



CITY COUNCIL AGENDA MEMORANDUM

To: Mayor and City Council
 From: George Di Ciero, City and County Manager
 Prepared by: Jennifer Hoffman, Assistant to the City and County Manager

Meeting Date	Agenda Category	Agenda Item #
September 8, 2009	Council Business	9(f)
Agenda Title: Update Concerning the Recent Activities of the Historic Landmark Board		
Summary		
<ul style="list-style-type: none"> The purpose of this memorandum is to provide information to the City Council regarding recent activities of the Historic Landmark Board. <p><u>Survey of Historic Buildings</u></p> <ul style="list-style-type: none"> The State Historical Society awarded Broomfield a grant in the amount of \$25,000 to complete a survey of the first filing and select properties from the 120th Corridor (several properties from 2nd filing were also included). As part of the project, 38 properties were inventoried. SWCA Environmental Consultants conducted the survey, and the Board has reviewed the findings. A representative from SWCA will be present at the Council meeting to present a short summary of the findings of the survey, submitted as Attachment 1. <p><u>Relocation of Shep's Memorial</u></p> <ul style="list-style-type: none"> Shep, "The Turnpike Dog" was a shaggy shepherd mix who showed up thin and bedraggled when the toll booth was under construction in 1951. The toll-takers adopted him and motorists would often contribute their change to his upkeep. Shep died in 1964 and was buried adjacent to the toll booth. Shep's headstone was donated by Green Mountain Cemetery in Boulder and an iron fence was placed around the plot to memorialize Shep. the memorial is in the triangle of land formed by the exit ramp from SH 128 to US 36 east. In advance of the reconstruction of the Wadsworth Interchange, the Historic Landmark Board plans to move Shep's marker and fencing to a location between the Honey House and the Depot Museum. The Board worked with the Colorado Department of Transportation and the State Historical Preservation Fund regarding the possible move of the memorial. City and County staff will move the headstone and fencing to the Depot Museum site. The Board would appreciate Council's comments regarding the proposed move. <p><u>Depot's 100th Anniversary Celebration & Fundraising Cookbook</u></p> <ul style="list-style-type: none"> The Historic Landmark Board is planning a celebration commemorating the Depot's 100 year milestone on Saturday, October 17th, including refreshments, entertainment from the Legendary Ladies, and tours of the Depot Museum and Honey House. A copy of the flyer is submitted as Attachment 2. As a way to raise funds for the celebration and future preservation efforts, the Historic Landmark Board developed and produced a cookbook "Recipes and Remembrances" containing recipes from over 350 Broomfield citizens that helped shape past, present and future Broomfield. Each individual was recognized for their unique participation and roll in the formation of Broomfield. The cookbooks will be for sale at Broomfield Days and through the City and County at a cost of \$8 each. Of that cost, the Historic Landmark Board will retain just over \$4/per book for future preservation efforts. Additionally, efforts are underway to apply for additional grant funding to produce a video commemorating Broomfield's 50th birthday and 10 year City and County designation celebrations (both in 2011). 		
Prior Council Action		
<ul style="list-style-type: none"> July 12, 2005 - City Council added Chapter 17-72 to the Broomfield Municipal code regarding the preservation of historic landmarks in Broomfield and created the Historic Landmark Board as a review and advisory board to the Council. November 21, 2006 - the City Council approved the Historic Landmark's recommendations to designate the Depot Museum, Honey House and the Brunner Farm House as local historic landmarks. November 21, 2006 - City Council amended Chapter 17-72 of the Broomfield Municipal Code to meet the requirements to become a Certified Local Government, making Broomfield eligible for federal grant funding and participation in the state preservation tax credit program. 		
Financial Considerations		
There are no finance considerations with this item.		
Alternatives		
N/A		
Proposed Actions/Recommendations		
Staff would appreciate Council's comments on the current activities of the Historic Landmark Board as well the proposed move of Shep's Memorial to a site adjacent to the Depot Museum.		



**Survey of Historic Buildings within
the 120th Avenue Corridor and
Broomfield Heights Filing 1,
Broomfield County**

Prepared for

The City and County of Broomfield

Prepared by

SWCA Environmental Consultants

August 30, 2009

**Survey of Historic Buildings within the 120th Avenue Corridor and
Broomfield Heights Filing 1, Broomfield County, Colorado**

Prepared for
The City and County of Broomfield

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SHF Grant Number 08-M1-023
SWCA Project Number 13636

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ABSTRACT

Between December 2007 and December 2008, SWCA Environmental Consultants undertook a survey of historic buildings in the immediate area of the 120th Avenue Corridor and in the post-World War II suburban development of Broomfield Heights Filing 1 (aka First Filing), with selected properties within Broomfield Heights Filing 2 (aka Second Filing) added. A reconnaissance survey of 57 properties was conducted, followed by intensive survey of 38 properties, 36 of which were selected from the reconnaissance survey. Two additional properties were added to those selected for intensive survey in order to complete a typology based on representative samples of architectural types found in Broomfield Heights, as were identified in a 2004 report, *Historic Preservation Feasibility Study: Broomfield Heights First Filing and Original Broomfield*, by RNL design and Balloret-Entraco. The results of this survey are documented in this report.

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TABLE OF CONTENTS

	<u>Page</u>
ABSTRACT.....	II
INTRODUCTION	1
DESCRIPTION OF PROJECT AREA: 120 TH AVENUE AND BROOMFIELD HEIGHTS, BROOMFIELD.....	2
RESEARCH DESIGN AND METHODS	7
Field Research.....	7
File Search.....	7
Reconnaissance Survey	8
Intensive Survey Documentation	8
Archival Research.....	9
Primary Archival Sources	9
Secondary Sources	10
HISTORIC CONTEXT: BROOMFIELD AND BROOMFIELD HEIGHTS.....	10
The Zang and Coors Grain Elevators.....	15
A New Road, a New City: the Denver-Boulder Turnpike and Broomfield Heights	20
Shep the Turnpike Dog	21
The Phenomenon of the Post-World War II Suburb.....	23
Broomfield Heights.....	24
RESULTS AND RECOMMENDATIONS	27
REFERENCES CITED.....	36

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
Figure 1. Project area, 120th Avenue Corridor (“Old Broomfield”).....	5
Figure 2. Project Area, Broomfield Heights First Filing and Second Filing.....	6
Figure 3. The Crescent Grange, constructed in 1916, as it appeared when recorded for this project (photo by Kathryn Dumm).....	14
Figure 4. The Colorado Milling and Elevator Company Elevator (aka The Zang Elevator), background, and the Longmont Farmer’s Milling and Elevator Company’s Broomfield Elevator (aka The Coors Elevator), foreground, the two most visible symbols of Broomfield’s tenure as an agrarian settlement (photo by Nelson Klitzka).....	16
Figure 5. 120th Street, showing the grain elevator of the Silver Standard Mill in the background, behind Jones Hall on the right.....	17
Figure 6. The Longmont Farmer’s Milling and Elevator Company’s Broomfield Elevator, in the background, approximately 1920. Note the three concrete grain bins are in place, however, the headhouse is a smaller structure than the one later built in 1935.....	17
Figure 7. 1927 aerial view of Broomfield. The concrete grain silos of the Coors Grain Elevator are indicated.....	18
Figure 8. Rooftop of the Villa Stein-de Monzie, Garche, France (Friedman 1998:118). ...	19
Figure 9. Shep the Turnpike Dog, with accountant F. R. Mitchell (Bearwald 1967:20). ...	22

