Cultural Resource Survey of Historic Northeast Lakewood* (Norman, 2002) was completed as part of a Phase I survey of an area that included the project area east of Wadsworth Boulevard and north of US 6. Phase II of the survey (Norman, 2004) was completed in 2003 and 2004, and recorded 96 properties due east of the project area, including four properties within the project area (see Table 2, above). All four sites within the APE were recommended field not eligible to the NRHP, but were recommended as eligible for local landmark designation. The Colorado State Historic Preservation Officer (SHPO) has not yet made official comment or concurrence with these recommendations.

In 2002, the report, *Inventory of Historic Structures Along the West Corridor Alternative Routes* (Rhodes, 2002a) was completed for the RTD as part of its plans for redevelopment of light rail through west Denver. The survey included a section of the project area along the former railroad bed at West 13th Avenue. Rhodes offered a brief historic context regarding the development of US 6 and its association with the DOP. The survey identified 13 sites at the north end of the project area in the vicinity of 13th Avenue and Wadsworth Boulevard (See Table 2, above). All of the 11 architectural resources surveyed were originally single-family houses built between 1923 and 1950, and none were recommended or determined eligible for listing in the NRHP. The report's associated archaeological survey (Rhodes, 2002b) identified two linear resources within the project area. The length of the Denver and Intermountain Railroad linear resource (5JF817.4) included the segment of the former railroad bed within the project area at 13th Avenue. The railroad line was subsequently officially determined eligible for listing in the NRHP (Rhodes, 2002b: Management Data Form for 5JF817.4). The second recorded linear resource is an irrigation ditch and concrete culvert called the Lakewood Lateral (5JF3013.1), which runs parallel with West 13th Avenue within the project area. The ditch has been officially determined not eligible for listing in the NRHP (Rhodes, 2002b: Management Data Form 5JF3013.1).

3.1 HISTORIC CONTEXT

The project area's historic context includes the historical themes of agriculture, early industry, and transportation in northern Jefferson County. Lakewood started as a small farming community five miles west of Denver. Virtually uninhabited prior to 1850, the area now known as Lakewood grew from individual farm plots to a suburban city filled out by neighborhood subdivisions in less than a century. Prior to 1860, the land was frequently visited by members of Native American tribes, such as the Ute, during their travels between the mountains and the Clear Creek and Platte Rivers. When permanent settlement began as a result of the 1858 Colorado Gold Rush, the tribes' presence in Lakewood became less frequent. Similar to the transitory nature of Native American tribal use of the area, the early settlers utilized Lakewood as a freight wagon stop between Denver and prospecting camps in the mountains.

Lakewood became an agricultural center in the 1860s. Many settlers who came to the Lakewood area benefited from the 1862 Homestead Act that provided 160 acres to persons who would live on and improve the land. While homestead claims were the most common way in which settlers obtained land in Lakewood, lands were also gained through the purchase of military bounties. The soldiers who received them in payment for their service, or their family members, often sold these bounties sight unseen to settlers. The area's use as a freight wagon stop would help influence the future of the region; however, the primary means of support for the community came from agriculture (League of Women Voters of Jefferson County, 1972: 3).

Although the residents of Lakewood undertook a variety of agricultural ventures, the cultivation of apple orchards was fairly common in the area around US 6 and Wadsworth Boulevard. These farms produced on average 100 to 300 bushels of apples each year for sale, as well as for familial use (Autobee, 2008). Valentine Devinny owned one of the larger farms in the project area on his acreage south of US 6. Like many of the farmers in the area, Devinny cultivated the orchard, a number of acres of other fruits and vegetables, and a thriving bee colony. Several families in the area raised cattle, pigs, turkeys, and chickens, and small dairy operations were established in the area in the late 1800s. These agricultural endeavors occupied the majority of lands around the project area (Willits Farm Map, 1899).

In the 1890s and 1900s, Denver urbanites ventured westward to seek the pastoral landscape of Lakewood. The healthful attributes of the rural environs led to the establishment of sanatoriums along current Colfax Avenue for the treatment of tuberculosis and other illnesses. Others continued to come to Lakewood for the land's agricultural potential, establishing farms and ranches (Noel, 1997: 302). A farm map published

in 1899 shows the project area dominated by large tracts of farmland. Wadsworth Boulevard and US 6 are shown as established roadways on the map, although both roads were unpaved at the time. West of Wadsworth Boulevard between US 6 and 10th Avenue, a large parcel of land was owned by William W. McIntyre, a settler from Pennsylvania. McIntyre would become the namesake for the McIntyre Gulch, which is shown on the 1899 map traversing this property at US 6 and Wadsworth from southwest to northeast (Willits, 1899).

Lakewood only contained one water source located near Pierce Street and West 10th Avenue, and irrigation ditches began appearing in the 1870s to water the agricultural fields. These ditches traversed Lakewood on their way from Golden to Denver and helped the small community provide its citizens with enough food for themselves as well as for commerce. Early settlers discovered the land around Lakewood was fertile when supplied with water, leading to the creation of a number of agricultural ditch companies and ditches. These ditches carried water from areas such as Golden to the fields of Lakewood, and often continued to Denver. The area grew to include the Rocky Mountain Ditch, Welch Ditch, McIntyre Ditch, Lakewood Ditch, and the Agricultural Ditch to carry water from Clear Creek to the farmland in Lakewood. Beginning in 1889, Lakewood was platted for residential subdivisions. As suburban residential neighborhoods began to replace farm sites during the late 1880s, the ditches were used for non-agricultural uses, such as landscaping irrigation (Holleran, 2005:48; Denver Regional Transportation District, 2003:3-51).

Plans for Lakewood's first community were developed in the 1890s by former railroad men William A.H. Loveland and Charles C. Welch, along with Loveland's wife Miranda. As a prominent and enterprising Golden citizen who owned the *Rocky Mountain News*, William A.H. Loveland believed Lakewood would become the next large rail town outside of Denver. In 1891, the Denver, Lakewood, and Golden Railroad (DL&G) was completed along 13th Avenue, bringing the railroad to Lakewood (Ryland, 1972: 13). The DL&G transported passengers comfortably from Denver to Golden during a time when roadways were unpaved and often impassable. Despite plans to turn Lakewood into a railroad community, the area did not grow at the intended rate, in part due to the Panic of 1893. Instead, the area clung to its agricultural roots and did not fill in with neighborhood subdivisions until the early 1930s.

By 1900, the West Colfax Avenue corridor had helped spur development in Lakewood. A significant artery linking Denver with the mining center of Golden, Colfax Avenue carried development to the northern regions of the project area. The 1899 farm map shows the northern portion of the project area between 10th Avenue and Colfax Avenue subdivided into small, rectangular plots. This division is in

direct contrast to the large open parcels of land shown at the southern end of the project area around US 6 (Willits 1899). When West Colfax Avenue was turned into a two-lane paved road in 1916, it became the first road in the vicinity to receive blacktop (Sugnet and Associates, 1999:2).

The Lakewood School was built in 1892 and was the most substantial building within the project area at the turn of the twentieth century. The school was located on the west side of Wadsworth Boulevard between 10th and 12th streets. Its sandstone Romanesque Revival style made it an imposing architectural presence for this early period. The sparse development shown on the 1899 farm map indicates that the buildings near the school at the time were likely modest-sized, vernacular structures, and very few of its contemporary buildings survive today. The population of the City of Lakewood steadily grew in the 1910s and 1920s, and the Lakewood School complex expanded between 1927 and 1934 to meet the demands of the growing community (Wilcox, 1994). The original 1892 brick structure was demolished between 1928 and 1932 and a new, larger blonde-brick building was built on a portion of the original school's foundations (Lakewood Historical Society, 1998).

The Lakewood community changed drastically in 1941 when the United States Government opened the Denver Ordnance Plant (DOP) a munitions manufacturing plant, on the southwest quadrant of US 6 and Garrison Street. Built to manufacture ammunitions and supplies for the U.S. military during World War II, the DOP employed thousands of individuals and brought population growth to Lakewood. Until 1941, US 6 consisted of a two-lane, gravel road that led from Denver to the intersection at Simms/Union streets. Due to the increased numbers of people traveling between Lakewood and the DOP, US 6 was paved and widened to a four-lane highway in 1942 (Norman, 2002: 18).

By 1943, the DOP employed approximately 20,000 people who worked in three shifts, to allow the plant to operate 24 hours a day during the height of the World War II effort. Many of these employees sought housing in the surrounding communities in Lakewood. Although a number of employees simply rented rooms by the week, others purchased houses in the area. After the DOP closed in 1945, the population of the area dropped. Since the government no longer needed the plant following the end of World War II, the federal government leased the lands occupied by the DOP to area contractors. By 1950, the federal government determined it needed a complex to house a number of agencies and regained control of the former DOP property to create the current Denver Federal Center. Almost immediately, the Denver Federal Center became the largest installation of government employees in the United States outside of Washington, D.C. (Wilcox, 1994: 75)

As a result of the development of the new Denver Federal Center, the population of Lakewood quickly outgrew the available housing. New subdivisions were built quickly and filled with the families of Denver Federal Center employees. As of 2008, the Denver Federal Center remains the largest installment of federal government employees outside Washington, D.C. and many of these employees reside in Lakewood. The town was officially incorporated in 1969 and remains one Colorado's largest cities.

Early Settlers

Valentine Devinny homesteaded 240 acres at the southwest corner of US 6 and Wadsworth Boulevard beginning in the late 1860s. Born in 1832, Devinny moved from Ohio to Fort Leavenworth, Kansas, to teach prior to moving to Colorado. While teaching in Kansas, Devinny met and befriended a young student who shared his fascination with the stories of the west. William F. Cody only remained in Devinny's class for two and a half months; however, the friendship forged during those days continued for the rest of their lives. After the passage of the Homestead Act in 1862, Devinny followed his student's lead and moved his family to Colorado, settling in current day Lakewood (Wilcox, 1976: 74-76).

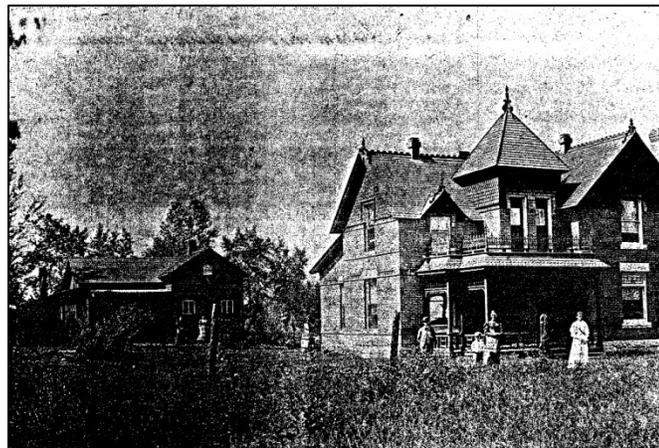
Once settled on his acreage in Colorado, Devinny built a one-and-one-half story wood frame house near the corner of US 6 and Wadsworth Boulevard. Featuring a cross-gabled roof, two porches, and a bay window, the house served as a base for Devinny's farm. After having settled in Colorado, Devinny wrote a work of fiction entitled *The Story of a Pioneer*. The book focuses on the events of one woman's trip across the plains to Colorado, particularly the beauty and vastness of the American West. Devinny's old friend William F. Cody wrote the introduction to the story. Devinny's former student visited him regularly at his frame house in Lakewood, and both Valentine Devinny and his young student would entertain the area farmers (Wilcox, 1976: 76).

Devinny focused his endeavors on farming his lands. Devinny was known locally for his knowledge of the land and agriculture in Lakewood and Colorado. The *Rocky Mountain News* reported in 1873 that Valentine Devinny was a prominent farmer in the region and had three acres of strawberry plants, two acres of currants, one and one-half acres of blackcap raspberries, four acres of general kitchen plants, and between ten and fifteen acres of apple trees. Devinny appears to have utilized his acres for familial instead of commercial use, but the Devinny family operated a "You-Pick-It" orchard during the 1890s where citizens of Denver traveled to the Devinny home and picked their own apples. A number of reports mention that Valentine kept a cider press nearby for the use of his clients (Autobee, 2008).

Devinny patented his Homestead claim by 1872, and he purchased more than 50 acres for his younger brother George to cultivate. Located south of Valentine Devinny's holdings at US 6 and Wadsworth Boulevard, George Devinny's lands stretched from Wadsworth Boulevard west to Garrison Street and from First Avenue south to Alameda Avenue, due south of the project area.

By 1899, Valentine Devinny built a second home near his first frame house at the corner of US 6 and Wadsworth Boulevard. This structure was a two-story, red-brick, Queen Anne Victorian style house featuring a chimney, large front porch, and a tower (Figure 39). This house remained at a site within the project area at the corner of US 6 and Wadsworth Boulevard until 1942, when the house was demolished to make way for the paving and expansion of US 6 (Wilcox, 1976; 76). Devinny Elementary School in Lakewood is named for the Devinny families.

Figure 39. Valentine Devinny's brick house in the forefront with his frame house in the background. Photograph taken before 1942. Courtesy of the Lakewood Heritage Center.



The land directly north of Valentine Devinny's property, from US 6 northward to 10th Avenue and from Wadsworth Boulevard westward to Garrison Street, was owned by William W. McIntyre. A Pennsylvania settler, McIntyre obtained his lands through a military bounty. McIntyre himself did not serve in the military; he purchased the land by exercising military scrip issued to Mexican War veteran Pero Quinto Pereider (Jefferson County Archives and Records Administration, 2008). Although the McIntyre Ditch and McIntyre Street were named for him, little is known about McIntyre's life other than his friendship with his neighbor Valentine Devinny.

Another early settler to the Lakewood region was well-known Denver and Golden businessman William Austin Hamilton Loveland. Born in Massachusetts in 1826 and reared in Illinois, Loveland enlisted in the Mexican War in 1848 and in 1849 followed the rush for gold to California. Unsuccessful in his endeavor to find gold in California, Loveland arrived in Golden City, Colorado (later Golden, Colorado) in June

1859, and opened a mercantile business. By April of the following year, he had been elected Treasurer of Golden and began to expand his enterprise. Loveland became involved in the railroad business in the 1860s and 1870s, and he incorporated the Denver Circle Railway with business partner T.C. Henry in 1880. While living in Golden in the 1870s, Loveland purchased the *Rocky Mountain News*, an established Denver newspaper by that time. The Colorado Democratic Convention nominated Loveland for the Presidency of the United States in 1880, and although he only received five votes, his status in Colorado politics and society was ensured (Ryland, 1972: 15).

Loveland sold the *Rocky Mountain News* in 1886, and he and his wife Miranda relocated to Lakewood in 1888 (Ryland, 1972: 15). One year later, the Lovelands and their friend and former associate, Charles C. Welch, platted the first planned community in Lakewood in the 48-block area west of Sheridan Boulevard and south of Colfax Avenue, east of the project area (Olson, 1994: 11). Loveland and Welch originally established Lakewood to become a railroad town between Denver and Golden, and in 1890, the Denver, Lakewood, and Golden Railroad was incorporated by William A.H. Loveland. The railroad began operating in 1891, running both passenger and freight trains. A short distance from Wadsworth Boulevard, at Balsam Street and 13th Avenue, the Denver Hardware Manufacturing Company opened in 1890 and utilized the newly formed railroad to ship its products (Piokett, 1952). This company was one of the few commercial developments in Lakewood prior to 1919 (Olson, 1994: 12). As the community grew, so did its importance to Denver, and in 1893 the first electric tramway to Lakewood and Golden was completed along the DL&G line.