Figure 10.	Shep’s Grave, Broomfield, Colorado (photo by Elizabeth Kreider).....	22
Figure 11.	Aerial View of Broomfield Heights in the late 1950s.....	25
Figure 12.	Title page of the article on Broomfield Heights featured in the October, 1956 issue of <i>Architect and Engineer</i>	26
Figure 13.	Sites selected for intensive survey.	28
Figure 14.	Locations of surveyed sites that contain eligibility for the NRHP, CSRHP. Broomfield Historic Landmark Status, or would contribute to a potential historic district.....	31

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1. Properties Surveyed and Potential for Eligibility.	32

LIST OF APPENDICES

Appendix

- A Reconnaissance Survey Results
- B Historic Property Information
- C Film: “Birth of a City”
- D Historic Plat Maps

INTRODUCTION

In December 2007, SWCA Environmental Consultants (SWCA) contracted with the City and County of Broomfield, Colorado, to perform reconnaissance and intensive surveys of historic properties and buildings in the area of the 120th Avenue Corridor and in the First Filing of the post-World War II suburb of Broomfield Heights. The purpose of this survey was to identify and document through intensive survey 38 historic properties in these survey areas. This work was partially funded by a grant (08-M1-023) from the State Historical Fund (SHF), with matching funding provided by the City and County of Broomfield. It primarily included buildings constructed prior to 1958, which fall within the >50-year timeframe required for buildings to be considered historic for purposes of documentation under the National Historic Preservation Act of 1966. The survey and other related project tasks took place from December 2007 to December 2008. The site forms and report were submitted to the SHF on January 7, 2009 and the SHF's comments were received on March 6, 2009. SWCA submitted a revised draft of the form and site forms on April 6, 2009, and received the SHF's comments on June 30, 2009.

The 120th Avenue Corridor is primarily located in Area 3 of the City and County of Broomfield's *Draft Original Broomfield Neighborhood Plan* (February 2008), which outlines plans for development in the area of Broomfield immediately east of U.S. Highway 36 in order to realize Broomfield's potential as a gateway along the transportation corridor from Denver to Boulder and to enhance Broomfield's status and visibility as a significant residential and commercial use area as the region finds ways to meet the challenges posed by transportation needs in the twenty-first century. Addressing preservation needs regarding cultural and historic resources is one part of this multi-faceted plan, which considers these needs in tandem with other quality-of-life issues around land use as open space and residential and commercial development. The 120th Avenue Corridor contains numerous buildings and structures that date to Broomfield's early days as an agricultural community, and these properties are a key component in preserving Broomfield's ability to communicate its history to future generations. Buildings like the Crescent Grange, the Huddart House, the Zang Grain Elevator, and the Coors Grain Elevator are powerful symbols of a time before the building of the Turnpike, when Broomfield was a sleepy farming community and rail stop.

Broomfield Heights Filing 1, known locally as "First Filing," is a post-World War II suburb that was built in response to the opening and success of the Denver-Boulder Turnpike, which made a daily Denver-Boulder commute feasible for workers. This planned community was truly the beginning of Broomfield as it is known today, and the documentation of this neighborhood is a clear demonstration that planners and officials in Broomfield's City and County offices are taking a forward-thinking approach to the preservation of history in place. The survey documents nine properties in the First Filing project area. These nine contain characteristics that represent the variety of design choices available to the original residents of the First Filing. In addition, three properties documented in the Second Filing (Broomfield Heights Filing 2) project area represent additional design variations available to later original residents of Broomfield Heights. These have been recorded on Colorado Office of Archaeology and Historic Preservation (OAHP) Architectural Inventory Forms (1403) and are included in the 38 properties intensively surveyed.

Within the boundaries of the 120th Avenue Corridor and the Broomfield Heights project areas, 57 properties were selected for reconnaissance survey. Of those, 36 were selected for intensive survey, and 2 additional properties in the First Filing area were added to the intensive survey list in order to complete the typological study of Broomfield Heights First Filing. Of the 38 properties intensively surveyed, nine of these were previously documented, with documentation on file at the State Historic Preservation Office (SHPO). Although previously documented sites are usually recorded on OAHP Cultural Resource Re-evaluation Forms (1405), the previous documentation contained information that was sufficiently out of date that, at the request of the SHF, SWCA has updated the documentation for these nine properties on OAHP Architectural Inventory Forms (1403) in order to present as complete a record as possible. The results of the reconnaissance survey are listed in this report as Appendix A, and a capsule synopsis of historic information for each of the 38 intensively surveyed properties is presented in Appendix B. Appendix C is a video of a 15-minute historic film, "Birth of a City," which was produced by the Turnpike Land Company in 1957 to advertise the new suburb of Broomfield Heights. Appendix D includes the historic plat maps for the Colman's Lakeview Subdivision, which includes a portion of the 120th Avenue Corridor project area, and the historic plat maps for Broomfield Heights First Filing and Second Filing.

Of the 38 properties documented for intensive survey, twelve were located in the Broomfield Heights area and 26 were located in the 120th Avenue Corridor, or Old Broomfield. Three of the 38 were found to be eligible for nomination to the National Register of Historic Places (NRHP), The Colorado Register of Historic Places (CSRHP), and for Broomfield Historic Landmark status. Two properties were determined to be eligible for Broomfield Historic Landmark status. All of these properties are located in the 120th Avenue Corridor/Old Broomfield survey area. In addition, SWCA recommends that the First Filing area of Broomfield Heights be further studied, in order to fully establish its potential to have sufficient historic significance and sufficient historic integrity to be eligible for nomination as an historic district. These findings are discussed in greater detail in Section 5.0 of this report.

DESCRIPTION OF PROJECT AREA: 120th AVENUE AND BROOMFIELD HEIGHTS, BROOMFIELD

The project area (Figure 1) lies within the boundaries of the City and County of Broomfield, and is comprised of two locales: the 120th Avenue Corridor and Broomfield Heights. Both are located in the Lafayette Quadrangle. The 120th Avenue project area lies in the S $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 35, T1S, R69W, and in the N $\frac{1}{2}$ of the NW $\frac{1}{4}$ and the N $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Section 2, T2S, R69W. The Broomfield Heights project area (First and Second Filings) is located in the SE $\frac{1}{4}$ and the S $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Section 35, T1S, R69W. All properties surveyed were contained within these legal locations. In total, 224.4 acres were surveyed in the intensive survey phase of the project.

Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1,
Broomfield County, Colorado

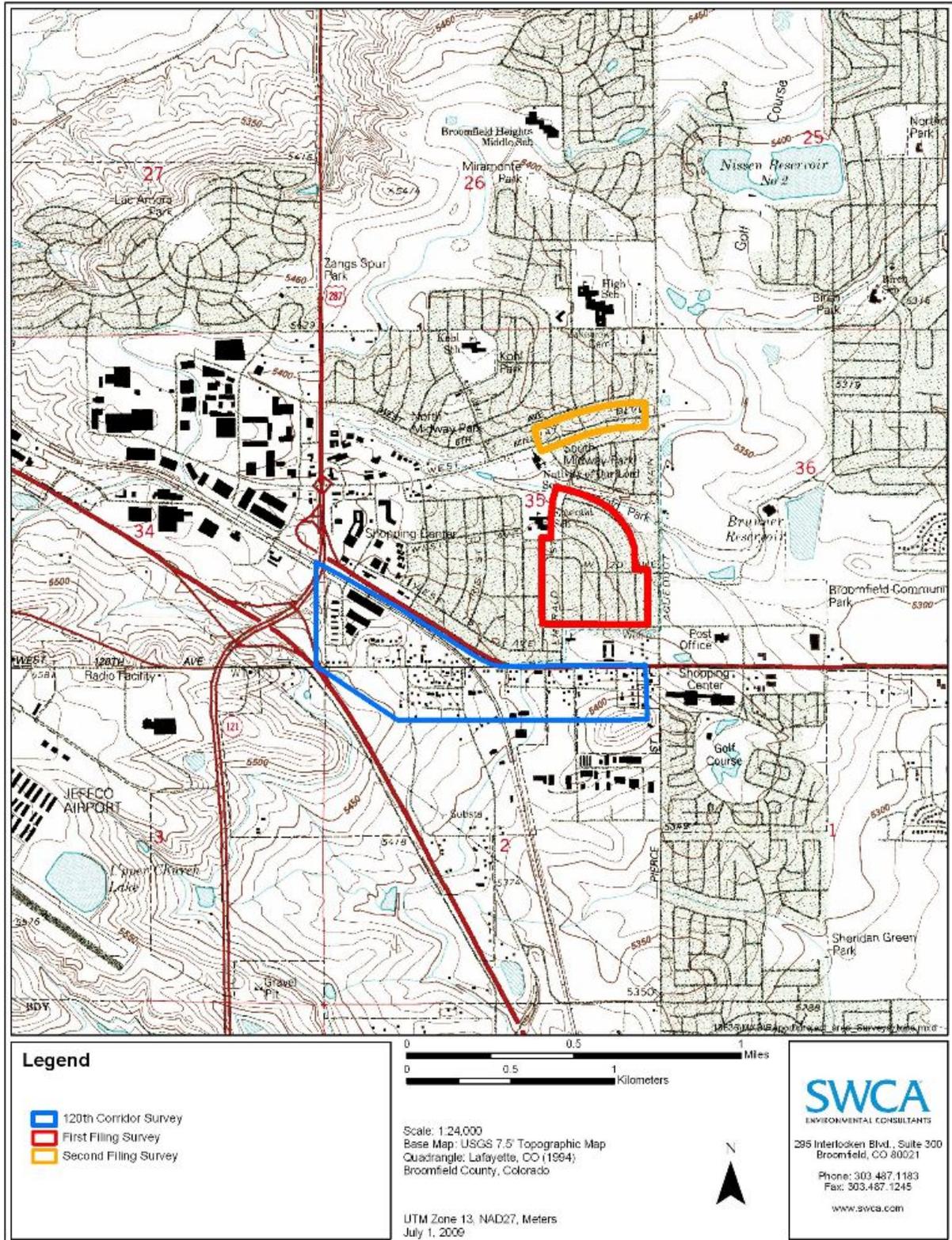


Figure 1. Project Area.

As the project was centered on two distinct areas with distinct histories and landscape characteristics, both are described in this section. The older of the two areas is the 120th Avenue Corridor (Figure 2). This specifically addresses buildings on 120th Avenue between Carr Street to the west and Teller Street to the east, as well as buildings on Teller, Upham, Vance, Allison, West 119th Avenue, and Old Wadsworth between 120th and West 119th Avenue. Known as “Old Broomfield,” this neighborhood sits in physical and chronological juxtaposition with U.S. 36, which runs along its western boundary. The area features both paved and graveled roads, which lack curbs or sidewalks. The properties along 120th Avenue are a mix of residences and commercial properties, with many older residential buildings having been adapted for re-use as businesses. Occupied lots are interspersed with large vacant lots and open areas, which gives the area a semi-rural feeling. In many instances, properties occupy double lots and have multiple buildings. The area is dotted with mature cottonwood and other deciduous trees, and individual properties generally feature mature landscaping. The neighborhood is a landscape that has evolved over time, and this is evident in the irregular fence heights and types, mixed housing styles (often within the same property), and general lack of conformity and uniformity among the historic and non-historic properties.

Railroad tracks bisect the 120th Avenue Corridor, and agricultural, civic, and commercial activity, past and present, can still be read in the landscape. Two grain elevators (addressed in greater detail in Section 4.0) are the best examples. Others include the concrete platform that once held the railroad depot (moved in 1976 to Zang Park), a self-serve car wash, automotive repair shops, a tavern, the offices of the State Patrol, and others.

The second area included in the intensive survey is Broomfield Heights (Figure 3). The project area focuses on the First Filing area of Broomfield Heights, with three additional properties contained in the Second Filing area. Unlike the 120th Avenue Corridor, this area is marked by suburban uniformity. House designs are grouped by form and style, and generally fall into the Ranch type category. This category is loosely defined in some cases, and includes homes that represent a transition in form and style from Minimal Traditional to Ranch, and which have been categorized as “Ranch” at the request of the SHF. In addition to the houses in the First Filing area, three split-level houses in the Second Filing area were documented in order to demonstrate the contrast between types in each filing, and to provide a record of the varying degrees of Usonian influence in the architecture of these three houses. The neighborhood feeling of Broomfield Heights is one of a middle-class bastion, with street-facing garages and driveways, uniform setbacks, well manicured lawns, and well maintained landscaping. Streets are paved, with curbs, gutters, and sidewalks. Unlike the 120th Avenue Corridor, properties in Broomfield Heights are almost exclusively residential; commercial establishments are not in easy walking distance. Schools, churches, and a park are accessible, however, and are visually integrated into the neighborhood’s design.

The separation between the two parts of the project area is starkly marked by two features: one is the heavily trafficked and decidedly pedestrian-unfriendly Highway 287, which becomes 120th Avenue at approximately the point that 120th intersects the railroad tracks. Presumably to protect the residents on the north side of 120th from the traffic noise, a masonry barrier wall has been erected, acting as both an audial and a visual insulator for the Broomfield Heights area, and preventing visual connection between these two parts of the town.

*Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1,
Broomfield County, Colorado*