Although the electric trolley line was a high point for Lakewood, 1893 was not a good year for the economy of Jefferson County. After the Silver Crash of 1893, the financial panic that hit the United States crippled Colorado's economy due to the halted silver mining in the state, and the recession did not abate until 1897. This economic scare stopped many people from purchasing homes and property during this period. Additionally, the five miles between Denver and the newly platted subdivision of Lakewood was a long distance for its time. Moreover, many suburban housing lots were available in the Denver area, making Lakewood a less attractive site for residential settlement than Loveland and Welch had hoped. Expansion in Lakewood ceased between 1893 and 1897 in response to these factors.

As the country began to recover from the financial panic of the 1890s, Lakewood began to slowly expand and develop. Based on the same street grid as Denver, Lakewood and the surrounding communities began to blend into the Denver's streetscape and became a suburban extension of the city. During the early 1900s, the houses built in these communities were typically constructed according to the owner's

plans without any community input. Although Lakewood began to take on a suburban development pattern, farming was still the primary utilization of the land in the region during the early 1900s and 1910s. By the 1930s, however, Lakewood was one of the fastest growing communities in Colorado. During the four years between 1938 and 1941, 188 homes were built in Lakewood (Olson, 1994: 21). At this time, homes were predominantly built as part of a platted subdivision, or within small farmsteads that accommodated between one to ten homes (Olson, 1994: 21). During these years, Lakewood began to make the transition from an agricultural community to a town of commerce and residential neighborhoods.

The Railroad in Lakewood

William A.H. Loveland, Charles C. Welch, and Samuel Newhouse built upon their previous business endeavors with the Colorado Central Railroad to create the DL&G in 1890. Construction of the railroad beds was almost complete by the end of 1891 and passenger service between Denver and Golden began shortly thereafter (Sanders, 1996). The railroad ran through the project area along 13th Avenue, and a station stop by the name of Devinny Station was located on the southwest side of Wadsworth Boulevard (Figure 40). The Devinny Station, named after Valentine and George Devinny, helped attract early settlers to the region. In 1893, the electric railroad line in Denver was extended to Lakewood, making the DL&G the first electrified rail line between Denver and Golden. When the Panic of 1893 halted expansion in Lakewood, the newly platted suburb did not become the rail town Loveland and Welch had envisioned in 1889, and instead remained an agricultural community until the early 1900s.



Figure 40. The Devinny Station at 13th Avenue and Wadsworth Boulevard, ca. January 1945. Photograph courtesy of the Colorado Railroad Museum.

Between 1893 and 1897, the halt in expansion caused financial difficulty for the DL&G, which was compounded by the death of Loveland in 1894. After continuously poor returns, the railroad fell into receivership in 1896, and the DL&G was placed under the management of a court appointed director by

the name of William Wallace Borst. A Civil War veteran, Borst had gained experience in the railroad industry working for his former commanding officer, General William Jackson Palmer on his Denver and Rio Grande Railroad. The railroad continued under the leadership of Borst until it was purchased in 1904 by the Denver and Inter-Mountain Railway (D&IM) (Forrest, personal communication 2008).

As a result of the period of receivership, the DL&G was one of the few small railroads in Colorado that did not sell to the Denver Tramway Company (DTC) following the Panic of 1893. However, the D&IM that purchased the DL&G line in 1904 was owned and organized by the owners of the DTC. This heralded an era of constant upheaval as the DTC attempted to deal with the complicated laws governing railroads. During the first two decades of the twentieth century, railroads and trams operated under separate laws; however, if a company owned both a tram and a railroad they were required to operate according to the more complicated railroad laws. As a result, the DTC formed a separate company to handle the railroad. This action caused the company to reorganize every few years and rename the railroad. By 1909, the D&IM passenger line was an entirely electric undertaking with steam engines running at night to haul freight. These night runs of the steam freight trains continued until 1923, when the line went entirely electric.

From the 1920s to the 1940s, the D&IM added spur lines to the main route, including the Morningside spur line that separated from the D&IM at the location of the Remaco stop just west of Oak Street and traveled to the DOP (Figure 41). This spur was created in 1941 when the DOP opened and needed the spur to transport supplies to the plant. Once the spur was in place and the DOP was functioning, DOP employees also used the D&IM for commuter travel. The railroad operated as a street car route for passengers until 1950 and continued to haul freight until 1953 (Abbot, 1991: 12). When the D&IM decided to sell the railroad in 1953, they were approached by the Associated Railroad. The Associated Railroad was composed of five different railroads: Colorado and Southern; the Chicago, Burlington, and Quincy; Denver and Rio Grande Western; Atchison, Topeka, and Santa Fe; and Chicago Rock Island and Pacific. All of these railroads were organized into two sub-groups with the Rio Grande and the Colorado and Southern as the two figureheads. The Associated Railroad continued to carry freight from Denver to Golden and, later, to the Denver Federal Center until the late 1970s when the railroad was abandoned (Forrest, personal communication 2008).

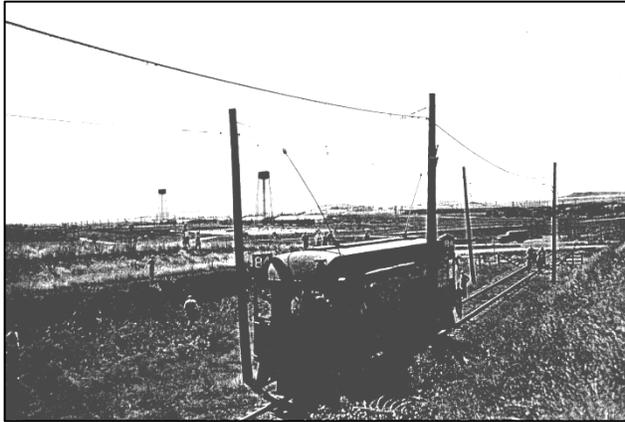


Figure 41. The Morningside spur at the DOP and US 6, ca. 1940s. Photograph courtesy of the Colorado Railroad Museum.

The line lay vacant and unused for over ten years before abandonment procedures were completed. Colorado law states that if anyone purchases the land on which a railroad is located without first completing abandonment status, the person/group which purchases the land is required to operate the railroad. Upon completion of abandonment, the railroad line along 13th Avenue was purchased by the RTD for use as a transit line. As part of this effort, RTD has removed most of the existing railroad ties, rails, and associated infrastructure, is currently planning to redevelop the line as a light-rail commuting line. A portion of this line at 13th Avenue crosses Wadsworth Boulevard within the project area.

Roadways in Lakewood

The earliest roads in Lakewood were dirt thoroughfares that extended the existing grid street pattern of Denver's city streets. Colfax Avenue is one of the prominent early roads in Lakewood. Although the area was highly agricultural in the late nineteenth and early twentieth centuries, the few industrial and commercial enterprises undertaken in Lakewood were centered on Colfax Avenue. With the creation of the DL&G Railroad in 1891, Lakewood's importance grew. Colfax Avenue was paved in 1916 creating a major east to west thoroughfare from Denver to Lakewood and Golden (Piokett, 1952).

Wadsworth Boulevard

Throughout its history, Wadsworth Boulevard has been known by a number of names. In the earliest days of the Jefferson Territory the road was known as Lakewood Road. By 1870 the road was referred to as Centre Street, by 1890 as Sheridan Avenue, and by 1904 as Wadsworth Avenue (Jefferson County Archives and Records Administration, 2008). Although Wadsworth Boulevard remained a gravel road until the early 1920s, its importance to farmers in the region continued. In 1921, Wadsworth was suggested to be the principal north-south thoroughfare in the region instead of Federal Boulevard. At that time, the suggestion was overruled by the Colorado Highway commission, and Federal Boulevard was paved while Wadsworth remained a gravel road (*The Colorado Transcript*, 1921). However, Wadsworth

Boulevard was one of the largest roads in Lakewood by 1941. Due to the increased population in the area, Wadsworth was widened in 1958, causing a number of buildings located around the Wadsworth and Alameda intersection, such as the Charles Halleck Carriage House, to be moved or demolished to accommodate the new paved lanes (City of Lakewood, n.d.).

US 6

US 6 was once the longest US Highway, extending 3,517 miles coast to coast from Long Beach, California to Provincetown on Cape Cod, Massachusetts. Today it remains the second longest, 116 miles shorter than US 20. In 1926, US Highway 6 terminated in Denver, Colorado. In 1938 it was extended west to the Los Angeles area, where it was co-signed with US 395 to Bishop, California. For over a century, US 6 has been a major route from Denver west to the suburbs of Lakewood and beyond. US 6 grew from a ranch road (the Cold Springs Ranch Road to Denver and Golden) to the first area freeway, which was originally created to expedite transportation of supplies and materials during World War II to the DOP located at the present-day Denver Federal Center (Denver Regional Transportation District, 2003: 3-51). The DOP, known locally as the Remington Arms Plant, was initially bordered on the north by a two-lane, graveled US 6. US 6 was designated as the “state’s main east-and-west military road” in 1941, and in 1942 US 6 was expanded to a paved, 4-lane “super-highway,” or expressway, between Knox Court and present-day Kipling Avenue (*The Denver Post*, 1948). The freeway’s eastern access was roughly Grant Street and Cherry Creek in Denver by 1952, while the western end extended to US Highway 40 near Golden. The route functioned as a divided highway with at-grade, signaled intersections. Nationwide, US 6 was officially dedicated as the Grand Army of the Republic Highway on May 3, 1954 (though the Colorado Legislature had designated the highway as such 16 years earlier). Locally, ceremonies were held near the Simms Street/Union Boulevard intersection (*The Denver Post*, 1953).

In the late 1950s and early 1960s, the signaled intersections were replaced by a series of grade-separated interchanges, over- and underpasses, freeway extensions, and frontage roads in an attempt to improve east-west traffic flow along US 6. In 1957, the northern leg of the US 6 Viaduct was constructed at Kalamath Street and 8th Avenue. In November of that same year, the Knox Court separation road and North/South US 6 underpass structure, a Concrete Slab and Girder bridge (CSG), was constructed (*The Denver Post*, 1957). The CSG US 6 overpasses and interchange at Bryant Street, and the CSG North/South US 6 underpass and interchange at Federal Boulevard/SH 88, were completed in 1958.

The diamond interchange and US 6 CSG overpasses at Sheridan Avenue/SH 95 were completed in 1961. That same year, within the project area, the cloverleaf interchange and US 6 CSG overpasses at Wadsworth Boulevard/SH 121 (Project F-16-O) were completed (Fraser, 2000). The construction of the cloverleaf necessitated the demolition of several structures at the intersection of Wadsworth Boulevard and US 6. This included the Ryan House, located at the northwest corner of the intersection. The foundation ruins of the house and property are still extant within the northwest cloverleaf (Figure 42). This overpass was followed by bridge structures and/or interchanges at Garrison Street (Welded Girder Composite [WGK]), at Kipling Street/SH 391 (CSG), and another North/South US 6 underpass at Perry Street (also a WGK). The six-lane US 6 viaduct was completed in December 1965, which expanded the earlier 1957 viaduct, carrying traffic east and west from Kalamath Street at 6th and 8th Avenues over Burlington Northern & Santa Fe Railroad, and Union Pacific Railroad tracks, as well as the associated warehouse and manufacturing district located west of Kalamath Street.



Figure 42. The ruins in the northwest cloverleaf (5JF4510) of the US 6 and Wadsworth Boulevard Interchange

The four lanes of east-west traffic along US 6 at Bryant Street, Sheridan Avenue, Wadsworth Boulevard, and Garrison and Kipling streets were originally carried on paired, 2-lane bridges with open medians. In April 1966, the Colorado Division of Highways announced plans to widen US 6 to six lanes between the Valley Highway/I-25 and Sheridan Avenue, followed in later phases by the widening of the freeway all the way west to Indiana Street. The widening projects required that the open medians created by the paired structures be “closed” in highway engineering parlance, or in-filled with a new superstructure in order to carry the additional lanes in each direction. In 1969, the median at Bryant Street was closed, followed in October 1970 by the closure of the medians created by the paired bridges at Sheridan Avenue and Wadsworth Boulevard, and again in January 1972 by the closure of the medians of the paired bridges

at Garrison and Kipling streets (*The Denver Post*, 1972). Subsequent improvement projects in the 1980s and 1990s on the existing US 6 overpasses at Bryant Street, Sheridan Avenue, Wadsworth Boulevard, and Garrison and Kipling streets have primarily involved resurfacing of the roadways, and the replacement of the original guardrails and/or the installation of jersey barriers.

The Denver Ordnance Plant (1940-1945) and the Denver Federal Center (1950-present)

The DOP, and the later Denver Federal Center, had a profound effect on Lakewood's transformation into a suburban city. Under direction of the War Department, the U.S. Army Corps of Engineers acquired over 1,200 acres of land in Lakewood in 1940 to create a large ammunitions plant. The DOP property encompassed 40 miles of roadways, 15 miles of fencing with guard towers, and 200 buildings by 1944 (Wilcox, 1976; 67). At the time of its construction, the DOP was the largest contract ever awarded by the federal government in Colorado.

The defense plant opened in 1941 under the direction of the Remington Arms Company. Along with Kaiser Industries, Inc and General Foods, Inc, Remington Arms contracted with the government for use of the facility. In addition to manufacturing ammunitions, the plant also housed a firing range, a rations assembly plant, and five cafeterias. When the plant opened in 1941, its northern border, US 6 was a two-lane gravel road. The influx of workers to the area and the need for easier transportation between the plant and housing areas led to the alteration of US 6 into a four-lane, paved, military highway in 1942. Other changes to the transportation in Lakewood were seen in the additional spur line running from the D&IM line along 13th Avenue to the plant and the new bus lines that were implemented during those years.

The increased number of people in Lakewood altered the demographics of the region. At its peak, the DOP employed almost 20,000 people and operated on a 24-hour-per-day schedule. While many workers at the plant were from Denver and the Lakewood area, others came from the mountain mining communities, and a number of employees were relocated from states such as Connecticut and Kentucky. These new workers found lodging at local hotels and boarding houses, where many shared rooms with other plant workers on different shifts. Despite the large increase in population attributed to opening the plant, there were no new housing projects planned in Lakewood in the 1940s.

In April 1943, President Franklin Delano Roosevelt visited the DOP on an unannounced, unreported trip as a part of a national tour to boost morale at military installations. During President Roosevelt's trip the

plant ceased operations to allow the President and his entourage to tour all areas of the facility. Later that year, the Kaiser plant began producing 155-mm and 8-inch projectile weapons.

The DOP ceased production following the end of World War II in August 1945. Later that year, the War Department deemed the plan surplus property and relinquished plant to the Reconstruction Finance Corporation. By 1950, the federal government needed more office space and converted the former plant into the Denver Federal Center (Wilcox, 1994; 73). Once open, the Denver Federal Center released portions of the land to the Jefferson County Public School District, the Jefferson County Health Department, and private developers. Currently the Denver Federal Center contains 55 federal buildings, child care facilities, credit unions, food services, a health unit, and a wellness center on over 600 acres. Although the number of employees working at the Denver Federal Center changes, the property typically supports activities of around 5,000 employees year round. Much like during the war years, the Denver Federal Center is still encompassed by a large security fence with guarded entry points.

Education

The first school in Jefferson County and second educational institution in the Territory of Colorado was built in 1860 in Golden City. Five other schools had been added to the county by 1872, including the first school in Lakewood, an 18- by 24-foot frame structure built at the southeast corner of Wadsworth Boulevard (then Lakewood Road) and Colfax Avenue (Jefferson County Historical Commission, 1985: 13). The school only operated three months out of the year due to financial restraints, and when it burned on October 31, 1892, the county moved the students into the new school building instead of rebuilding on the original site. This replacement school was a two-story sandstone structure housing four classrooms. This school was located on the northwest corner of Wadsworth Boulevard and 10th Avenue and was called the Lakewood School (Figure 43). The school's Romanesque Revival design could be termed a high style for its era and served as a definitive break from the earlier vernacular schoolhouse styles. When first constructed, the school housed students from Lakewood District 21. Lakewood established a separate school district called Lakewood School District No. 47 in 1905, and retained use of the Lakewood School, also known as the Wadsworth Boulevard schoolhouse, and three other school buildings (Olson, 1994; 12-13).

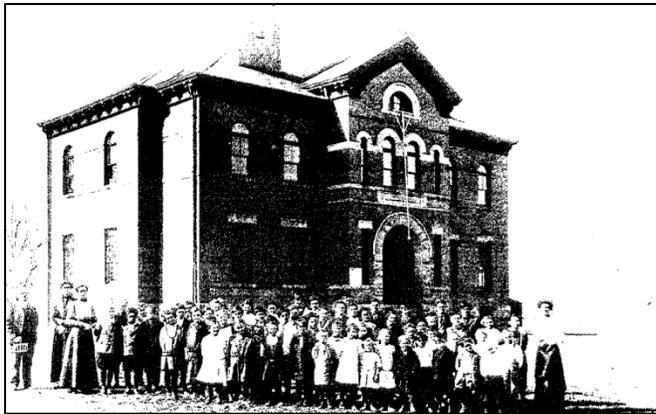


Figure 43. The Lakewood School, built in 1892. Photograph taken in ca. 1915-16. Photograph courtesy of the Lakewood Heritage Center.

The need for expanded educational facilities increased as Lakewood developed during the early twentieth century. The population of Lakewood grew by a significant number in the 1920s, and by 1927, the school district saw the need to build additional school buildings. In 1927, a two-story, brick Art Deco style school building was constructed west of the 1892 school on the large parcel that was occupied by the Lakewood School (Figure 44). A second new school building was constructed by 1931 west of the 1927 building, and the 1931 school was designed to match the Art Deco style of the 1927 building.



Figure 44. The 1927 Lakewood School building on the left; the 1931 school building on the right with a later addition.

Jefferson County determined in 1932 that the 1892 building was no longer feasible as an educational institution due to faulty infrastructure (Lakewood Historical Society, 1998). The building was originally built with a modern heating and plumbing system for the early 1890s, but 30 years later, the indoor plumbing system did not function properly. As a result, the interior facilities were locked, and all students and faculty utilized the school's outdoor restroom facilities. Due to these and other problems, the 1892 building was demolished in 1932, and a new two-story brick building was constructed using a

portion of the 1892 foundation (Figure 45). This 1932 structure remains at the corner of Wadsworth Boulevard and 10th Avenue within the project area.

Figure 45. The former Lakewood School building (5JF4512) at 1015 Wadsworth Boulevard, built in ca. 1932-34



The school buildings along Wadsworth Boulevard and 10th Avenue have undergone several educational reorganizations during the school's 100-year history to meet the needs of the community. In 1902, the 1892 school building housed Lakewood Junior High School. According to a 1939 architectural drawing of the parcel, the school building facing Wadsworth Boulevard then housed the Elementary School, while the first building to the west housed the Lakewood Junior High School, and the westernmost building housed the Lakewood High School. At the north side of the school property, Memorial Field, an athletic field, was built in 1950-51 and was dedicated to former students of the Lakewood School who were killed during World War II. The school's name has also evolved over time. By 1948, the Lakewood High School replaced the Elementary school, which had moved into the buildings to the west, along with the Lakewood Junior High. When the Jefferson County School District was incorporated in 1950, the Lakewood School District became part of the Jefferson County R-1 School District (Jefferson County Public Schools, 2008).

With the continued growth of Lakewood, the school complex along 10th Avenue required building additions to continue being useful for the district. In 1965, architect Joseph W. Paul designed a new educational building to be located between the 1927 and 1932 Art Deco brick structures at the west end of the lot. This new building was designed as a two-story Formalist styled structure to house administrative offices and vocational classrooms (Jefferson County Public School Archives, 2008). Constructed in the late 1960s, this building remains in its original function.

Plans were completed in 1977 for a new cafeteria to replace the old cafeteria behind the ca. 1960s administration building, and by 1980 the new cafeteria was in use. In the mid-1990s, two new buildings were added to the complex, and a series of additions were built to link the 1927, 1931, and 1960s buildings. This complex of buildings now serves the needs of the Jefferson County Open School. Metal-framed bleachers were constructed on the south side of the Memorial Field in the 1980s (Joe Flaherty, personal communication, 2008). The ca. 1932-34 building at 1015 Wadsworth Boulevard is owned by the Jefferson County Public School District; however, it is currently rented to the New America School.

Green Acres Subdivision

The Green Acres Subdivision is located between Emerald Lane and Reed Street from US 6 to 9th Place on its northernmost boundary, and was originally platted in 1940. According to an 1899 map, the land now known as the Green Acres Subdivision was originally owned by William A.H. Loveland, his wife Miranda, and his railroad partner Charles C. Welch (Willits Map, 1899). Although this was not the first property in Lakewood purchased by Loveland and Welch, it is apparent the two railroad directors planned to utilize this land as an expansion of their original plot.

The Green Acres subdivision did not fully develop until the 1950s and 1960s. The development is located directly west of the Lakewood Country Club and may have been largely populated by members of the Club who decided to create their own community bordering the older establishment due east (Norman, 2002: 40). The Lakewood Country Club neighborhood was established in the 1920s and 1930s, centered on a golf course founded in 1908. Originally known as the Colorado Golf Club, the Lakewood Country Club, was started by members of the Overland Gold Club in Denver who proceeded to commute from their homes in Denver to the club just west of the Denver-Jefferson County line. Renamed the Lakewood Country Club in 1912, the land surrounding the club was undeveloped until the creation of the Golf Club Acres, located north of the project area, in 1925 (Norman, 2002: 39). The Green Acres subdivision, located between Wadsworth Boulevard and Reed Street on the western edge of the Lakewood Country Club from US 6 to 9th Avenue, was platted by Henry Edbrooke and Louise Lunt in 1939 and 1940.

In 1956, the *Annual Denver Area Parade of Homes* advertised a model home in Green Acres subdivision. The *Parade of Homes* was a series of articles and advertisements put forth by the Denver Association of Homebuilders to promote new residential developments as early as 1953. Green Acres' advertisement revealed that the neighborhood's model home was located at 770 Crescent Lane (due east of the project area) and the listing did not specify the model's architectural style. The promotion did state that the price range for the development began at \$40,000, indicating that the neighborhood was one of the more

expensive developments in Lakewood when compared with other nearby neighborhoods during the mid-1950s. This price also suggests that Green Acres was marketed to upper-middle class homebuyers. The comparatively larger size of the homes and lots in Green Acres also made the neighborhood stand out among many other new developments at that time. The *Parade of Homes* listing also indicated that many of the houses in the Green Acres subdivision were created by a common developer, the Williams Construction Company (Center for Historic Preservation Research, 2006:15). Others, however, were custom-designed houses.

The Green Acres subdivision became the first community in Lakewood controlled by building standards imposed by a neighborhood association. As such, the houses built in the 1940s and 1950s all maintain the regimented 50-foot setbacks required by the neighborhood covenants. Additionally, the neighborhood was planned with a special interest in the location of trees and shrubbery around each property (Norman, 2002: 40). Although the neighborhood was designed and built primarily in the late 1940s, the 1950s and 1960s saw an increase in houses being built on open lots in the area. The Green Acres Neighborhood Association still provides oversight regarding the architectural styles of new housing and renovations.

Meadowlark Hills Subdivision

The Meadowlark Hills subdivision is located between US 6 and First Avenue and between Carr Street and Garrison Street, and comprises a substantial portion of the southwest part of the project area. The need for housing in this area of Lakewood was in part spurred by the establishment of the Denver Federal Center. As a result of the continued presence of long-term employment, employees began bringing their families to Lakewood and buying houses in new subdivisions, such as Meadowlark Hills. Meadowlark Hills is located east of the Denver Federal Center along the south edge of US 6, which afforded its residents an easy commute to Denver on the expanded highway.

The land was owned by Charles Gore and Daniel Kellogg when the Meadowlark Hills subdivision was first platted on June 1, 1953. Around this time, Gore and Kellogg sold the land to developers who created the Meadowlark Hills subdivision (Jefferson County Assessor Records, 2008). One of these developers was the Hillcrest Homes Company (Co.), which advertised the new subdivision in the *Denver Area Parade of Homes*' annual promotion in 1956. With a model home located at 400 Dover Street (south of the project area), the Meadowlark Hills neighborhood's advertisement featured Ranch style homes ranging in price between \$20,000 and \$40,000. In light of the fact that many other homes in Lakewood were priced between \$10, 000 and \$15,000 at that time, Meadowlark Hill's houses were relatively expensive by comparison, and likely targeted the middle class and upper-middle class buyer (Center for

Historic Preservation Research, 2006:15). The neighborhood's direct adjacency to the Denver Federal Center to the west likely increased the homes' property value as well.

Built primarily in 1954 and 1955, Meadowlark Hills was representative of the new nationwide approach to the design of residential subdivisions at that time. Unlike many other neighborhoods built earlier in the project area and the surrounding vicinity in Lakewood, Meadowlark Hills was planned as a whole and was built in a relatively short period of time, two years. Its neighborhood plan featured curvilinear streets and cul de sacs, hallmarks of post-World War II residential subdivision planning, and included planted trees and areas of open parks. In addition to the single-family housing, the northwest corner of the platted neighborhood included a shopping center at the intersection of US 6 and Garrison Street.

Whereas many 1950s residential developments have sustained a large degree of alterations, the Meadowlark Hills subdivision retains its original neighborhood design, and as a whole the houses maintain their original styles and appearance to a remarkable degree. The subdivision is composed entirely of modest-sized, Ranch or Split Level style single-family houses. The houses were constructed of concrete block masonry and clad in blonde, red, and variegated brick that originated at the Lakewood Brick and Tile Company, which was located along the 1300 block between Kendall and Harlan streets in Lakewood (Norman, 2002: 31-32). The housing maintains a consistent low, single-story profile and features picture windows, minimal porch overhangs, and horizontally oriented bands of windows that became distinguishing features of both the Ranch and Split Level domestic architectural styles.

4.0 METHODS AND PROCEDURES

Following state and federal policies and regulations, the project area was surveyed and inventoried to identify cultural resources within the boundaries of the project area. Discovered cultural resources were evaluated using the criteria established for NRHP eligibility (36 CFR §60.4 a-d).

The overall goal of this cultural resources inventory is to assist in the identification, NRHP evaluation, and treatment of identified cultural resources that lie within the project area. This investigation followed the OAHP guidelines for conducting cultural resource inventories in Colorado. The SHPO was also consulted on the development of the APE and the cultural resource survey methods.

In general, the objectives of the inventory were to: 1) identify all cultural and historic resources within the inventoried project area; 2) attempt to relocate previously recorded archaeological sites, if any, reported within the project area; 3) make an initial recommendation regarding identified cultural resources' eligibility for nomination to the NRHP; and 4) make appropriate recommendations regarding the treatment of NHRP-eligible cultural resources within the project area.

The criteria for evaluating cultural resources in terms of their potential nomination to the NRHP provide a systematic, definable means to evaluate historic and cultural properties. The criteria specified in 36 CFR 60.4 are as follows:

The quality of significance in American history, architecture, archaeology, 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 have yielded or may be likely to yield information important in prehistory or history.*

NRHP Criteria Considerations were also applied to the properties within the project area. These are:

- a. Religious properties;*
- b. Moved properties;*
- c. Birthplace or grave of a person significant in our past;*
- d. Cemeteries;*
- e. Reconstructed buildings;*
- f. Commemorative properties;*
- g. Properties of exceptional importance achieving significance within the past 50 years*

To better define a property's significance, the NRHP developed the concept of "areas of significance," which are general categories that help describe a property's place in American history. Areas of significance include, but are not limited to, categories such as architecture, archaeology, commerce, ethnic heritage, industry, the military, politics/government, and social history. Properties that have been altered over the course of time may still be included in the NRHP, but they must retain integrity of location, design, setting, materials, workmanship, feeling, and association in order to be considered significant according to NRHP standards. Some property types (religious properties, cemeteries, birthplaces and graves of important historical figures, moved or reconstructed properties, and commemorative properties) are not usually included in the NRHP unless certain standards are met. Generally, properties must be at least 50 years old to be considered historically significant unless they are exceptionally important. Further, a period of significance must be defined for each eligible property. The NRHP defines the period of significance as "the length of time when a property was associated with important events, activities, or persons or attained the characteristics which qualify it for National Register listing." However, in instances where the building or structure is recommended as not eligible for listing in the NRHP, a period of significance does not apply.

Buildings and structures less than 50 years of age were evaluated according to NRHP Criteria Consideration G, which states that these properties may be considered eligible by "achieving significance within the past 50 years if it is of exceptional important," or "if they are integral parts of districts that that do meet the [NRHP] criteria" (National Park Service, 1998). Exceptional importance may reflect, for example, the extraordinary impact of a political or social event, resources so fragile that survivors of any age are unusual, a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession, etc.

4.1 ARCHITECTURAL SURVEY

Historic resources within the project area were selectively surveyed according to the date of construction. Resources that will be 50 years or older in the year 2015, or, rather, buildings and structures that were built in or before 1965, were intensively surveyed and evaluated under NRHP Criteria A-D. Jefferson County Assessor Records identified 156 cultural resources built in or before 1965 within the project area. Eighteen of these resources were previously surveyed, and of these, 13 were reevaluated in this inventory. Therefore, 151 cultural resources consisting of 137 architectural resources, 7 landscape features, and 7 linear resources were surveyed in this inventory.

Reevaluation of Previously Recorded Resources

As a result of previous investigations, 18 of the 156 cultural resources located within the project area identified as constructed in or before 1965 were previously recorded on either OAHP Architectural Inventory Forms or OAHP Linear Resource forms, as appropriate. Of these, 13 were resurveyed as part of this inventory (see Table 3).