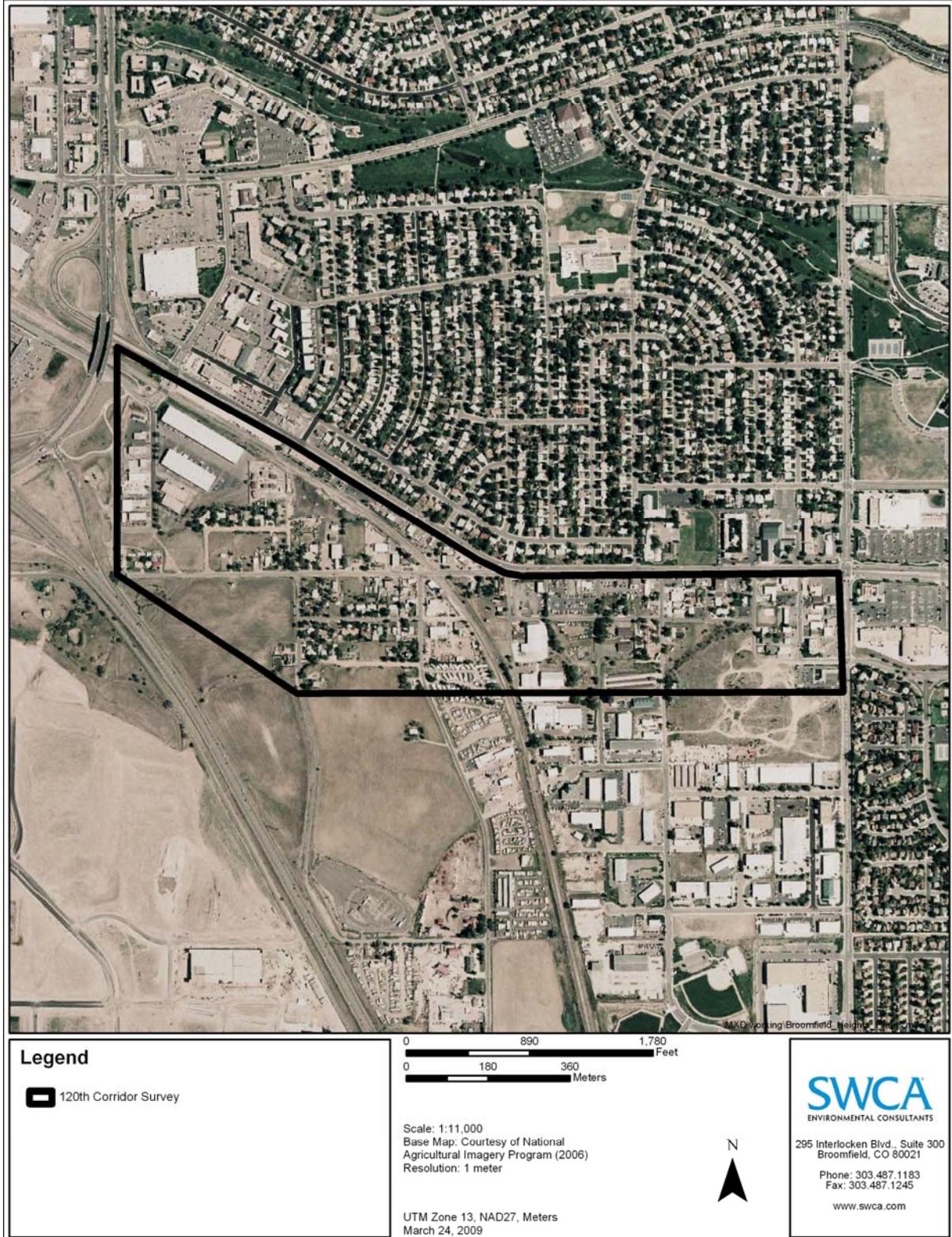


Figure 2. Project area, 120th Avenue Corridor (“Old Broomfield”).

*Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1,
Broomfield County, Colorado*

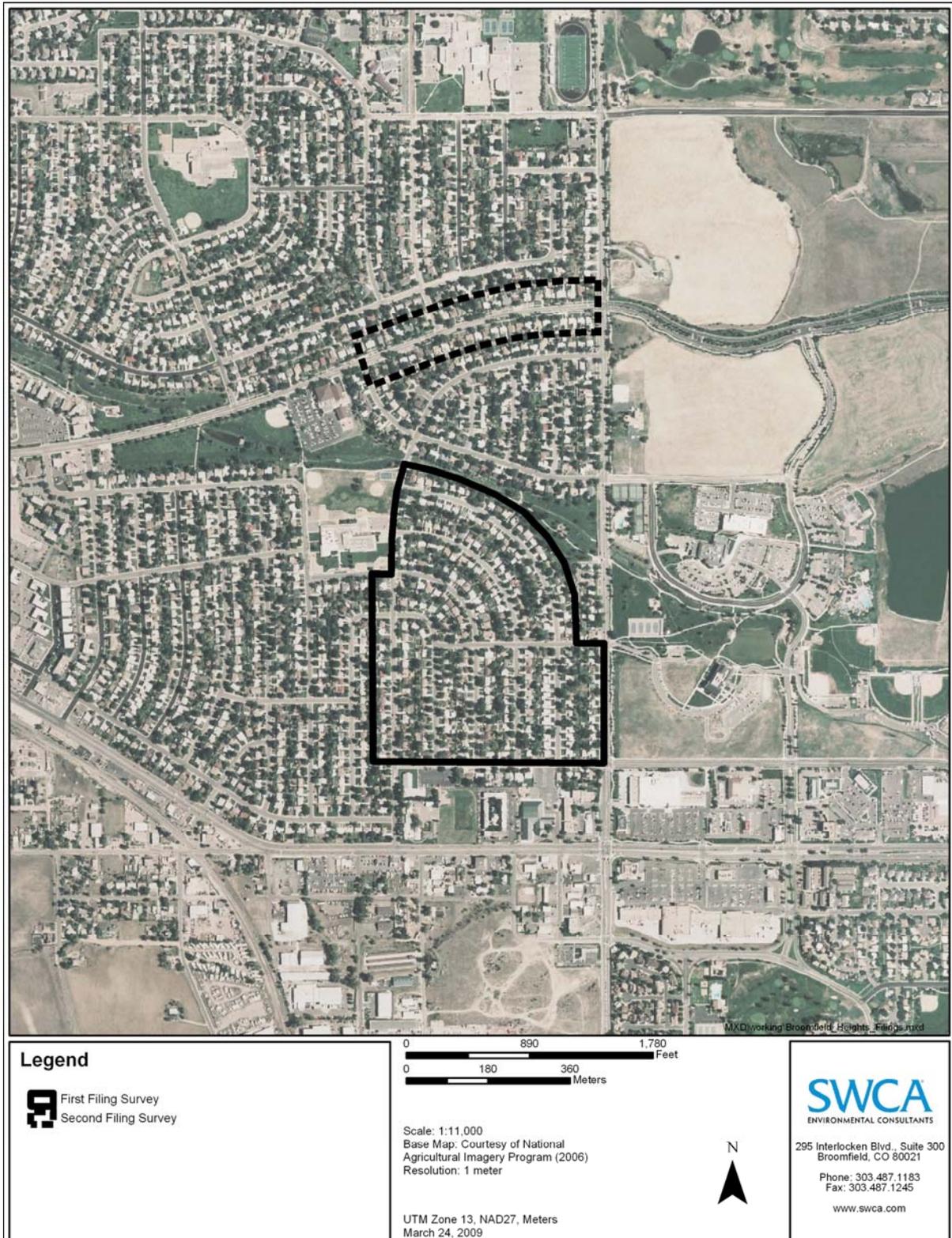


Figure 3. Project Area, Broomfield Heights First Filing and Second Filing.

RESEARCH DESIGN AND METHODS

The primary objective of the selective intensive level architectural survey was to identify a sample of architectural resources representing the various types and trends historically associated with Broomfield, both in its early historic phase as an agrarian community (the 120th Avenue Corridor part of the project area) and its later historic phase as a post-World War II suburb (the Broomfield Heights part of the project area). The selected resources were documented with the following objectives in mind: 1) to identify properties eligible for National Register Historic Places (NRHP), the Colorado State Register of Historic Properties (CSRHP) and/or Local Landmark designation; and 2) to identify the different resource types within the project area. All phases of survey were conducted in accordance with the standards set forth in the *Colorado Cultural Resource Survey Manual, Volumes I and II* (2007) published by the OAHF.