Table 3. Reevaluated Resources within the Project Area						
<i>Site</i>	<i>Site Name</i>	<i>Address</i>	<i>Date</i>	<i>Survey</i>	<i>Site Description</i>	<i>NRHP Eligibility</i>
5JF2268	McIntyre Gulch Culvert	Vicinity of Cody and Carr streets	1942	Fraser 2000	Concrete culvert at the McIntyre Gulch, under US 6	Officially Not Eligible
5JF817.4	Denver Intermountain Railroad	Vicinity of W. 13 th Avenue	1891	Rhodes 2002b	Railroad ties and rails	Officially Eligible
5JF2907	N/A	7550 West 13th Avenue	1928	Rhodes 2002a	Single-family house; 1.5-story Bungalow with L-shaped plan	Officially Not Eligible
5JF2908	Lakewood Chiropractic Offices	1296 Wadsworth Boulevard	1923	Rhodes 2002a	Irregular Plan, 1.5 story building clad in stucco	Officially Not Eligible
5JF2911	Mauz Rental Property	1370 Yukon Street	1949	Rhodes 2002a	Rectangular Plan, single story, no style building clad in vertical wood siding	Officially Not Eligible

Table 3. Reevaluated Resources within the Project Area

<i>Site</i>	<i>Site Name</i>	<i>Address</i>	<i>Date</i>	<i>Survey</i>	<i>Site Description</i>	<i>NRHP Eligibility</i>
5JF2912	Crockett Rental Property	1355 Wadsworth Boulevard	1933	Rhodes 2002a	Minimal Traditional style with side gable roof clad in vinyl	Officially Not Eligible
5JF2913	Crockett Rental Property	1345 Wadsworth Boulevard	1950	Rhodes 2002a	L-Shaped Ranch style with cross gable clad in stucco	Officially Not Eligible
5JF2914	Crockett Rental Property	1360 Yukon Street	1950	Rhodes 2002a	Single-family dwelling; Ranch style with hipped roof clad in stucco	Officially Not Eligible
5JF3013.1	Lakewood Lateral	Vicinity of W. 13 th Avenue	1880s	Rhodes 2002b	Irrigation Ditch	Officially Not Eligible
5JF3548	Leiby Residence	7395 West 6 th Avenue Frontage Road	1946	Norman 2004	Single-family dwelling; English-Norman Cottage style with hipped roof clad in brick	Field Not Eligible
5JF3549	Gunderson Residence	7423 West 6 th Avenue Frontage Road	1939	Norman 2004	Single-family dwelling; Mediterranean Revival style with hipped roof clad in stucco	Field Not Eligible
5JF3554	McKinnie Residence	7558 West 9th Avenue	1939	Norman 2004	Single-family dwelling; Art Deco style with flat roof clad in stucco	Field Not Eligible
5JF3610	Bradder Residence	700 Park Lane	1950	Norman 2004	Single-family dwelling; Ranch style with side gable roof clad in brick	Field Not Eligible

The McIntyre Gulch Culvert (5JF2268) had been previously evaluated in the *Highway Bridges of Colorado* Multiple Property Documentation Form (Fraser, 2000) and was officially determined not eligible for nomination to the NRHP. The survey was conducted more than five years ago, and since it is CDOT's standard policy to resurvey resources whose evaluations are more than five years old, a reevaluation form was completed to update potential changes to the resource.

Eleven of the pre-1966 architectural resources within the project area were previously surveyed as part of the inventory and evaluations conducted by RTD and Parsons Engineering in 2002 (Rhodes, 2002a; Rhodes, 2002b). All five of the pre-1966 properties located at the east side of Wadsworth Boulevard between 13th Avenue and 14th Avenue (5JF2877, 5JF2878, 5JF2881, 5JF2882, and 5JF2883) have been previously surveyed and officially determined not eligible for listing the NRHP. These five sites were not resurveyed in this study because these properties are currently being managed by RTD in conjunction with their plans for demolition and reconstruction in this area with the West Corridor Light Rail project. The remaining six previously surveyed architectural sites in the Rhodes study (5JF2907, 5JF2908, 5JF2911, 5JF2912, 5JF2913, and 5JF2914) were reevaluated in this report in order to further develop the historic context presented in the inventory forms. Because of the substantial changes made to the original form, new OAHP Architectural Inventory Forms were completed for these six resources rather than re-evaluation forms, per OAHP instructions (Colorado Historical Society, 2008).

The second survey by Rhodes (2002b) evaluated the length of the D&IM Railroad linear resource (5JF817.4), including the segment of the former railroad bed within the project area at 13th Avenue. Although this segment was officially determined eligible for listing in the NRHP (Rhodes, 2002b), the segment evaluated in this report was a smaller sub-segment of this section, and therefore was resurveyed and reevaluated as part of this study. This resource was also reevaluated using a new site form due to recent alterations to the resource, consisting of the removal of all railroad ties, the raised railroad bed, and the majority of the steel rails. The Lakewood Lateral irrigation ditch (5JF3013.1) that runs parallel with West 13th Avenue was officially determined not eligible for listing in the NRHP (Rhodes, 2002b). Since the linear resource form for this site is more than five years old, a reevaluation form was completed to update information on the resource.

The four historic resources (5JF3548, 5JF3549, 5JF3554, and 5JF3610) previously surveyed in the Norman survey (2002, 2004) were all recommended field not eligible, but have not received official concurrence by the SHPO. Review of the completed site forms revealed that some of the resources were recommended eligible as local landmarks, but recommended not eligible for the NRHP. Results of the Reconnaissance Survey also indicated the possibility of changes in recommendations of NRHP eligibility for many of these sites. As a result of these substantial changes made to the original inventory forms, these four resources were resurveyed and reevaluated here using new OAHP Architectural Inventory Forms per OAHP instructions (Colorado Historical Society, 2008).

New Survey and Evaluations

The Reconnaissance Survey identified no resources within the project area that could be potentially eligible under NRHP Criteria Consideration G for properties less than 50 years of age with exceptional significance. Out of the total 151 resources surveyed in this report, 138 resources were surveyed and evaluated for the first time (151 resources minus the 13 reevaluated resources described above). Table 4, below, is a comprehensive list of the resources not previously surveyed.

Table 4. Resources Built In or Before 1965 within the Project Area, Not Previously Recorded			
<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
485 Balsam Street	5JF4572	Single-Family Residence	1965
7370 Broadview Drive	5JF4541	Single-family Residence	1947
7460 Broadview Drive	5JF4539	Single-family Residence	1957
7474 Broadview Drive	5JF4538	Single-family Residence	1951
7500 Broadview Drive	5JF4537	Single-family Residence	1947
500 Carr Street	5JF4571	Single-family Residence	1918
605 Cody Court	5JF4607	Single-family Residence	1956
610 Cody Court	5JF4608	Single-family Residence	1956
585 Dover Street	5JF4598	Single-family Residence	1954
590 Dover Street	5JF4599	Single-family Residence	1955
580 Dudley Street	5JF4597	Single-family Residence	1954
585 Dudley Street	5JF4596	Single-family Residence	1954
600 Dudley Street	5JF4606	Single-family Residence	1955
605 Dudley Street	5JF4605	Single-family Residence	1954
705 Emerald Lane	5JF4529	Single-family Residence	1961
710 Emerald Lane	5JF4636	Single-family Residence	1953
715 Emerald Lane	5JF4530	Single-family Residence	1953
720 Emerald Lane	5JF4637	Single-family Residence	1953
725 Emerald Lane	5JF4531	Single-family Residence	1952

**Table 4. Resources Built In or Before 1965 within the Project Area,
Not Previously Recorded**

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
730 Emerald Lane	5JF4544	Single-family Residence	1953
740 Emerald Lane	5JF4543	Single-family Residence	1953
765 Emerald Lane	5JF4531	Single-family Residence	1913
580 Estes Street	5JF4595	Single-family Residence	1954
585 Estes Street	5JF4594	Single-family Residence	1954
600 Estes Street	5JF4604	Single-family Residence	1954
605 Estes Street	5JF4603	Single-family Residence	1954
555 Everett Street	5JF4592	Single-family Residence	1954
560 Everett Street	5JF4593	Single-family Residence	1954
600 Everett Street	5JF4602	Single-family Residence	1962
605 Everett Street	5JF4601	Single-family Residence	1963
600 Field Street	5JF4600	Single-family Residence	1960
7385 Highland Drive	5JF4528	Single-family Residence	1958
7415 Highland Drive	5JF4527	Single-family Residence	1957
7445 Highland Drive	5JF4526	Single-family Residence	1957
540 Meadowlark Drive	5JF4591	Single-family Residence	1954
545 Meadowlark Drive	5JF4590	Single-family Residence	1955
660 Park Lane	5JF4551	Single-family Residence	1951
680 Park Lane	5JF4552	Single-family Residence	1951
701 Park Lane	5JF4545	Single-family Residence	1955
720 Park Lane	5JF4553	Single-family Residence	1951
721 Park Lane	5JF4546	Single-family Residence	1955
741 Park Lane	5JF4547	Single-family Residence	1955
761 Park Lane	5JF4548	Single-family Residence	1955

**Table 4. Resources Built In or Before 1965 within the Project Area,
Not Previously Recorded**

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
781 Park Lane	5JF4549	Single-family Residence	1957
790 Park Lane	5JF4550	Single-family Residence	1955
575 Saulsbury Street	5JF4617	Single-family Residence	1930
580 Saulsbury Street	5JF4618	Single-family Residence	1951
7585 West 10th Avenue	5JF4522	Commercial Storefront	1961
7630 West 10th Avenue	5JF4555	Single-family Residence	1948
7630 West 4th Avenue	5JF4588	Single-family Residence	1938
7655 West 4th Avenue	5JF4587	Single-family Residence	1954
7610 West 5th Avenue	5JF4584	Office Building	1958
7700 West 5th Avenue	5JF4582	Single-family Residence	1958
7707 West 5th Avenue	5JF4581	Single-family Residence	1931
7150 6th Avenue Frontage Road	5JF4616	Single-family Residence	1929
7199 6th Avenue Frontage Road	5JF4613	Single-family Residence	1957
7200 6th Avenue Frontage Road	5JF4615	Multi-family Residence	1960
7225 6th Avenue Frontage Road	5JF4612	Single-family Residence	1948
7373 6th Avenue Frontage Road	5JF4611	Single-family Residence	1955
7390 6th Avenue Frontage Road	5JF4614	Single-family Residence	1937
7393 6th Avenue Frontage Road	5JF4610	Single-family Residence	1952
7400 6th Avenue Frontage Road	5JF4566	Single-family Residence	1937
7420 6th Avenue Frontage Road	5JF4567	Single-family Residence	1937
7430 6th Avenue Frontage Road	5JF4568	Single-family Residence	1930
7433 6th Avenue Frontage Road	5JF4542	Single-family Residence	1940
7707 6th Avenue Frontage Road	5JF4562	Single-family Residence	1940
7950 6th Avenue Frontage Road	5JF4580	Single-family Residence	1946

**Table 4. Resources Built In or Before 1965 within the Project Area,
Not Previously Recorded**

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
7960 6th Avenue Frontage Road	5JF4579	Single-family Residence	1943
7996 6th Avenue Frontage Road	5JF4578	Single-family Residence	1918
8000 6th Avenue Frontage Road	5JF4577	Single-family Residence	1942
8010 6th Avenue Frontage Road	5JF4576	Single-family Residence	1956
8020 6th Avenue Frontage Road	5JF4575	Single-family Residence	1918
8125 6th Avenue Frontage Road	5JF4563	Single-family Residence	1918
8126 6th Avenue Frontage Road	5JF4574	Single-family Residence	1918
8130 6th Avenue Frontage Road	5JF4573	Single-family Residence	1918
8149 6th Avenue Frontage Road	5JF4564	Single-family Residence	1955
8159 6th Avenue Frontage Road	5JF4565	Single-family Residence	1945
8401 6th Avenue Frontage Road	5JF4609	Single-family Residence	1953
9050 6th Avenue Frontage Road	5JF4589	Shopping Center	1956
401 Wadsworth Boulevard	5JF4586	Gas Station	1958
495 Wadsworth Boulevard	5JF4585	Gas Station	1958
659 Wadsworth Boulevard	5JF4560	Office Building	1965
699 Wadsworth Boulevard	5JF4561	Commercial Storefront	1961
700 Wadsworth Boulevard	5JF4536	Converted Residences	1947
710 Wadsworth Boulevard	5JF4535	Converted Residences	1951
720 Wadsworth Boulevard	5JF4534	Single-family Residence	1949
730 Wadsworth Boulevard	5JF4533	Single-family Residence	1947
785 Wadsworth Boulevard	5JF4559	Valentine Diner	1950
820 Wadsworth Boulevard	5JF4525	Commercial Building	1965
829 Wadsworth Boulevard	5JF4558	Vehicle Maintenance	1964
850 Wadsworth Boulevard	5JF4524	Commercial Building	1960

**Table 4. Resources Built In or Before 1965 within the Project Area,
Not Previously Recorded**

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
900 Wadsworth Boulevard	5JF4523	Single-family Residence	1916
965 Wadsworth Boulevard	5JF4557	Converted Residence	1939
975 Wadsworth Boulevard	5JF4556	Single-family Residence	1950
999 Wadsworth Boulevard	5JF4554	Commercial Building	1952
1000 Wadsworth Boulevard	5JF4521	Vehicle Maintenance	1961
1015 Wadsworth Boulevard/ 7655 W. 10th Avenue	5JF4512	School Complex (Jefferson County Open School; New America School)	1927-96†
1050 Wadsworth Boulevard	5JF4520	Office Building	1955
1190 Wadsworth Boulevard	5JF4519	Office Building	1958
1200 Wadsworth Boulevard	5JF4518	Converted Residence	1950
1204 Wadsworth Boulevard	5JF4517	Converted Residence	1938
1208 Wadsworth Boulevard	5JF4516	Converted Residence	1930
1215 Wadsworth Boulevard	5JF4511	Converted Residence	1918
1220 Wadsworth Boulevard	5JF4515	Multi-family Residence	1962
1224 Wadsworth Boulevard	5JF4514	Office Building	1962
1230 Wadsworth Boulevard	5JF4513	Converted Residence	1928
550 Webster	5JF4570	Multiple-family Residence	1961
594 Webster Street	5JF4569	Single-family Residence	1940
490 Yukon Street	5JF4583	Multiple-family Residence	1955
Northwest Cloverleaf Ruins	5JF4510	Northwest Cloverleaf of US 6 and Wadsworth Blvd. interchange	Unknown
US 6	5JF4509.1	Interstate Highway Segment	Multiple Dates
Wadsworth Boulevard	5JF4508.1	State Highway 121 Segment	Multiple Dates

Table 4. Resources Built In or Before 1965 within the Project Area, Not Previously Recorded

<i>Address</i>	<i>Site Number</i>	<i>Description</i>	<i>Date*</i>
Lakewood Gulch Culvert	5JF4508.1	Concrete box culvert with concrete abutments, wingwalls, two piers, and floor	1961
US 6 and Wadsworth Bridge	5JF4509.1	Overpass over Wadsworth Blvd.	1961, 1977

**(Jefferson County Assessor Records, 2008)*

†(Lakewood Historical Society, 1998)

In February and March 2008, TEC conducted historical research at five Jefferson County Public Libraries, the Denver Public Library, the Colorado Historical Society, the Jefferson County Historical Society, the Jefferson County School District Archives, the Jefferson County Assessor’s Office, the City of Lakewood, the Mid-Lakewood Civic Association, the Lakewood Heritage Center, and CDOT. Sources examined at these locations included maps, governmental reports, and other historical books and records. The Jefferson County Assessor Records and the City of Lakewood Records were consulted in support of ownership research for properties surveyed. Drawings from the Colorado Department of Highways and the Urban Drainage and Flood Control District revealed that the Dry Gulch elliptical culvert was likely constructed sometime after 1965, and therefore this resource was not surveyed for this inventory (Colorado Department of Highways, 1960; Sellards and Grigg, Inc., 1977).

A comprehensive historical and architectural field survey was conducted to record all identified buildings, structures, linear resources, and landscape features for survey and evaluation. Resources were recorded using digital photography, which is acceptable by the OAHP. Per OAHP recommendations, black and white digital prints were printed on true black and white paper using www.mpix.com printing services. The field survey did not address interiors of the buildings due to limited access to the properties.

One OAHP inventory form (Architectural Inventory Form, Linear Component Form, or Reevaluation Form, depending on the resource) was completed for each of the 151 historic resources surveyed within the project area. Evaluations of NRHP eligibility were addressed within the forms as specified by OAHP. The physical and architectural descriptions of the landscape features, structures, linear resources, and/or buildings conform to OAHP guidelines and nomenclature, including description of styles, materials, alterations and integrity, and defining architectural elements. Photographs, site sketch maps, and site

location maps were included in the site forms in accordance with the *Colorado Cultural Resource Survey Manual* (Office of Archaeology and Historic Preservation, 2007). Printed black-and-white archival photographs were annotated and placed in archival plastic sleeves per OAHF requirements.