FIELD RESEARCH

File Search

After consultation with the City and County of Broomfield Historic Landmark Board in October 2007 and prior to the commencement of fieldwork, SWCA staff performed a file search in the Compass database of the Colorado OAHF. An attempt was made to obtain documentation associated with previously recorded sites in the proposed project area, which included both sides of 120th Avenue within the City and County of Broomfield and both sides of 119th Avenue between Pierce and Vance streets, as well within the Broomfield Heights Filing 1 subdivision (First Filing). This attempt was partially frustrated by the fact that many Smithsonian trinomial numbers for previously recorded sites that had been reassigned from Boulder County (5BL) and Jefferson County (5JF) to Broomfield County (5BF) had not yet been corrected in the Compass database. Although the OAHF is currently addressing these inconsistencies, it should be noted that SWCA's first attempt at a file search focusing on sites in Broomfield was only partially successful. A second file search revealed properties with Smithsonian trinomial numbers from Boulder and Jefferson counties, and additional attempts to gain complete information and to verify consistency and accuracy were ongoing throughout the fieldwork phase and even after. In total, four separate file searches were performed, all of which provided different information. In addition, problems and inconsistencies were caused by the inconsistent transfer of information from Broomfield's parent counties to the City and County of Broomfield. These problems were exacerbated by the high volume of survey activity within the 120th Avenue Corridor over the past decade. In 2002, 2004, and 2006, various consultants performed Section 106 compliance-related surveys of the area. These projects were directly associated with the realignment of U.S. Highway 36 (Draft Environmental Impact Statement [DEIS] published July 2007) and the projected U.S. Highway 36 Fastracks Light Rail line. At the time SWCA was attempting to complete file searches for the project, the OAHF had not yet completed entering the results of these surveys into the Compass database. As data became available, it became apparent that some previously recorded sites had two and even three different Smithsonian trinomials attached to them, further complicating the file searches SWCA was attempting to conduct. Therefore, in some cases SWCA staff, unable to establish whether or not a site had been previously

recorded, assigned a new site number, although wherever possible they used the existing site number, or one of them, and attempted to access site forms from previous recordings.

Ultimately, SWCA was able to establish that 12 historic properties that would potentially fall within the parameters of this project had been previously recorded. All of these were in the 120th Avenue Corridor part of the project area. In general, if previously recorded sites were found to be included on the list of properties designated for intensive survey, they were dropped. However, in some cases the sites were retained and re-documented on OAHP 1403 forms at the request of the SHF, because the information contained in the existing 1403 forms was substantially out of date. One site, 5BF223, was non-historic, but was documented at the direct request of the Broomfield Historic Landmarks Board, in order to verify its non-historic status.

Reconnaissance Survey

The reconnaissance survey was performed between November 2007 and January 2008. Project Manager Daniel Shosky led the investigations, assisted by historic preservation technician Kathryn Dumm. Assessor records provided by the City and County of Broomfield gave the locations of historic properties, basic owner information was collected, and a list of potential reconnaissance survey properties was generated. Selection of reconnaissance survey properties was based on visual criteria, i.e., whether physical characteristics of buildings supported the potential of historic significance. In most cases, extensive modifications to buildings are clearly visible on the ground, and if this was the case, the building was considered to be ineligible for inclusion in the reconnaissance survey and was deleted from the list. In instances where these properties had enough historic physical integrity to support inclusion in the survey they were included, and were digitally photographed. In instances where buildings were obviously not historic and had been replaced or remodeled beyond their ability to convey historic feeling or significance, they were deleted from the survey list. In the selection process, SWCA personnel asked the following four basic questions regarding each property in the reconnaissance survey.

1. Is the building threatened?
2. Is there a known historical background?
3. Is the building of landmark quality?
4. Has the owner granted access?

The answers to these questions, in combination, guided the decision to include the property in the intensive survey.

Intensive Survey Documentation

Following the reconnaissance survey, SWCA personnel selected 38 properties for intensive survey from a final reconnaissance list of 57 properties. Six of the properties in the First Filing project area were identified as exemplars of types contained in the 2004 RNL Design/Baloret-Entreco study (Marmar, 2004), a task that was stipulated in the scope of work for the project as outlined in the original SHF grant. SWCA then adjusted the list of properties selected for intensive survey, adding two properties that had not originally been selected for reconnaissance survey (5BF206 and 5BF 209) to the intensive survey list.

In April 2008, as the intensive survey phase was underway, SWCA performed an additional Compass file search, which revealed several more properties on the intensive survey list in the 120th Avenue Corridor part of the project area had been previously included in one of these Section 106 compliance-related surveys. These additional properties were thus eliminated from the intensive survey list, and properties from the Broomfield Heights First Filing were substituted.

Intensive survey of 36 properties was performed in January, February, and March of 2008, with two additional properties surveyed in November of 2008. Most properties were surveyed from the right of way, although a few on-site property owners granted access to surveyors at the time of survey. The survey crew was comprised of Kathryn Dumm, Nelson Klitzka, Sean Doyle, Thomas Witt, Elizabeth Kreider, and Kathleen Corbett, all of whom worked at some point on the intensive level surveys. Properties were documented on SWCA's in-house historic architecture field form, and information was then transferred to an Access Database, from which the OAHP 1403 forms were generated. Site maps were drawn and generated in CAD, and topographic maps were generated using ArcGIS. Black and white archival photographs were generated and printed on 4x6 tabbed archivally stable photographic paper using a Hewlett Packard Photosmart Pro B9180 printer. In June, 2008, the Broomfield Historic Landmark Board and SWCA drafted a letter, which was sent to the property owners of the sites selected for intensive survey, explaining the project and giving them the opportunity to provide further information and allow access to their properties for more in-depth documentation (the proximity of SWCA's office to the project area made this feasible). It was hoped that this letter, in conjunction with an earlier article in the *Broomfield Enterprise* (Breedon 2008) touting the survey, would help owners understand the value of the documentation of historic properties. As was expected, no responses were received.

ARCHIVAL RESEARCH

Primary Archival Sources

SWCA project personnel performed research in several archival repositories and government offices repositories. Information on owner history, construction dates and building permit history, general historical background, and development of the area was obtained insofar as this was possible. It was necessary for SWCA personnel to research information for locales in three different counties. Because Broomfield County was recently created in 2000, many records associated with Broomfield properties had not, at the time this research was conducted, been transferred to the City and County of Broomfield's offices from the "parent counties" that previously held them. The location of the survey involves an area that at one time was located within the jurisdictions of Boulder and Jefferson counties. Archival repositories containing records pertaining to the project area, and which were visited in the course of research for this project, include: the Denver Public Library, Western History and Genealogy Division; the Stephen C. Hart Library of the Colorado Historical Society; the Carnegie Library, Boulder; Assessor and County Clerk Offices of the City and County of Broomfield; Assessor and County Clerk Offices in Jefferson County; the Mamie Dowd Eisenhower Public Library in Broomfield; and the Broomfield Historical Depot Museum in Broomfield. SWCA owes a particular debt of gratitude to Peggy Atkinson of the Broomfield Historical Depot Museum for allowing access to historic photographs, maps, and other

records in that collection. Historic photographs were also accessed in the digital collection of the Western History and Genealogy Division of the Denver Public Library. A 15-minute film, "Birth of a City," which was produced in 1957 as a marketing tool by the Turnpike Land Company, and which narrates the Broomfield Heights story, was obtained online from the Prelinger Archive Collection. The film is now in the public domain, and is included in this report as Appendix C.

Secondary Sources

Two local histories of Broomfield were enormously helpful in the research into Broomfield's early history and into the individuals and places that were critical to Broomfield's early settlement, development, and growth in the twentieth century. These are Laura Spitler and Lou Walther's *Gem of the Mountain Valley* (1975) and Silvia Pettem's *Broomfield: Changes Through Time* (2001). Both of these works, which were produced as popular volumes primarily for local readers, make clear that the true history of a place lies not in its buildings, but in the acts and lives of the people who made them. Broomfield is fortunate to have such books available at a time when its landscape is undergoing changes on such a grand scale.

Also helpful was the text of an initial survey, *Historic Preservation Feasibility Study: Broomfield Heights First Filing and Original Broomfield*, performed by RNL Design and Balloret-Entraco. This project provided some of the underpinnings used for intensive survey selection in the Broomfield Heights area. Other secondary sources used in the research for this report are cited in text where appropriate, and are listed in the References Cited section (6.0) of this report.

HISTORIC CONTEXT: BROOMFIELD AND BROOMFIELD HEIGHTS

Broomfield is a city in which the history of everyday twentieth century life in small town and suburban America can still be read in the landscape as if it were text. Its location on an ever-changing transportation corridor gave rise to a series of communities that over the decades have been witnesses to and actors in the area's settlement, growth, and urbanization. Because the history of the built environment is so easily read here, historic preservation in Broomfield is a critical issue, and one which must be addressed as the city faces ongoing challenges affecting the everyday lives of its citizens. Broomfield began as stop along the trail that connected Denver with the mountain mining communities and the country to the west, later evolving into a tightly knit rail-side farming community. The Denver-Boulder Turnpike brought further changes, and Broomfield became a post-World War II suburban bedroom community for downtown Denver. Today, Broomfield is the site of corporate office parks and commercial zones that serve the broader Metropolitan area. Layers of history in place make the cultural landscape of Broomfield emblematic of nearly every important phase of settlement and endeavor in the American West, from the homesteading era to the high-tech boom.

This project, the *Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1, Broomfield County*, includes documentation of two very different cultural landscapes within Broomfield that reflect two distinct phases of settlement.

The first, the 120th Avenue Corridor or “Old Broomfield,” speaks of settlement that traces back to Broomfield’s early days as a farming community. The second phase focuses on properties that are emblematic of Broomfield’s post-World War II growth—growth which marked the shift in land use that resulted in the Broomfield people think of when they hear the name today. This section of the report examines the history of the Broomfield area, specifically taking a close look at the factors and historic patterns and events that formed the historic buildings and landscapes that were studied for this project.

Long before Broomfield was Broomfield, the rolling hills and grasses on which it stands were crossed by Native American groups who lived off the fruits of the land for centuries. Archaeological sites such as the Rock Creek Site (5BL2712), located just northwest of Broomfield near the intersection of South 112th and Dillon Road, show that humans occupied the area at least 5,000 years ago, in the Archaic period. Later the Comanche, having acquired horses from the Utes after 1680, became the dominant human occupants of the eastern Plains of what is now Colorado until soon after 1800. In the early nineteenth century the Arapaho and Cheyenne pushed them south, later also crossing paths and clashing with the Utes, who occupied the mountains of the Front Range in warmer months (Wyckoff 1998:26-27).

Non-native incursion into Colorado began as early as the Coronado Expedition of 1540, although these Spanish explorers stopped far south of the Broomfield area. French trading and trapping expeditions, which extended as far west as the Platte River, may have taken place in the early 1700s (Wyckoff 1998:29). Until the Louisiana Purchase of 1803, through which the area became a part of the United States territory, it was part of a large “buffer zone” between the Spanish and French territories. The Stephen Long Expedition of 1820 was both a scientific exploration and a political statement of U.S. control of both Native and, farther south, Hispanic populations who had settled on the northern periphery of Mexico (Wyckoff 1998:34). In 1854, the immediate Broomfield area was part of land that lay near the northern border of the Kansas Territory. But the area remained “howling wilderness,” as one traveler of 1857 described it (Pettem 2001:4), until the sea of change brought to the area with the Pikes Peak Gold Rush of 1859.

The discovery of a small amount of gold on Ralston Creek by one member of a party of Georgians in 1850—not enough gold to keep them there, but enough to bring them and others back—eventually led to the hordes of gold-seekers that swarmed the region almost a decade later. The Ralston Party, a wagon train of Cherokee individuals and their companions traveling from Georgia to California to prospect for gold, followed the Cherokee Trail through Colorado. Lewis Ralston, who was making the journey with his Cherokee brother-in-law and other friends and relatives, found a small amount of gold in a stream in what is now Arvada. Although this find was to be later significant, the wagon train moved on along the northern branch of the Cherokee Trail, passing through what is now Broomfield, Longmont, and Loveland (Pettem 2001:2) and on into Wyoming. In 1858 Ralston returned to the area with another group of Georgians, the Russell party. Although Ralston and others returned to Georgia, Russell and the men who stayed had better luck, and within a short time founded Auraria at the confluence of Cherry Creek and the South Platte River.

As hopeful prospectors flooded into the region, others came to grow the crops and raise the livestock required to feed these hungry miners. Broomfield’s earliest settlers were a few who

had no legal title to the land, but simply set up farming in the public domain. Not until the establishment of the Colorado Territory in 1861 was the land surveyed and parcels made available under the Homestead Act. Early “squatters” who were already settled could exercise the right of pre-emption, filing on the land they occupied, although they often chose to move on. By 1864, the land that comprises modern-day Broomfield County had been surveyed, and homesteaders were beginning to gain title. These farmers grew fruits and vegetables to feed travelers on the Cherokee Trail and also the residents of the mountain mining camps. But agriculture proved difficult; crops were often ravaged by locusts and grasshoppers. One early farmer discovered that these insects ignored broom corn, and the area became known for the plant, although it was by no means the only crop grown (Pettem 2001:10).

Through the 1860s, as travel increased on the Cherokee Trail, also known as the Overland Trail, stage stops began to appear in the hamlets along the trail. One, Church’s Station, was located near the site of present-day Broomfield. Church’s Station was typical of stage stops that offered restaurants or taverns with fare served family style (Pettem 2001:12-14). But stagecoach travel was arduous. Most residents of the Colorado Territory eagerly anticipated the arrival of the railroad, and disappointment was widespread when the Union Pacific focused its efforts at building a transcontinental line in southern Wyoming in 1869, leaving Denver out of the picture. But the area did not languish long; rail lines soon laced the West, and by 1873 the Colorado Central Railroad passed just south of Broomfield. By 1881, a second railroad, the Denver, Utah and Pacific, which had as one of its backers a successful young man named David H. Moffat (Albi and Forrest n.d.:2), ran through Section 36 of what is now Broomfield (Pettem 2001:21). By 1884, the collection of farmers living near this point on the route had acquired a post office and a name for the hamlet: Broomfield, supposedly in honor of the fields of broom corn. The Denver, Utah and Pacific had a mail stop at the site, and although the line was not in existence past 1889, the demand was there. By 1886, the Denver, Marshall and Boulder Railroad ran through Broomfield, and the community truly began its life as nexus on the transportation corridor from Denver to Boulder.

Local histories like Silvia Pettem’s *Broomfield: Changes Through Time* (2001), and Laura Spitler and Lou Walther’s *Gem of the Mountain Valley* (1975) contain the names and stories of the homesteaders and others who over many decades formed the community of early Broomfield: William Brown, who homesteaded in 1885 and lived a long life farming near what is now the junction of U.S. Highway 36 and Wadsworth Boulevard; farmer, mill owner and land investor August Nissen; beekeeper Harry Crawford; and many others. Many were immigrants—Brown was British, and the preponderance of his neighbors, like Nissen, hailed from Germany. Much of the land surveyed in the area was given to the Union Pacific Railroad under the provisions of the Pacific Railway Act of 1862, to fund the building of the Transcontinental Railroad. The Union Pacific, in 1885, began to offer land for sale. The most eager buyer was Adolph J. Zang, son of Denver brewer Philip Zang. Zang formed an investment company with August Nissen and another Broomfield homesteader, John Huober, and the investment team proceeded to purchase as much land from the railroad as they could. The group, with funds put up primarily by Zang, purchased Section 35 (T1S, R69W), which contained the part of the project area located north of 120th Avenue, in 1885. In the northern part of the section, Zang founded the Elmwood Stock Farm, where he became well known for raising Percheron horses (Pettem 2001:53-57). A rail spur at the Elmwood Ranch location

was known as “Zang’s Spur,” a name which for many years would be synonymous with Broomfield.