5.0 RESULTS

As the result of the field survey, historical research, and evaluations, of the 151 resources surveyed, 9 are recommended individually eligible for nomination to the NRHP, 39 are recommended eligible as contributing resources in three identified potentially eligible historic districts, and the remaining 103 resources are recommended not eligible for individual nomination to the NRHP, nor as contributing buildings in a potential NRHP-eligible historic district. The following is a summary of the survey results for each of the architectural resources surveyed that are recommended to be eligible for nomination.

5.1 INDIVIDUALLY RECOMMENDED NRHP-ELIGIBLE RESOURCES

7395 6th Avenue Frontage Road, 5JF3548

The house at 7395 6th Avenue Frontage Road is a one-story, English-Norman Cottage style, single-family residence that was built in 1946 (Figure 46). This residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of an English-Norman Cottage style residence in Lakewood. When this property was surveyed by Norman in 2004, it was not recommended NRHP-eligible, but was recommended eligible as a local landmark. The SHPO has not made an official determination of NRHP eligibility for this property. This survey recommends that the house at 7395 6th Avenue Frontage Road is eligible for nomination to the NRHP based on the property's ability to meet NRHP Criterion C. The house also retains good historical and physical integrity to its original construction.



Figure 46 . 7395 6th Avenue Frontage Road, 5JF3548

7423 6th Avenue Frontage Road, 5JF3549

The house at 7423 6th Avenue Frontage Road is a one-story, Mediterranean Revival style, stucco-clad single-family residence that was originally built in 1939 (Figure 47). This residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative

example of a Mediterranean Revival style residence in Lakewood. When this property was surveyed by Norman in 2004, it was not recommended NRHP-eligible, but was recommended eligible as a local landmark. The SHPO has not made an official determination of NRHP eligibility for this property. This survey recommends that the house at 7423 6th Avenue Frontage Road is eligible for nomination to the NRHP based on the property's ability to meet NRHP Criterion C. The house also retains good historical and physical integrity to its original construction.



Figure 47. 7423 6th Avenue Frontage Road, 5JF3549

7433 6th Avenue Frontage Road, 5JF4542

The house at 7433 6th Avenue Frontage Road is a one-story, Minimal Traditional style, wood-framed, single-family residence that was originally built in 1940 (Figure 48). This residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of a Minimal Traditional style residence in Lakewood. The house also retains good historical and physical integrity to its original construction.



Figure 48. 7433 6th Avenue Frontage Road, 5JF4542

8125 6th Avenue Frontage Road, 5JF4563

The house at 8125 6th Avenue Frontage Road is a one-and-one-half story, Craftsman style, stucco-clad, single-family residence that was originally built in 1918 (Figure 49). This residence is recommended

eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of a Craftsman style residence in Lakewood. The house also retains good historical and physical integrity to its original construction.



Figure 49. 8125 6th Avenue Frontage Road, 5JF4563

7558 West 9th Avenue, 5JF3554

The house at 7558 West 9th Avenue is a one-story, Art Deco style, single-family residence that was built in 1939 (Figure 50). This residence is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of an Art Deco style residence in Lakewood. When this property was surveyed by Norman in 2004, it was not recommended NRHP-eligible, but was recommended eligible as a local landmark. The SHPO has not made an official determination of NRHP eligibility for this property. This survey recommends that the house at 7558 West 9th Avenue is eligible for nomination to the NRHP based on the property's ability to meet NRHP Criterion C. The house also retains good historical and physical integrity to its original construction.



Figure 50. 7558 West 9th Avenue, 5JF3554

401 Wadsworth Boulevard, 5JF4586

The building at 401 Wadsworth Boulevard is a gas station that was built in 1958 (Figure 51). It is a good representative of a variant of the 1950s Oblong Box styled gas station, and includes character-defining features such as angled, plate-glass commercial windows, two vehicle bays, and a flat roof. It is recommended eligible for nomination to the NRHP under Criterion C for architectural merit. This building also retains good historical and physical integrity to its original construction.



Figure 51. 401 Wadsworth Boulevard, 5JF4586

700 Wadsworth Boulevard, 5JF4536

The converted residence at 700 Wadsworth Boulevard is a one-story, Ranch style building that is clad in ashlar stone and was built in 1947 (Figure 52). This building is recommended eligible for nomination to the NRHP under Criterion C for architectural merit as a good representative example of an early Ranch style residence with Usonian influences in Lakewood. The house also retains good historical and physical integrity to its original construction.



Figure 52. 700 Wadsworth Boulevard, 5JF4536

1215 Wadsworth Boulevard, 5JF4511

The building at 1215 Wadsworth Boulevard is a one-story, Dutch Colonial Revival style, single-family residence that was originally built in 1918 (Figure 53). The building is clad in stucco with the features of a Dutch Colonial Revival style such as the flared eaves on a gambrel roof. Historical research shows that

this building was originally a wood-frame barn structure and was altered in 1948-1949 by the Howell family in order to create a single-family residence. During the alteration, the building was enlarged using concrete block construction, a front porch was added to the east façade, and a small tack room was removed and an enclosed porch built in its place. This alteration occurred during the period of time in which Lakewood was moving from an agricultural society to a suburban society. The building is recommended eligible for nomination to the NRHP under Criterion A for association with events that have made a significant contribution to the broad pattern of our history. The house also retains good historical and physical integrity to its construction in 1948-1949.



**Figure 53. 1215 Wadsworth Boulevard,
5JF4511**

1230 Wadsworth Boulevard, 5JF4513

The building at 1230 Wadsworth Boulevard is a one and one-half story, Craftsman Bungalow style single family home that has been converted into a commercial building that was originally built in 1928 (Figure 54). The building is clad in stucco with the features of a Craftsman Bungalow such as the original 4/1 and 3/1 sash windows with brick sills, and a clipped-gabled roof with overhanging eaves. This building is highly intact for its age and location along the Wadsworth Boulevard corridor, and is recommended eligible for nomination to the NRHP under Criterion C for architectural merit. The house also retains good historical and physical integrity to its original construction.



Figure 54. 1230 Wadsworth Boulevard, 5JF4513

5.2 ELIGIBLE RESOURCES IN RECOMMENDED HISTORIC DISTRICTS

The Lakewood School

1015 Wadsworth Boulevard and 7655 W. 10th Avenue, 5JF4512

(New America School and Jefferson County Open School)

The school complex comprising the New America School and Jefferson County Open School is located within the large parcel bound by Wadsworth Boulevard to the east, West 12th Avenue to the north, West 10th Avenue to the south, and Allison Street to the west. This site is recommended eligible as a historic district under Criteria A and C. Under Criterion A, the property's contribution to the community and its historical significance resides in the site's history as one of the first public school campuses in Jefferson County. The recommended period of significance for the historic district is 1927 through 1977. This range was chosen to reflect the earliest built structure, Building 2, which was built in 1927, through the addition of a new cafeteria in 1977.

Established in 1892 with the construction of the first school building that faced Wadsworth Boulevard, the Lakewood school became a prominent focal point of Lakewood along Wadsworth. The Lakewood School continued to evolve and expand throughout the twentieth century, mirroring the growth of the greater community and region as Lakewood began to establish itself as a prominent suburban city of Denver. The school's substantial expansion projects during the 1920s and 1930s, with the construction of a new Junior High (Building 2), Gymnasium (Building 3) and High School (Building 7) reflects the region's burgeoning population growth during this period. Although the original 1892 school building was replaced sometime between 1932 and 1934, the new school building (Building 1) contributed to the site's importance as an educational institution in Lakewood (Figure 55). The school continued to develop and expand through the 1990s, retaining its original 1920s and 1930s structures as prominent visual

landmarks along Wadsworth Boulevard and West 10th Avenue. Although the Lakewood School has since been functionally divided between the New America School and the Jefferson County Open School, the property is still owned and operated by the Jefferson County School District, and its use as school buildings for grades K-12 continues.



Figure 55. Building 1

The Lakewood School complex also meets Criterion C for distinctive characteristics of property types for educational buildings, for its representation of architectural styles of distinct stylistic periods, and for the high artistic values that each of the contributing buildings represent. As an educational complex, each of the school buildings is functionally designed to meet the needs of a grade school, junior high, and high school. To this end, the buildings' interiors accommodate classrooms, gymnasiums, a cafeteria, a library, art studios, a theater, and offices. The infrastructure and interior finishes, such as glazed brick on the walls of the corridors, accommodate the functions required of these buildings. Among the buildings constructed between 1927 and 1934, most of the original interior finishes are still extant.

Each building within the Lakewood School is a representation of a distinct architectural style contemporary with the period of construction. Moreover, each of these architectural styles represents the high artistic values sought by the building's designer. The polychromatic (multi-colored) and geometric brick designs illustrated in Buildings 2, 3, and 7 are excellent representatives of the Works Progress Administration (WPA) Art Deco architectural style of the late 1920 and 1930s (Figure 56). At the same time, Building 1's Renaissance Revival style was also contemporary with architectural trends of the early 1930s. The use of the historical references embodied by the Renaissance Revival style was a deliberate stylistic attempt to pay homage to the 1892 building that previously stood on that site.



**Figure 56. Building 2's entrance, photograph at left;
Building 7, photograph at right**

As the Lakewood School continued to grow in the 1960s and 1970s, the school's architectural building program was one of contemporary artistic vision. This is seen in the 1968-70 Administrative and Arts Building (Building 5) and its distinctive Formalist architectural style that borrowed elements from Neoclassicism and the International Style to create the arcaded fenestration at the principal facade. Building 5's interior also exhibits popular materials of the period, such as natural birch doors and unornamented brick finishes for the interior corridors. The Cafeteria/Library (Building 4) and the Connecting Building (Building 6) display strong influences of the International Style and Modernism in their expansive fenestration, flat roofs, and adherence to building form rather than applied ornamentation. Finally, one of the newest buildings on the complex, the Theater (Building 8), represents an architectural trend that emerged during the 1990s: Post-Modernism. This is illustrated by the building's deliberate stylistic references to the site's history and allusions to historical architectural decorative motifs. The exterior realizes this through its polychromatic references to entablatures, cornices, and quoins, and even directly refers to the school's history by incorporating theater medallions salvaged from the previous theater building and applied as architectural adornment at the building's corners. Overall, the school complex demonstrates an evolution in architectural history between the 1920s through the 1990s through its design of school buildings. Although Buildings 4, 6, and 8 are less than 50 years of age, and are not recommended eligible under Criteria Consideration G for properties less than 50 years of age with exceptional significance, these buildings and their associated landscape features should be reevaluated for historical significance when they become more 50 years of age.

In total, seven buildings and structures and two landscape features are recommended as contributing resources within the proposed Lakewood School Historic District. These are Building 1 (New America School), Building 2 (Elementary School), Building 3 (Gymnasium), Building 5 (Administrative and Arts), Building 7 (Junior High), Structure 10 (World War II Memorial), and Structure 12 (Storage Outbuilding). Contributing landscape features are the landscaped areas and walkways to the immediate south and east of the contributing school buildings and the Memorial Field including its archway. The remaining 10 noncontributing buildings comprise all buildings and structures that were built after 1958: Building 4 (Cafeteria and Library), Building 6 (Connecting Building), Building 8 (Theater), Building 9 (Outbuilding), Structure 11 (Storage Outbuilding), Structure 13 (Storage Outbuilding), Structure 14 (Concessions), Structure 15 (Storage Outbuilding), Structure 16 (Bleachers), and Structure 17 (Ticket Booth). Five landscape features that are recommended as noncontributing comprise all other areas, including the elementary school playground, the baseball field, all parking lots, landscaping adjacent to the post-1960s buildings, and fences within the school complex. The boundaries of the recommended Lakewood School Historic District are the legal boundaries of the school complex, which are formed by Wadsworth Boulevard to the east, West 12th Avenue to the north, West 10th Avenue to the south, and Allison Street to the west.

Green Acres Subdivision

The Green Acres Subdivision is located between Emerald Lane and Reed Street from US 6 to 9th Place on its northernmost boundary, and includes the roadways Highland Drive and Broadview Drive that branch eastward from Wadsworth Boulevard. Green Acres neighborhood is recommended eligible as a historic district that is an intact, representative example of a Post World War II residential subdivision.

The Green Acres Subdivision is recommended eligible under Criterion A for the neighborhood's establishment in Lakewood during the 1950s. Platted in 1940, Green Acres began to develop with single-family residences by 1947 and the majority of the houses were built by 1961. The neighborhood's development during this time reflects an important historic trend in suburban growth within the Denver metropolitan area during the Post World War II era, and is an example of a development that led to Lakewood's establishment as an independent city in 1969.

Green Acres stands out as a highly intact post-World War II subdivision that was marketed to the upper-middle class in Lakewood. The 1956 Advertisement in the *Annual Denver Area Parade of Homes* confirms that the housing was costlier than other neighborhoods in Lakewood at that time. This may also be due to the neighborhood's characteristic large lots with generous housing setbacks. The

development's location due west of the older establishment of the Lakewood Country Club suggests that some of the early residences may have been members of this prestigious Club. The houses that were built in Green Acres during the 1950s also coincide with the opening of the nearby Denver Federal Center in 1950. When the Federal Government converted the former DOP into the Denver Federal Center, the new campus became a regional center of government operations and employment. Its opening helped revitalize Lakewood as a residential suburb providing middle-class housing to Denver Federal Center employees.

Architecturally, the homes within Green Acres appear to be custom-designed homes and none is identical to one another. However, there is overall architectural uniformity in the size, scale, and architectural design of the housing, with the informal Ranch Style comprising the majority of the building forms, as well as a few Split Level housing types. This architectural continuity throughout the neighborhood may be due to a common developer, as the Williams Construction Company was named in the 1956 *Annual Denver Area Parade of Homes* promotion (Center for Historic Preservation Research, 2006:15).

The Green Acres subdivision is also notable as the first community in Lakewood controlled by building standards imposed by a neighborhood association. As such, the houses built in the 1940s and 1950s all maintain the 50-foot setbacks required by the neighborhood covenants (Figures 57 and 58). Additionally, the neighborhood was planned with a special interest in the location of trees and shrubbery around each property (Norman, 2002:40). Each property features a broad grass-covered lawn that collectively create visual continuity along the street front, while mature trees and plantings are typically setback and embellish the houses. Although the neighborhood was designed and built primarily in the late 1940s, the 1950s and 1960s saw an increase in houses being built on open lots in the area. The Green Acres Neighborhood Association still provides oversight regarding the architectural styles of new housing and renovations.



Figure 57. 660 Park Lane, 5JF4551



Figure 58. 705 Emerald Lane, 5JF4529

As a result of these design features, the Green Acres Subdivision is also recommended eligible as a Historic District under Criterion C as an important example of post-World War II neighborhood planning and design principles. Many of the development's features, such as uniform setbacks, were design elements recommended by the Federal Housing Administration as early as the 1930s that set the standard of post-World War II subdivision planning nationwide. Moreover, the housing's consistent informal Ranch Style and Split-level architecture reflects an attempt made by developers to appeal to the consumer during a time when these styles had gained widespread popularity in suburban residential architecture. . Picture windows, low, horizontal profiles, and horizontally oriented bands of windows became distinguishing features of both domestic styles. These elements also were well-adapted to suburban developments like Green Acres (Ames and McClelland, 2002:49, 66), and as such, the neighborhood is an excellent example of the execution of this suburban model within the greater Denver metropolitan area.

Although approximately one-third of the houses surveyed were found to have sustained varying degrees of alterations, about two-thirds of the neighborhood remains highly intact and with good physical and historical integrity to its original construction. As a result, Green Acres as a whole continues to convey its location, setting, feeling, and association of a mid-twentieth century residential subdivision.

The project area includes 30 properties were built in or before 1965 within the Green Acres neighborhood, and these were surveyed and evaluated for NRHP eligibility (see Table 5). Twenty of these properties are recommended as contributing features of a proposed Green Acres Historic District. The remaining 10 evaluated properties are recommended not eligible for nomination to the NRHP due to integrity loss from substantial alterations or additions to the principal façade. The recommended period

of significance for the proposed Green Acres Historic District is 1947 through 1961, which is the period when majority of the houses were built in the neighborhood.

Table 5. Recommended Green Acres Historic District, Resources within the Project Area					
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>	<i>Justification</i>
5JF3610	700 Park Lane	Ranch clad in red brick	1950	Contributing Resource	Good integrity
5JF4526	7445 Highland Drive	Split-Level clad in brick	1957	Contributing Resource	Good integrity
5JF4527	7415 Highland Drive	Two-story Colonial Revival clad in brick	1957	Contributing Resource	Good integrity
5JF4528	7385 Highland Drive	Split-Level clad in red brick	1958	Contributing Resource	Good integrity
5JF4529	705 Emerald Lane	Split-Level clad in vertical wood siding	1961	Contributing Resource	Good integrity
5JF4530	715 Emerald Lane	Ranch clad in blonde brick	1953	Contributing Resource	Good integrity
5JF4531	725 Emerald Lane	Ranch clad in stucco	1952	Noncontributing Resource	Poor integrity; Major alterations
5JF4532	765 Emerald Lane	Mixed style clad in asbestos cement	1913	Noncontributing Resource	Pre-dates subdivision development
5JF4537	7500 Broadview Drive	Ranch clad in horizontal siding	1947	Contributing Resource	Good integrity
5JF4538	7474 Broadview Drive	Ranch clad in horizontal vinyl siding	1951	Noncontributing Resource	Poor integrity; Garage addition to principal facade
5JF4539	7460 Broadview Drive	Ranch clad in brick	1957	Noncontributing Resource	Poor integrity; Garage addition to principal facade
5JF4540	7400 Broadview Drive	Minimal Traditional clad in stucco	1947	Noncontributing Resource	Poor integrity; alterations to house

Table 5. Recommended Green Acres Historic District, Resources within the Project Area					
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>	<i>Justification</i>
5JF4541	7370 Broadview Drive	Ranch clad in horizontal vinyl siding	1947	Contributing Resource	Good integrity
5JF4543	740 Emerald Lane	Ranch clad in blonde brick	1953	Contributing Resource	Good integrity
5JF4544	730 Emerald Lane	Ranch clad in red brick	1953	Contributing Resource	Good integrity
5JF4545	701 Park Lane	Split-Level clad in brick	1955	Contributing Resource	Good integrity
5JF4546	721 Park Lane	Split-Level clad in brick	1955	Contributing Resource	Good integrity
5JF4547	741 Park Lane	Split-Level clad in brick	1955	Contributing Resource	Good integrity
5JF4548	761 Park Lane	Ranch clad in brick	1955	Contributing Resource	Good integrity
5JF4549	781 Park Lane	Ranch clad in brick	1957	Contributing Resource	Good integrity
5JF4550	790 Park Lane	Ranch clad in vertical siding	1955	Contributing Resource	Good integrity
5JF4551	660 Park Lane	Ranch clad in red brick	1951	Contributing Resource	Good integrity
5JF4552	680 Park Lane	Ranch clad in stone veneer	1951	Contributing Resource	Good integrity
5JF4553	720 Park Lane	Ranch clad in red brick	1951	Contributing Resource	Good integrity
5JF4610	7393 6th Avenue Frontage Road	Other style clad in Stucco	1952	Noncontributing Resource	Poor integrity; second-story addition
5JF4611	7373 6th Avenue Frontage Road	Ranch clad in horizontal siding	1955	Noncontributing Resource	Poor integrity; garage addition plus vinyl siding

<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>	<i>Justification</i>
5JF4613	7199 6th Avenue Frontage Road	No style clad in horizontal siding	1957	Noncontributing Resource	Poor integrity; numerous alterations to exterior
5JF4636	710 Emerald Lane	Ranch clad in brick	1953	Contributing Resource	Good integrity
5JF4637	720 Emerald Lane	Other style clad in brick and vinyl	1953	Noncontributing Resource	Poor integrity; numerous alterations to exterior
5JF4612	7225 6th Avenue Frontage Road	Ranch clad in horizontal siding	1948	Noncontributing Resource	Poor integrity; garage addition plus vinyl siding

The recommended district boundaries reflect both the historic plat map dating to the 1940s, and also this period of development (see Figure 59 and Table 6). This boundary encompasses the properties along both sides of Broadview Drive and Highland Drive along the northern and southern boundaries, and is framed by the properties along both sides of Emerald Lane and Reed Street at the west and east ends, respectively. The boundary also includes the area including Vance Street and West 8th Avenue, which was part of the original 1940 plat map and includes neighborhood housing dating to the proposed period of significance, 1947-61.

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<i>Map Number</i>	<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility Recommendation</i>
1	5JF4526	7445 Highland Drive	Contributing Resource
2	5JF4527	7415 Highland Drive	Contributing Resource
3	5JF4528	7385 Highland Drive	Contributing Resource
4	5JF4532	765 Emerald Lane	Noncontributing Resource
5	5JF4531	725 Emerald Lane	Noncontributing Resource

Table 6. Recommended Green Acres Historic District, Key to Figure 59			
<i>Map Number</i>	<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility Recommendation</i>
6	5JF4530	715 Emerald Lane	Contributing Resource
7	5JF4529	705 Emerald Lane	Contributing Resource
8	5JF4543	740 Emerald Lane	Contributing Resource
9	5JF4544	730 Emerald Lane	Contributing Resource
10	5JF4637	720 Emerald Lane	Noncontributing Resource
11	5JF4636	710 Emerald Lane	Contributing Resource
12	5JF4549	781 Park Lane	Contributing Resource
13	5JF4548	761 Park Lane	Contributing Resource
14	5JF4547	741 Park Lane	Contributing Resource
15	5JF4546	721 Park Lane	Contributing Resource
16	5JF4545	701 Park Lane	Contributing Resource
17	5JF4550	790 Park Lane	Contributing Resource
18	5JF4551	660 Park Lane	Contributing Resource
19	5JF4552	680 Park Lane	Contributing Resource
20	5JF4553	720 Park Lane	Contributing Resource
21	5JF3610	700 Park Lane	Contributing Resource
22	5JF4537	7500 Broadview Drive	Contributing Resource
23	5JF4538	7474 Broadview Drive	Noncontributing Resource
24	5JF4539	7460 Broadview Drive	Noncontributing Resource
25	5JF4540	7400 Broadview Drive	Noncontributing Resource
26	5JF4541	7370 Broadview Drive	Contributing Resource
27	5JF4610	7393 6th Avenue Frontage Road	Noncontributing Resource

Table 6. Recommended Green Acres Historic District, Key to Figure 59			
<i>Map Number</i>	<i>Site Number</i>	<i>Address</i>	<i>NRHP Eligibility Recommendation</i>
28	5JF4611	7373 6th Avenue Frontage Road	Noncontributing Resource
29	5JF4612	7225 6th Avenue Frontage Road	Noncontributing Resource
30	5JF4613	7199 6th Avenue Frontage Road	Noncontributing Resource

Meadowlark Hills Subdivision

The Meadowlark Hills subdivision is located between 6th Avenue Frontage Road and 1st Avenue and between Carr and Garrison Streets. Constructed between 1953 and 1956, Meadowlark Hills was a master-planned development that includes curvilinear, tree-lined streets, parks, and a community shopping center. Extensive primary research including newspaper archives and historical and municipal repositories identified the subdivision developers as Hillcrest Homes Company, the Meadowlark Land Company, the Meadowlark Development Company, and House Beautiful Homes, Inc., but it did not identify contractors or architects associated with construction, nor a description of the specific housing models and other design specifics. Although the entire neighborhood was not examined as part of this survey, a windshield assessment through the neighborhood identified approximately six housing models of either Ranch or Split Level style. The six models identified within the project area are identified in Table 7, below. Each house displays strong uniformity in architectural design and materials. All of the houses within the Meadowlark Hills subdivision are faced with a combination of blonde, red, and brown brick that the contractor purchased from the local Lakewood Brick and Tile Company located along 13th Avenue (Norman, 2002:31-32). The consistency in building materials and housing styles bestows strong visual and architectural consistency to the neighborhood as a whole.

Table 7. Identified House Models in the Meadowlark Hills Subdivision			
<i>Model</i>	<i>Description</i>	<i>Examples in the Project Area</i>	<i>Example Photograph</i>

Table 7. Identified House Models in the Meadowlark Hills Subdivision

<i>Model</i>	<i>Description</i>	<i>Examples in the Project Area</i>	<i>Example Photograph</i>
A	<ul style="list-style-type: none"> • Ranch style house with a cross-hipped roof • Entirely clad in blonde brick • Projecting wing includes a six-part picture window 	545 Meadowlark Dr., 585 Dudley St. (variation)	 <p>Ex. 545 Meadowlark Dr.</p>
B	<ul style="list-style-type: none"> • Ranch style house with hipped roof • Blonde brick veneer with red-brick details • Red-brick angled wall adjacent to entrance • Corner picture window 	540 Meadowlark Dr., 580 Estes St.	 <p>Ex. 540 Meadowlark Dr.</p>
C	<ul style="list-style-type: none"> • Ranch style house with cross-gabled roof that creates a shallow porch • Red-brick veneer, with blonde brick encasing the window bays on the principal facade • Gabled ends are clad in horizontal siding 	555 Everett St.	 <p>Ex. 555 Everett St.</p>
D	<ul style="list-style-type: none"> • Ranch style house with hipped roof • Blonde-brick veneer with red-brick at foundation and window trim • Large, 9-light picture window 	560 Everett St., 585 Dover St.	 <p>Ex. 560 Everett St.</p>
E	<ul style="list-style-type: none"> • Ranch style house with hipped roof with cross-gable supported by a projecting red-brick wall at the entrance • Blonde-brick veneer with red-brick window trim and at foundation • Picture window within cross-gabled projection 	585 Estes St., 580 Dudley St.	 <p>Ex. 585 Estes St.</p>
F	<ul style="list-style-type: none"> • Split Level house with hipped roof • Blonde-brick veneer • Picture window at house's mid-level 	590 Dover St.	 <p>Ex. 590 Dover St.</p>

The 11 resources within the project area in Meadowlark Hills with respect to their housing models and degree of integrity are evaluated in Table 8, below.

<i>Site No.</i>	<i>Address</i>	<i>Model</i>	<i>Integrity</i>	<i>Alterations</i>
5JF4589	9050 6th Avenue	None (shopping center)	Poor	New roof with metal awnings, brick tower additions, new stucco cladding on portions of facade
5JF4590	545 Meadowlark Drive	A	Good	Car port addition to side facade
5JF4591	540 Meadowlark Drive	B	Good	One-story addition at rear
5JF4592	555 Everett Street	C	Excellent	No exterior alterations
5JF4593	560 Everett Street	D	Good	No exterior alterations to house; circular driveway added
5JF4594	585 Estes Street	E	Good	Replacement windows (vinyl)
5JF4595	580 Estes Street	B	Fair	One-car garage attached to side facade; replacement windows (vinyl)
5JF4596	585 Dudley Street	A	Good	Replacement windows (vinyl)
5JF4597	580 Dudley Street	E	Excellent	No exterior alterations
5JF4598	585 Dover Street	D	Fair	One-car garage attached to side facade
5JF4599	590 Dover Street	F	Good	Wood-framed addition at rear; low fence added to front yard

The Meadowlark Hills subdivision is recommended eligible under Criterion A for the neighborhood's establishment in Lakewood during the 1950s. The neighborhood's development during this time reflects an important historic trend in suburban growth within the Denver metropolitan area during the Post World War II era and is an example of a movement that led to the creation of Lakewood as an independent city in 1969. Meadowlark Hills' establishment during the mid-1950s also coincides with the opening of the nearby Denver Federal Center in 1950. When the federal government converted the former DOP into the Denver Federal Center, the new federal campus became a regional center of government operations and

employment. Its opening helped revitalize Lakewood as a residential suburb providing middle class housing to Denver Federal Center employees.

The Meadowlark Hills subdivision is recommended eligible under Criterion C as an important example of post-World War II neighborhood planning and design principles (Figure 60). Many of the development's features, such as the curvilinear streets and uniform setbacks were design elements recommended by the Federal Housing Administration as early as the 1930s and set the standard of post-World War II subdivisions nationwide. Moreover, the housing's consistent informal Ranch style and Split Level architecture reflects an attempt made by developers to appeal to the consumer during this period of increasing popularity for these trends during the 1950s. Picture windows, low, horizontal profiles, and horizontally oriented bands of windows became distinguishing features of both domestic styles. These elements also were well-adapted to middle class suburban developments, such as Meadowlark Hills (Ames and McClelland, 2002:49, 66). Meadowlark Hills is an excellent example of the execution of this suburban model within the greater Denver metropolitan area.



Figure 60. Meadowlark Hills Neighborhood

The Meadowlark Hills subdivision maintains a remarkably high degree of historic physical integrity. Unlike many other residential subdivisions of its era, a windshield survey through the neighborhood revealed little to no evidence of demolition, alterations to the front of the house, or other large-scale alterations. The most common alteration to the housing appears to be replacement of original metal-framed windows; however, this renovation is not universal and a large degree of original fenestration appears to remain intact throughout the neighborhood.

The period of significance for the recommended Meadowlark Hills Historic District is the neighborhood's period of construction, 1953-56. The recommended district boundaries encompass the neighborhood's construction limits, as completed in 1956 (Figure 61). This area is generally bound by 6th Avenue Frontage Road to the north, Carr Street to the east, West 1st Avenue to the south, and Garrison Street to the west. Excepted areas within this area but outside of the boundary include a group of six properties on West Fourth Avenue that were built in the mid-1960s, nearly ten years after Meadowlark Hills was completed and comprise the West Fourth Avenue Subdivision. A second group of six houses at the southwest corner of 6th Avenue Frontage Road and Carr Street are also excluded from the proposed historic district because they were also built after 1965 and were not included in the original Meadowlark Hills Development. Additionally, the school property at the southeast corner of the neighborhood, South Lakewood Elementary, was constructed in 1994, and therefore not included within the recommended historic district boundary.

Error! Objects cannot be created from editing field codes. Although the neighborhood as a whole was not surveyed as part of this report, 16 resources within the neighborhood are located within this survey's project area along 6th Avenue, at the northern edge of the neighborhood. According to construction dates in the Jefferson County Assessor Records, 11 of these resources consisting of 10 single-family residences and one commercial complex were built in or before 1965 and were therefore surveyed and evaluated in this report. All 10 residences are recommended eligible as contributing resources within the recommended Meadowlark Hills historic district. The commercial building, the Meadowlark Shopping Center, is recommended as a noncontributing resource due to loss of historic physical integrity from substantial alterations to the building's exterior.

5.3 RESOURCES RECOMMENDED NOT ELIGIBLE FOR THE NRHP

Out of the 151 historic resources surveyed in this inventory, 77 resources recommended not eligible for nomination to the NRHP (not including the noncontributing resources within the three recommended historic districts, described in Section 5.2, above). These of 77 resources consist of 70 architectural resources and 7 linear resources. Thirteen of these resources had been previously evaluated, and are described below.

Reevaluated Resources

Eight previously evaluated resources in the Rhodes surveys (Rhodes, 2002a; Rhodes, 2002b) were reevaluated in this report. Of these, six architectural resources are recommended as not eligible for nomination to the NRHP (5JF2907, 5JF2908, 5JF2911, 5JF2912, 5JF2913, 5JF2914, and 5JF3013.1).