The part of the project area to the south of 120th Avenue was originally homesteaded by Watson and Julia Colman in 1885. The Colmans had come to the area from Maine in hopes the climate might help their ailing daughter, Helen. They established a dairy farm on the north half of the section, and although their daughter died in 1890, their son Ralph went on to become a successful Broomfield businessman, running the town’s first mill at what is now the site of the Coors Elevator. In 1908 the Denver and Interurban Railroad opened a line carrying an electric-powered commuter train between Denver and Boulder, with a stop in Broomfield. Anticipating Broomfield’s potential as a bedroom community, Ralph and Watson Colman platted the Colman’s Lakeview Subdivision (see Appendix D) on the part of their land that bordered 120th Avenue, which they re-named “Maine Street” in honor of their home state (Pettem 2001:109-112).

As the community grew, Zang bought out his partners and began to sell parcels along what is now 120th Avenue for both residential and commercial use. Early businesses, most of which were in existence around 1900, included Scottish immigrant Mary Wright’s cheese factory (Wright would later become Colorado’s Dairy and Cheese Commissioner), German immigrant Henry Naeve’s blacksmith shop, Ralph Colman’s Silver Standard Flour and Feed Mill, railroad and telegraph agent E. J. Jones’ general store, and Harry Crawford’s apiary. Pettem notes that the 1900 census shows the Boulder County side of the Broomfield area to have 161 residents, contained in 31 households (2001:57-63). The community had two schools: the Lorraine School served the Jefferson County residents and the Broomfield School served Boulder County residents. The latter, which may have been built in the mid-1880s, was moved from its original site at 10th and Main Street in 1921 when it was replaced by a new brick building. It was used as a residence near what is now the junction of U.S. 36 and Wadsworth Boulevard until the building of the Turnpike in 1951, when it was purchased by postmaster Miles Crawford,¹ moved to 11975 Vance Street (Pettem 2001:89-90), and used as a rental property. It was documented for this project as 5BF29. Churches were another institution important to community life. The former Dry Creek Methodist Church on Allison Street was built in 1947 to replace the earlier church building constructed in 1907, but before that services were noted to have been held in the home of the local blacksmith (Pettem 2001:94). In use as a church until 1963, the building was later home to Jonas Brothers Taxidermy.

Another important community focal point was the local chapter of the Order of the Patrons of Husbandry, better known as the Crescent Grange Number 136 (Figure 4). The National

¹ Silvia Pettem’s book, *Broomfield, Changes through Time*, indicates that 5BF29, the building formerly owned by Miles Crawford and now standing at 11975 Vance, is the former Broomfield School. However, a letter written by Crawford notes that the building was formerly the Lorraine School (Peggy Atkinson, personal communication March 11, 2009). No historic pictures of the building prior to its relocation were found in the course of research for this project, so the building’s true identity remains uncertain. For purposes of consistency with existing documentation, the authors of this report have chosen to continue to identify the building as the former Broomfield School. However, it is worth considering that Crawford, who was born on the Boulder County side of Broomfield in 1900, would have attended the Broomfield School prior to its 1910 removal and replacement by the brick school building, would likely have known whether or not this was the Broomfield School or the Lorraine School.

Grange was established soon after the Civil War, in 1867. Founded by members of the Masonic Order, the Grange had at its core an interest in mending relations among farmers across the northern and southern states, all of whom were suffering from the devastation brought about by the war. With the help of the Grange, farmers banded together to fight exploitative middle men, railroad monopolies, and campaign for Rural Free Delivery (RFD) of the mail. The Grange was generally patterned along the rituals and philosophic underpinnings of the Masons, but was open to both men and women (possibly because so many women were left to farm on their own following the Civil War) and was a non-sectarian Christian organization. Broomfield's Crescent Grange was organized in 1898. The members immediately and actively petitioned for RFD of the mail, a petition that was granted in 1900 (Spitler and Walther 1975:42). The Crescent Grange meetings were held in the basement of the Dry Creek Methodist Church, sometimes in Mary Wright's cheese factory, or most often at E. J. Jones' post office and general store.



Figure 4. The Crescent Grange, constructed in 1916, as it appeared when recorded for this project (photo by Kathryn Dumm).

It was not until 1916 that the Crescent Grange members were able to build the current Grange Hall at 7901 West 120th Avenue (recorded for this project as 5BF199) on land donated to them by Adolph J. Zang (Spitler and Walther 1975:42). The building has undergone very few changes since its original construction and is a good example of a wood frame building with elements of Greek Revival that were characteristic of the National category of folk buildings distinctive in small town civic architecture in the first few decades of the twentieth century (Figure 2) (McAlester and McAlester 1984:90). Granges in the late nineteenth and early twentieth centuries did not follow a consistent architectural style or form; they had only to be good gathering places for agrarian communities that had little money for grand architecture. But Grange ritual borrowed much from Greek mythology and its emphasis on nature and agriculture, and Granges with stylistic elements of Greek Revival were not uncommon—the 1884 Vinland Grange Hall in Vinland, Kansas, is another example of a Grange building with

Greek Revival elements and was placed on the NRHP in February of 2000. It is worth noting that, in the same year the builders of the Crescent Grange were infusing elements of Greek Revival (symmetry in façade, centered pediment-roof porch, 6-over-6 double hung windows) into this vernacular building, the City of Denver was constructing another public meeting place, the Greek Amphitheater, in the Civic Center of Downtown Denver. The Crescent Grange became an important community gathering place, housing dances, theater productions, and community meetings. Even in the years following the development of Broomfield Heights, the Crescent Grange maintained its status as a community center. In 1964, a local theater production was mounted there: the Broomfield Footlighters' "White Sheep of the Family" (Denver Post Roundup, February 16, 1964:5). Over the ensuing decades, the Crescent Grange building has now and again been used in ways that remind Broomfield's citizens of its history as a scene of community interaction.

THE ZANG AND COORS GRAIN ELEVATORS

Standing on either side of the intersection of Wadsworth and 120th Avenue are the two most visible remnants of Old Broomfield's history as an agricultural center. The Colorado Milling and Elevator Company's Elevator, best known locally as the Zang Grain Elevator (5BF180), and the Longmont Farmer's Milling and Grain Elevator Company's Broomfield Elevator, better known locally as the Coors Grain Elevator (5BF2), stand like a pair of guardian soldiers over the railroad tracks (Figure 4).

The Zang Elevator was built in 1916 to serve the Colorado Milling and Elevator Company, owned by J. K. Mullen. Rural grain elevators like these were the first repository for the farmers' grain harvest, and the bulk of the Colorado Milling and Elevator Company's business came from the wheat farmers in the area. The son of Fred Harrison, the first operator of the Zang Elevator, recalls farmers bringing grain to the elevator in horse-drawn wagons (Pettem 2001:106).