Because the Lakewood Lateral's Linear Component form (5JF3013.1) was deemed thorough and complete, an OAHP Re-evaluation Form was completed for this resource. No changes to the site were found since its documentation in 2002.

A new OAHP Linear Component form was completed for the D&IM Railroad (5JF817.4) to document substantial changes to the site since it was documented in 2002. Although the length of the D&IM Railroad linear resource that included the segment of the former railroad bed within the project area at 13th Avenue was officially determined eligible for listing in the NRHP (Rhodes 2002b), the segment evaluated in this report was a smaller sub-segment of this section, and therefore received a new site number, 5JF817.7. Recent alterations to the resource consist of the removal of all of the railroad ties, the sloping sides and raised grade of the railroad bed, and most of the steel rails (only fragments remain). As a result of these changes, this report recommends that the NRHP eligibility of the former D&IM Railroad segment is changed from officially NRHP-eligible to not eligible due to extensive loss of integrity.

The McIntyre Gulch Culvert (5JF2268) that had been previously recorded (Fraser 2000) and officially determined not eligible for the NRHP was resurveyed for changes to the resource. No changes were identified, and an OAHP Re-evaluation form was completed for this inventory.

All four historic resources included in the Norman survey of Northeast Lakewood (Norman, 2002; Norman, 2004) that were resurveyed in this inventory were recommended to be either individually eligible for nomination to the NRHP (5JF3548, 5JF3549, and 5JF3554), or as a contributing resource within the recommended Green Acres Historic District (5JF3610). These are described in Section 5.2, above.

Neighborhoods

Several neighborhoods included within the project were evaluated for their potential as historic districts, within the scope of the requirements of the OAHP Architectural Inventory Forms. While intensive survey and evaluations were limited to the individual properties surveyed within the APE, whether the individual resources are located in a potential district was considered. Where a potential historic district was found, as with the Green Acres and Meadowlark Hills neighborhoods, individual resources surveyed were also evaluated as potential contributing or noncontributing to that district. The third distinct neighborhood identified within the APE is Lakewood Village.

Lakewood Village

The Lakewood Village neighborhood is located within the western extension of the project area, along the north side of 6th Avenue Frontage Road, north of US 6. Twelve pre-1966 resources from this neighborhood are single-family houses built between approximately 1954 through 1965. Each resource was surveyed and evaluated in this report and none were found eligible for nomination to the NRHP. A historic district was also not found within the greater Lakewood Village neighborhood due to the development's apparent lack of a cohesive plan as a suburban neighborhood, and the development appears to adhere only loosely to the post-World War II suburban model. The neighborhood's period of construction, from the mid-1950s through the 1960s, is associated with the suburban development of Lakewood, but this is not associated with an important event within Lakewood or the greater region. The Lakewood Village does not appear to meet any NRHP Criteria, and therefore, a potentially eligible historic district was not found during survey of the 12 evaluated resources within the neighborhood.

Residential Properties

The majority of the pre-1966 resources in the project are residential properties. Nearly all of the residential properties constructed before 1950 are single-family houses built during Lakewood's transition from an agricultural community to a suburb of Denver. However, most of these properties no longer retain enough historical physical integrity to convey their original form as a single-family residence. In many instances, alterations occurred when a house was converted into a commercial property, and sustained exterior additions or renovations as a result. This trend is common in the former residences-turned-commercial establishments that face Wadsworth Boulevard. In other cases, many of the 1950s and 1960s residential properties simply do not meet any of the NRHP Criteria for significance.

Commercial Properties

Most of the pre-1966 commercial properties evaluated within the project area are recommended not eligible for nomination to the NRHP because of their inability to meet NRHP Criteria and/or lack of historical physical integrity. The one exception of a commercial property that meets both NRHP Criteria and requirements for integrity is the Sinclair Gas Station (5JF4586, see discussion above).

One commercial property of note is the former diner structure, site 5JF4559, located behind the restaurant establishment "Tres Margaritas" at 785 Wadsworth Boulevard. Although the interior of the building could not be accessed during survey, its shape and form indicates that it is possibly a Valentine Diner constructed by the Valentine Manufacturing company of Wichita, Kansas, which operated during the late

1940s and through the 1950s (Kansas Historical Society, 2008). The small, rectangular, metal structure behind the restaurant at 785 Wadsworth, however, has suffered severe integrity loss due to rust and neglect, and many of the character-defining features of the portable diner, such as a projecting sign, are no longer extant. This structure is recommended not eligible for nomination to the NRHP due to historical physical integrity loss.

Northwest Cloverleaf Ruins

The project area includes stone and concrete ruins located within the circular northwest on-ramp of the cloverleaf of the US 6 and Wadsworth Boulevard interchange. This site (5JF4510) consists of a series of low foundation walls for a former house, concrete curbs from a driveway, and areas of asphalt paving from the former driveway.

Historical maps indicate that the structural remnants within the northwest cloverleaf of Wadsworth Boulevard and US 6 interchange were originally constructed at sometime between 1899 and 1956. It is possible the structure was built between 1940 and 1956 as a result of the roadway improvements to US 6 during this period. When the cloverleaf interchange between Wadsworth Boulevard and US 6 was planned in 1956, the property was owned by Lee Ryan and the address was 601 Wadsworth Boulevard. As-built drawings created by the Colorado Department of Highways in 1956 illustrate a “frame and stone” house within the proposed northwest cloverleaf ramp (Colorado Department of Highways, 1956). Within the area of the cloverleaf, at the southeast corner of the lot, the map also illustrates a loading ramp, gas station, and well, west of the house’s footprint. The property appears to have served as a residence as well as an operational base for the business owned by Lee Ryan at this time. The curbed, paved driveways on the lot give the appearance of being a loading ramp that led straight to Wadsworth Boulevard at US 6. Although the curving and stepped concrete curbs appear to be remarkably sophisticated construction for a modest residential property, local oral history indicates that Ryan owned a construction business, which suggests that Ryan could have had access to concrete building materials and contemporary building methods, such as concrete landscaping features. No known records pertaining to this site were found during primary research on the property. The Ryan house was demolished during the cloverleaf interchange, constructed in 1961. For an unknown reason, the Colorado Department of Highways left the house’s ashlar stone foundation walls and the property’s concrete curbs and driveways in place within the cloverleaf. The site is recommended not eligible for nomination to the NRHP due to its extensive loss of integrity and the site’s inability to convey its history as a former residence.

Linear Resources

Four new OAHP Linear Resource Component forms were completed for linear resources in the project area. While the former DL&G Railroad site (5JF817.7), the Lakewood Lateral (5JF2914), and the McIntyre Gulch Culvert (5JF2268) were reevaluated or resurveyed and are discussed above, four of linear resources, US 6, Wadsworth Boulevard, the US 6-Wadsworth Boulevard overpass, and the Lakewood Gulch Culvert, were evaluated for the first time in this inventory.

The overpass at US 6 over Wadsworth Boulevard is a concrete slab-and-girder bridge (5JF4509.1). It was built in 1961, and has sustained numerous alterations during the 1970s through the 1990s. Since this structure is less than 50 years of age, it was evaluated under NRHP Criteria Consideration G for exceptional significance, and is not eligible for nomination to the NRHP due to lack of exceptional significance as a concrete bridge.

US 6 (5JF4509.1) is a continuous east-west interstate highway through Jefferson County, Colorado, and is also known as the 6th Avenue Freeway. Although the 2006 Historic Preservation Exemption under Section 106 of the NHPA exempts the majority of interstate highways from Section 106 review, segments of the highway that could retain national or exceptional significance still must be treated as historic properties. However, because US 6 was established in 1938 and predates the Dwight D. Eisenhower System by almost 20 years, the roadway was evaluated in this survey. US 6 meets Criterion A for its history as the second-longest transcontinental highway when it was established in 1938. However, the segment evaluated through the project area is recommended not eligible for nomination to the NRHP due to loss of integrity from numerous alterations and widening that has occurred over the highway's 70-year-long history.

The segment of Wadsworth Boulevard within the APE (5JF4508.1) was also evaluated for historical significance as an early regional north-south linear resource through Lakewood. The road is not recommended eligible due to numerous improvements and alterations, such as widening, over the past 50 years.

The Lakewood Gulch Culvert (5JF4508.1), located at Wadsworth Boulevard due north of Highland Drive, is a 1961 three-cell, concrete-box culvert with concrete abutments. Since this structure is less than 50 years of age, it was evaluated under NRHP Criteria Consideration G for exceptional significance, and is not eligible for nomination to the NRHP due to lack of exceptional significance as a concrete culvert.

6.0 SUMMARY AND CONCLUSIONS

This survey was conducted to identify any significant cultural and paleontological resources located within the project area and evaluate them with regard to their eligibility for nomination to the NRHP. Due to a high level of disturbance, it is unlikely that any important, intact archaeological resources would be located in the project area. A field reconnaissance was conducted to verify that no undisturbed areas with archaeological potential were present in the project area, and none were found.

Potential impacts to both surface and subsurface on paleontological resources were also evaluated in association with this survey. No fossils were observed within the study area during the field survey, no reports of fossils from within the study area were found in the literature reviewed for this study, and no records of fossils from within the study area were found during the museum record searches conducted for this study (see Appendix H for the full paleontological survey report and its recommendations).

A total of 156 historic resources built in or before 1965 were identified within the project area. Eighteen of these resources were previously surveyed and evaluated, and of these, 13 were reevaluated as part of this survey and 5 were not resurveyed. Therefore, a total of 151 resources were surveyed and evaluated within the project area according to NRHP Criteria. See Appendix A for a detailed map of the project area and the resources surveyed, which are graphically identified by site number and period of construction.

The survey and evaluations of all 151 resources have been informed by previous documentation, research, and contextual materials, and as a result, 9 resources are recommended to be individually eligible for nomination to the NRHP (Table 10; See Appendix B for Architectural Inventory Forms for recommended-eligible properties). The Jefferson County Open School complex, including the New America School, is recommended as a historic district, called the Lakewood School Historic District in reference to its period of significance. The property was evaluated on one OAHP Architectural Inventory Form (See Appendix C for the Architectural Inventory Form). The recommended Green Acres Historic District consists of 20 contributing resources and 10 noncontributing resources (See Appendix D for the Architectural Inventory Forms). The recommended Meadowlark Hills Historic District includes 10 contributing resources and one noncontributing resource (see Appendix E for the Architectural Inventory Forms). The remaining 70 architectural resources surveyed are recommended not eligible for nomination to the NRHP (see Appendix F for Architectural Inventory Forms for recommended non-eligible properties). In addition, the seven linear resources surveyed are all recommended to be not eligible for nomination to the NRHP (Table 15; see Appendix G for Management Data and Linear Component forms). No further cultural resource work is recommended for the project area as surveyed.

Resources within the project area are summarized in the Tables 9 through 16, below. Table 9 is a total tally of all of the pre-1966 resources surveyed in this inventory. Table 10 consists of the 9 resources recommended eligible for nomination to the NRHP. Table 11 consists of the 9 contributing and 15 noncontributing resources within the recommended Lakewood School Historic District. Table 12 consists of the 20 contributing and 10 noncontributing resources in the recommended Green Acres Historic District. Table 13 consists of the 10 contributing and 1 noncontributing resources in the recommended Meadowlark Hills Historic District. Table 14 consists of all 70 architectural resources recommended not eligible for nomination to the NRHP. Table 15 consists of the 7 linear resources surveyed in this inventory. Table 16 consists of the 5 previously surveyed resources that are within the project area, but were not resurveyed in this inventory.

Green Acres	30	20	10
Historic District	Total Pre-1966 Resources in the Project Area and NRHP Recommendations		
Meadowlark Hills Resource Group	Total Resources in this Group	NRHP-Eligible or Contributing Resources	Resources Not NRHP-Eligible or Noncontributing
Linear Resources	7		7
Individually NRHP-Eligible Resources	9	9	70
Lakewood School Historic District	24	9	15

Historic Resources Survey, US 6 and Wadsworth Boulevard, Lakewood, CO

Total Resources Surveyed	151	47	104
Buildings Not Resurveyed	5	---	5
Total pre-1966 Resources in the Project Area	156	47	109

Table 10. Inventory Data of Architectural Resources Recommended NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF3548	7395 6th Avenue Frontage Road	English Norman Cottage clad in blonde brick	1946	Field Eligible; Criterion C
5JF3549	7423 6th Avenue Frontage Road	Mediterranean Revival clad in stucco	1939	Field Eligible; Criterion C
5JF3554	7558 West 9th Avenue	Art Deco clad in stucco	1939	Field Eligible; Criterion C
5JF4511	1215 Wadsworth Boulevard	Dutch Colonial Revival clad in stucco	1918	Field Eligible; Criteria A and C
5JF4513	1230 Wadsworth Boulevard	Craftsman Bungalow clad in stucco	1928	Field Eligible; Criterion C
5JF4536	700 Wadsworth Boulevard	Ranch clad in ashlar stone	1947	Field Eligible; Criterion C
5JF4542	7433 6th Avenue Frontage Road	Minimal Traditional clad in wood siding	1940	Field Eligible; Criterion C
5JF4563	8125 6th Avenue Frontage Road	Craftsman clad in stucco	1918	Field Eligible; Criterion C
5JF4586	401 Wadsworth Boulevard	Gas Station	1958	Field Eligible; Criteria A and C

Table 11. Inventory Data of Recommended Lakewood School Historic District, Site 5JF4512			
<i>Building</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>

Table 11. Inventory Data of Recommended Lakewood School Historic District, Site 5JF4512			
<i>Building</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
Building 1: New America School	Renaissance Revival style, two-story, brick building	1932/34	Contributing Resource
Building 2: Elementary School	Art Deco, two-story, brick building	1927	Contributing Resource
Building 3: Gymnasium	Art Deco, one-story, brick building	1927	Contributing Resource
Building 4: Cafeteria and Library	No Style, two-story, brick building	1977	Noncontributing Resource
Building 5: Administration and Arts	Formalist, two-story, brick building	late 1960s-early 1970s	Contributing Resource
Building 6: Connecting Building	Two-story, rough-textured, concrete-block building	1996	Noncontributing Resource
Building 7: Junior High	Art Deco, two-story, brick building	1931	Contributing Resource
Building 8: Theater	Two-story, stucco and rough-textured concrete-block building	1996	Noncontributing Resource
Structure 9: Outbuilding	One-story, concrete block outbuilding	unknown	Noncontributing Resource
Structure 10: World War II Memorial	Stone plaque and flag pole	Ca. 1950-51	Contributing Resource
Structure 11: Storage Outbuilding	One-story outbuilding clad in vertical board	Unknown	Noncontributing Resource
Structure 12: Storage Outbuilding	One-story, concrete-block outbuilding	Ca. 1950-51	Contributing Resource
Structure 13: Storage Outbuilding	One-story outbuilding clad in vertical board	Unknown	Noncontributing Resource
Structure 14: Concessions Building	One-story, concrete building	1983	Noncontributing Resource
Structure 15: Storage Outbuilding	One-story, corrugated metal outbuilding	Unknown	Noncontributing Resource

Table 11. Inventory Data of Recommended Lakewood School Historic District, Site 5JF4512			
<i>Building</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
Structure 16: Bleachers	Open-tread, metal bench seating on steel piers	1983	Noncontributing Resource
Structure 17: Ticket Booth	One-story, wood-frame building	Unknown	Noncontributing Resource
<i>Landscape Features</i>			
Memorial Field	Sports field and metal, arched entrance	1950-51	Contributing Resource
Baseball Field	Ball field with diamond		Noncontributing Resource
Parking Areas	Multiple parking areas; either gravel or hard-packed dirt	Multiple	Noncontributing Resource
Playground	Enclosed playground area with play equipment and sand groundcover	Unknown	Noncontributing Resource
Landscaped areas adjacent to Buildings 1, 2, 3, 7	Concrete walkways, stairs, and flanking grass-covered landscaped areas and plantings in the vicinity of Buildings 1, 2, 3, 7	Ca. 1920-1950s	Contributing Resource
Landscaped areas adjacent to Buildings 4, 5, 6, and 8	Concrete walkways, stairs, and flanking grass-covered landscaped areas and plantings in the vicinity of Buildings 1, 2, 3, 7	Ca. 1960s-1996	Noncontributing Resource
Fences	Chain-link fences enclosed all areas of school property	Unknown	Noncontributing Resource

Table 12. Inventory Data of Architectural Resources within the Recommended Green Acres Historic District				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF3610	700 Park Lane	Ranch clad in red brick	1950	Contributing Resource
5JF4526	7445 Highland Drive	Split-Level clad in brick	1957	Contributing Resource

Table 12. Inventory Data of Architectural Resources within the Recommended Green Acres Historic District

<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4527	7415 Highland Drive	Two-story Colonial Revival clad in brick	1957	Contributing Resource
5JF4528	7385 Highland Drive	Split-Level clad in red brick	1958	Contributing Resource
5JF4529	705 Emerald Lane	Split-Level clad in vertical wood siding	1961	Contributing Resource
5JF4530	715 Emerald Lane	Ranch clad in blonde brick	1953	Contributing Resource
5JF4531	725 Emerald Lane	Ranch clad in stucco	1952	Noncontributing Resource
5JF4532	765 Emerald Lane	Mixed style clad in asbestos cement	1913	Noncontributing Resource
5JF4537	7500 Broadview Drive	Ranch clad in horizontal siding	1947	Contributing Resource
5JF4538	7474 Broadview Drive	Ranch clad in horizontal vinyl siding	1951	Noncontributing Resource
5JF4539	7460 Broadview Drive	Ranch clad in brick	1957	Noncontributing Resource
5JF4540	7400 Broadview Drive	Minimal Traditional clad in stucco	1947	Noncontributing Resource
5JF4541	7370 Broadview Drive	Ranch clad in horizontal vinyl siding	1947	Contributing Resource
5JF4543	740 Emerald Lane	Ranch clad in blonde brick	1953	Contributing Resource
5JF4544	730 Emerald Lane	Ranch clad in red brick	1953	Contributing Resource
5JF4545	701 Park Lane	Split-Level clad in brick	1955	Contributing Resource
5JF4546	721 Park Lane	Split-Level clad in brick	1955	Contributing Resource
5JF4547	741 Park Lane	Split-Level clad in brick	1955	Contributing Resource
5JF4548	761 Park Lane	Ranch clad in brick	1955	Contributing Resource
5JF4549	781 Park Lane	Ranch clad in brick	1957	Contributing Resource

**Table 12. Inventory Data of Architectural Resources within the
Recommended Green Acres Historic District**

<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4550	790 Park Lane	Ranch clad in vertical siding	1955	Contributing Resource
5JF4551	660 Park Lane	Ranch clad in red brick	1951	Contributing Resource
5JF4552	680 Park Lane	Ranch clad in stone veneer	1951	Contributing Resource
5JF4553	720 Park Lane	Ranch clad in red brick	1951	Contributing Resource
5JF4610	7393 6th Avenue Frontage Road	Other style clad in Stucco	1952	Noncontributing Resource
5JF4611	7373 6th Avenue Frontage Road	Ranch clad in horizontal siding	1955	Noncontributing Resource
5JF4612	7225 6th Avenue Frontage Road	Ranch clad in horizontal siding	1948	Noncontributing Resource
5JF4613	7199 6th Avenue Frontage Road	No style clad in horizontal siding	1957	Noncontributing Resource
5JF4636	710 Emerald Lane	Ranch clad in brick	1953	Contributing Resource
5JF4637	720 Emerald Lane	Other style clad in brick and vinyl	1953	Noncontributing Resource

**Table 13. Inventory Data of Architectural Resources within the
Recommended Meadowlark Hills Historic District**

<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4589	9050 6th Avenue	Shopping Center	1956	Noncontributing Resource; Lack of Integrity
5JF4590	545 Meadowlark Drive	Ranch style house clad in blonde brick	1955	Contributing Resource
5JF4591	540 Meadowlark Drive	Ranch style house clad in blonde brick	1954	Contributing Resource
5JF4592	555 Everett Street	Ranch style house clad in red brick	1954	Contributing Resource

Table 13. Inventory Data of Architectural Resources within the Recommended Meadowlark Hills Historic District				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4593	560 Everett Street	Ranch style house clad in brick	1954	Contributing Resource
5JF4594	585 Estes Street	Ranch style house clad in blonde brick	1954	Contributing Resource
5JF4595	580 Estes Street	Ranch style house clad in blonde brick	1954	Contributing Resource
5JF4596	585 Dudley Street	Ranch style house clad in red brick	1954	Contributing Resource
5JF4597	580 Dudley Street	Ranch style house clad in blonde brick	1954	Contributing Resource
5JF4598	585 Dover Street	Ranch style house clad in blonde brick	1954	Contributing Resource
5JF4599	590 Dover Street	Split-Level house clad in brick	1955	Contributing Resource

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF2907	7550 West 13th Avenue	Craftsman clad in wood shingles	1928	Officially Not Eligible
5JF2908	1296 Wadsworth Boulevard	English – Norman Cottage clad in Stucco	1923	Officially Not Eligible
5JF2911	1370 Yukon Street	Multiple-family Residence clad in wood shingles	1949	Officially Not Eligible
5JF2912	1355 Wadsworth Boulevard	Minimal Traditional clad in stucco	1933	Officially Not Eligible
5JF2913	1345 Wadsworth Boulevard	Ranch clad in stucco	1950	Officially Not Eligible
5JF2914	1360 Yukon Street	Ranch clad in stucco	1950	Officially Not Eligible
5JF4510	Northwest Cloverleaf Ruin	Ruins of a residence	Unknown	Field Not Eligible; Integrity Loss

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4514	1224 Wadsworth Boulevard	Other style building clad in brick	1962	Field Not Eligible; Integrity Loss
5JF4515	1220 Wadsworth Boulevard	Mixed style clad in brick	1962	Field Not Eligible; Integrity Loss
5JF4516	1208 Wadsworth Boulevard	Clad in siding	1930	Field Not Eligible; Integrity Loss
5JF4517	1204 Wadsworth Boulevard	Clad in stucco	1938	Field Not Eligible; Integrity Loss
5JF4518	1200 Wadsworth Boulevard	Ranch clad in brick	1950	Field Not Eligible; Integrity Loss
5JF4519	1190 Wadsworth Boulevard	A building with no style clad in stucco	1958	Field Not Eligible
5JF4520	1050 Wadsworth Boulevard	Office building clad in brick	1955	Field Not Eligible
5JF4521	1000 Wadsworth Boulevard	Oblong box with canopy clad in stucco	1961	Field Not Eligible
5JF4522	7585 West 10th Avenue	Commercial Storefront clad in concrete block	1961	Field Not Eligible
5JF4523	900 Wadsworth Boulevard	Modern Ranch style clad in brick	1916	Field Not Eligible; Integrity Loss
5JF4524	850 Wadsworth Boulevard	Modern style clad in brick	1960	Field Not Eligible
5JF4525	820 Wadsworth Boulevard	Modern commercial building clad in brick	1965	Field Not Eligible
5JF4533	730 Wadsworth Boulevard	Minimal Traditional clad in horizontal wood	1947	Field Not Eligible
5JF4534	720 Wadsworth Boulevard	Ranch clad in horizontal wood siding	1949	Field Not Eligible

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4535	710 Wadsworth Boulevard	Ranch style converted residences clad in horizontal siding	1951	Field Not Eligible
5JF4554	999 Wadsworth Boulevard	Neo-Mansard clad in stone	1952	Field Not Eligible
5JF4555	7630 West 10th Avenue	Ranch clad in brick	1948	Field Not Eligible
5JF4556	975 Wadsworth Boulevard	Ranch clad in brick	1950	Field Not Eligible
5JF4557	965 Wadsworth Boulevard	Tudor Revival clad in stucco	1939	Field Not Eligible
5JF4558	829 Wadsworth Boulevard	Vehicle Maintenance building clad in brick over concrete block	1964	Field Not Eligible
5JF4559	785 Wadsworth Boulevard	Valentine Diner clad in metal	1950	Field Not Eligible; Integrity Loss
5JF4560	659 Wadsworth Boulevard	Office clad in brick	1965	Field Not Eligible
5JF4561	699 Wadsworth Boulevard	Store Front clad in concrete block and brick veneer	1961	Field Not Eligible
5JF4562	7707 6th Avenue Frontage Road	Ranch clad in horizontal vinyl siding	1940	Field Not Eligible; Integrity Loss
5JF4564	8149 6th Avenue Frontage Road	Ranch clad in brick	1955	Field Not Eligible
5JF4565	8159 6th Avenue Frontage Road	Minimal Traditional clad in red brick	1945	Field Not Eligible
5JF4566	7400 6th Avenue Frontage Road	English - Norman Cottage clad in stucco	1937	Field Not Eligible
5JF4567	7420 6th Avenue Frontage Road	Ranch clad in horizontal wood	1937	Field Not Eligible

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4568	7430 6th Avenue Frontage Road	Dutch Colonial Revival clad in horizontal wood siding	1930	Field Not Eligible; Integrity Loss
5JF4569	594 Webster Street	Ranch clad in horizontal siding	1940	Field Not Eligible; Integrity Loss
5JF4570	550 Webster Street	Multi-family residence, Mixed style clad in brick	1961	Field Not Eligible
5JF4571	500 Carr Street	Ranch clad in stucco	1918	Field Not Eligible
5JF4572	485 Balsam Street	Ranch clad in brick	1965	Field Not Eligible
5JF4573	8130 6th Avenue Frontage Road	Bungalow clad in asbestos	1918	Field Not Eligible; Integrity Loss
5JF4574	8126 6th Avenue Frontage Road	Unknown style clad in stucco	1918	Field Not Eligible; Integrity Loss
5JF4575	8020 6th Avenue Frontage Road	Hipped-Roof Box clad in horizontal siding	1918	Field Not Eligible; Integrity Loss
5JF4576	8010 6th Avenue Frontage Road	Ranch clad in horizontal wood siding	1956	Field Not Eligible
5JF4577	8000 6th Avenue Frontage Road	Ranch clad in horizontal vinyl siding	1942	Field Not Eligible; Integrity Loss
5JF4578	7996 6th Avenue Frontage Road	Mixed style clad in vertical wood siding with stone accents	1918	Field Not Eligible; Integrity Loss
5JF4579	7960 6th Avenue Frontage Road	Ranch clad in horizontal siding	1943	Field Not Eligible
5JF4580	7950 6th Avenue Frontage Road	Clad in horizontal siding and stucco	1946	Field Not Eligible; Integrity Loss
5JF4581	7707 West 5th Avenue	Ranch clad in horizontal wood siding	1931	Field Not Eligible
5JF4582	7700 West 5th Avenue	Split-Level clad in red brick	1958	Field Not Eligible; Integrity Loss

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4583	490 Yukon Street	Ranch clad in stone	1955	Field Not Eligible; Integrity Loss
5JF4584	7610 West 5th Avenue	Office building clad in brick	1958	Field Not Eligible
5JF4585	495 Wadsworth Boulevard	Gas Station clad in stucco	1958	Field Not Eligible
5JF4587	7655 West 4th Avenue	Ranch clad in blonde brick	1954	Field Not Eligible
5JF4588	7630 West 4th Avenue	Ranch clad in horizontal wood siding	1938	Field Not Eligible
5JF4600	600 Field Street	Split-Level clad in brick	1960	Field Not Eligible
5JF4601	605 Everett Street	Ranch clad in brown brick	1963	Field Not Eligible
5JF4602	600 Everett Street	Ranch clad in red brick	1962	Field Not Eligible
5JF4603	605 Estes Street	Ranch clad in brick	1954	Field Not Eligible
5JF4604	600 Estes Street	Ranch clad in brick and horizontal siding	1954	Field Not Eligible; Integrity Loss
5JF4605	605 Dudley Street	Split-Level clad in blonde brick	1954	Field Not Eligible
5JF4606	600 Dudley Street	Modern style clad in brick	1955	Field Not Eligible
5JF4607	605 Cody Court	Ranch clad in red brick	1956	Field Not Eligible
5JF4608	610 Cody Court	Ranch clad in brick	1956	Field Not Eligible
5JF4609	8401 6th Avenue Frontage Road	Ranch clad in Asbestos	1953	Field Not Eligible
5JF4614	7390 6th Avenue Frontage Road	Minimal Traditional clad in horizontal siding	1937	Field Not Eligible; Integrity Loss
5JF4615	7200 6th Avenue Frontage Road	Ranch clad in brick	1960	Field Not Eligible; Integrity Loss
5JF4616	7150 6th Avenue Frontage Road	No style clad in Stucco	1929	Field Not Eligible; Integrity Loss

Table 14. Inventory Data of Architectural Resources Recommended Not NRHP-Eligible				
<i>Site No.</i>	<i>Address</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF4617	575 Saulsbury Street	Mixed style clad in Stucco	1930	Field Not Eligible; Integrity Loss
5JF4618	580 Saulsbury Street	Ranch clad in brick	1951	Field Not Eligible

Table 15. Inventory Data of Linear Resources within the Project Area				
<i>Site No.</i>	<i>Name</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF817.7	13th Avenue Railroad	Railroad bed for the D&IM Railroad	1892	Field Not Eligible; Integrity Loss
5JF2268 (JEF.036)	McIntyre Gulch Culvert	Concrete box culvert with concrete abutments and wingwalls	1942	Officially Not Eligible (Fraser 2000); Reevaluated: Field Not Eligible
5JF3013.1	Lakewood Lateral	Open, concrete-lined trench and culvert	1880s	Officially Not Eligible (Rhodes 2002b); Reevaluated: Field Not Eligible
5JF4508.1	Wadsworth Boulevard	North-South thoroughfare segment in APE	N/A	Field Not Eligible; Integrity Loss
5JF4508.1	Lakewood Gulch Culvert	Concrete box culvert with concrete abutments, wingwalls, two piers, and floor	1961	Field Not Eligible
5JF4509.1	US 6	East-West thoroughfare segment in APE	1942	Field Not Eligible; Integrity Loss
5JF4509.1	US 6 and Wadsworth Boulevard Bridge	Bridge along US 6 spanning Wadsworth Boulevard	1961	Field Not Eligible; Integrity Loss

The five cultural resources within the project area that were not resurveyed in this inventory consist of five architectural resources (see Table 16). These five properties are being managed under the RTD West Corridor Light Rail project (ongoing), and all have been officially determined not eligible for nomination to the NRHP.

Table 16. Inventory Data of Previously Surveyed Architectural Resources, Not Resurveyed				
<i>Site No.</i>	<i>Name</i>	<i>Description</i>	<i>Date</i>	<i>NRHP Eligibility Recommendation</i>
5JF2877	1398 Wadsworth Boulevard	Commercial	1951	Officially Not Eligible (Rhodes 2002b)
5JF2878	1370 Wadsworth Boulevard	Residence	1918	Officially Not Eligible (Rhodes 2002b)
5JF2881	1350 Wadsworth Boulevard	Residence	1932	Officially Not Eligible (Rhodes 2002b)
5JF2882	1330 Wadsworth Boulevard	Residence	1950	Officially Not Eligible (Rhodes 2002b)
5JF2883	7525 West 13th Avenue	Residence	1953	Officially Not Eligible (Rhodes 2002b)

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