Across 120th Avenue, what is now known as the Coors Elevator was originally built to serve the Longmont Farmer's Milling and Elevator Company (aka the Longmont Milling Company), at some point between 1916 and 1920. It was built at the site of a much smaller 1908 wooden elevator that served the Silver Standard Flour and Feed Mill (Figure 6), an establishment run by Ralph Colman. The Silver Standard was later, under August Nissen's ownership, known as the Broomfield Feed Mill and Elevator (Pettem 2001:103-104). In 1916, the property was sold to the Longmont Milling Company (Phillips 2001). Although the exact construction date is uncertain, the concrete silos are visible in a 1920 photograph (Figure 7) and also in a 1927 aerial view of Broomfield (Figure 8). In 1935 the elevator was sold to the Adolph Coors Company, for whom it primarily served as a storage facility for the barley the company used for brewing; in fact, a "ghost sign" on the northernmost concrete grain bin still reads "Adolph Coors Co., Malting Barley." The timing of this sale was probably brought about by an increase in Coors' need for barley for brewing beer, as prohibition had been repealed only a few years earlier. It was especially important to the farmers in the Broomfield area. With the Depression, the price of wheat and other grains had plummeted, and Coors gave them a stable market for barley, which became the new cash crop of choice (Pettem 2001:140).



Figure 5. The Colorado Milling and Elevator Company Elevator (aka The Zang Elevator), background, and the Longmont Farmer's Milling and Elevator Company's Broomfield Elevator (aka The Coors Elevator), foreground, the two most visible symbols of Broomfield's tenure as an agrarian settlement (photo by Nelson Klitzka).



Figure 6. 120th Street, showing the grain elevator of the Silver Standard Mill in the background, behind Jones Hall on the right.

Photo courtesy of the Western History and Genealogy Digital Photograph Collection,
<http://photoswest.org/cgi-bin/imager?00070971+MCC-971>.



Figure 7. The Longmont Farmer's Milling and Elevator Company's Broomfield Elevator, in the background, approximately 1920. Note the three concrete grain bins are in place, however, the headhouse is a smaller structure than the one later built in 1935.

Photo courtesy of the Broomfield Depot Museum.

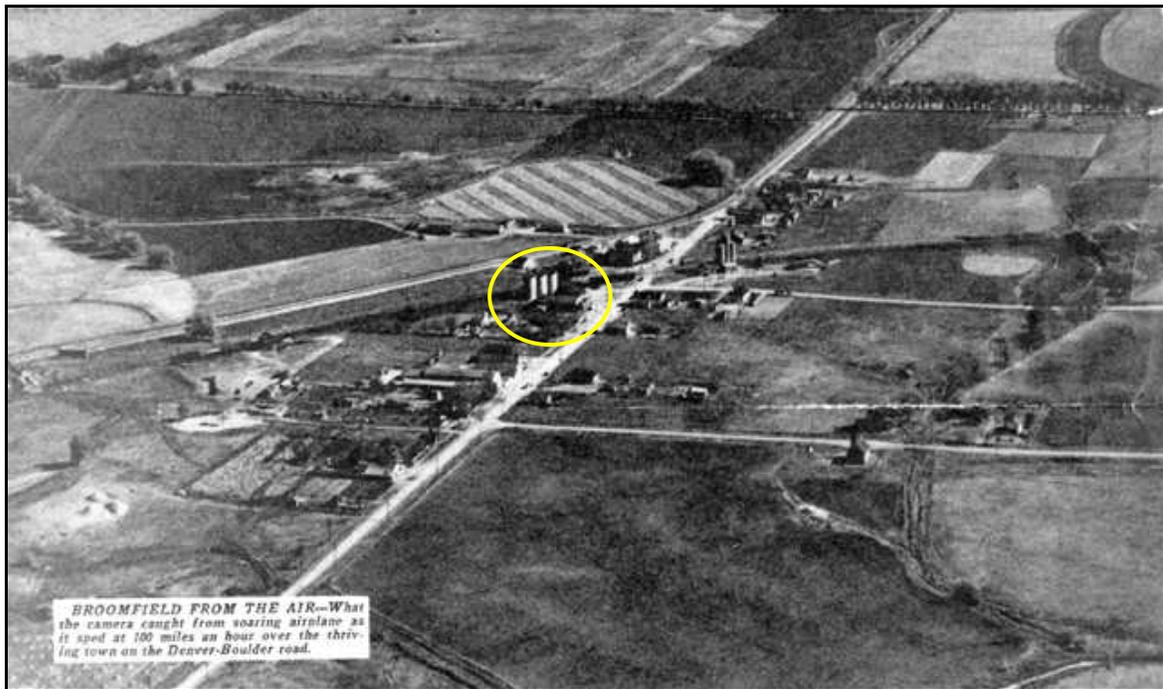


Figure 8. 1927 aerial view of Broomfield. The concrete grain silos of the Coors Grain Elevator are indicated.

Photo courtesy the Western History and Genealogy Digital Photograph Collection,
<http://photoswest.org/cgi-bin/imager?10007229+X-7229>.

The Zang and Coors elevators are good examples of the building type known as the *country* elevator (Stark 2007). Country elevators are the smaller elevators still found in rural towns across the agrarian landscape, and they were (and are) usually located on a rail line or spur. From these country elevators, grain was often sold to middle men and transferred by rail, or later by truck, to larger *terminal* elevators, where it awaited shipment to a buyer; or it might be sold directly to a processor, such as a mill or brewery, in which case it was shipped by train to *receiving* elevators at these sites (Stark 2007). The most visible parts of a grain elevator are the cylindrical grain bins and the headhouse, which stands next to the bins (in the case of the Coors Elevator) or within them (as in the case of the Zang Elevator). Generally, the basic function of grain elevators was the same: arriving grain was unloaded into a receiving pit, which contained a receiving belt that moved the grain into the base of the headhouse. In the headhouse, the grain was moved via bucket conveyor from the ground level to the top of the structure (thus the term *elevator*) and was weighed, cleaned, and sorted. Once processed, it was transferred by horizontal conveyor to one of the cylindrical storage bins. When it was time to transport the grain from the elevator to another location, the grain was emptied onto yet another conveyor belt system and moved back to the headhouse, where it was funneled through an external spout into a waiting rail car (Stark 2007).

Grain elevators brought about enormous change in the scale and efficiency of the handling of grain. Geographer William Cronon notes that, in effect, grain went from being a solid—bushels transported in sacks—to a liquid—“golden streams that flowed like water”

(1991:113). Like liquid, the commodity came to be measured by weight rather than bulk, a change wrought by the physics of grain elevator processing and storage. As agrarian settlement spread westward in the later decades of the nineteenth century, country grain elevators began to appear on the landscape, placed close to the railroad lines in rural track-side towns and settlements that dotted the Plains. The earliest grain elevators were wooden, usually built with a crib-type construction method. Because fires in grain elevators were both common and disastrous, the insurance premiums were accordingly high. Elevator owners began to explore more fireproof construction materials and methods. Early steel elevators like the Zang Elevator are rare, and those that were built were generally constructed prior to 1915 (Mahar-Keplinger 1993:12). In 1916, the year of the Zang Elevator's construction, some engineers still clung to the idea that steel was the material best suited for grain storage, but the shift to concrete storage bins was already decisively underway, and would become the industry standard (Banham 1986:132).

As a building type, grain elevators are remarkable for their ability to tower over a landscape. In the early decades of the twentieth century this fact did not go unnoticed by practitioners outside the agricultural field. As architects and engineers worldwide experimented in and expanded the use of reinforced concrete, grain elevators became one of the most influential architectural forms, holding great sway among modernist architects like Erich Mendelsohn and Le Corbusier, who called them “the magnificent first fruits of the new age” (Le Corbusier 1931:31). Echoes of their efficient designs and smooth cylindrical verticality can be seen in such noteworthy designs as the rooftop of Le Corbusier's Villa Stein-de Monzie in Garche (Figure 9).

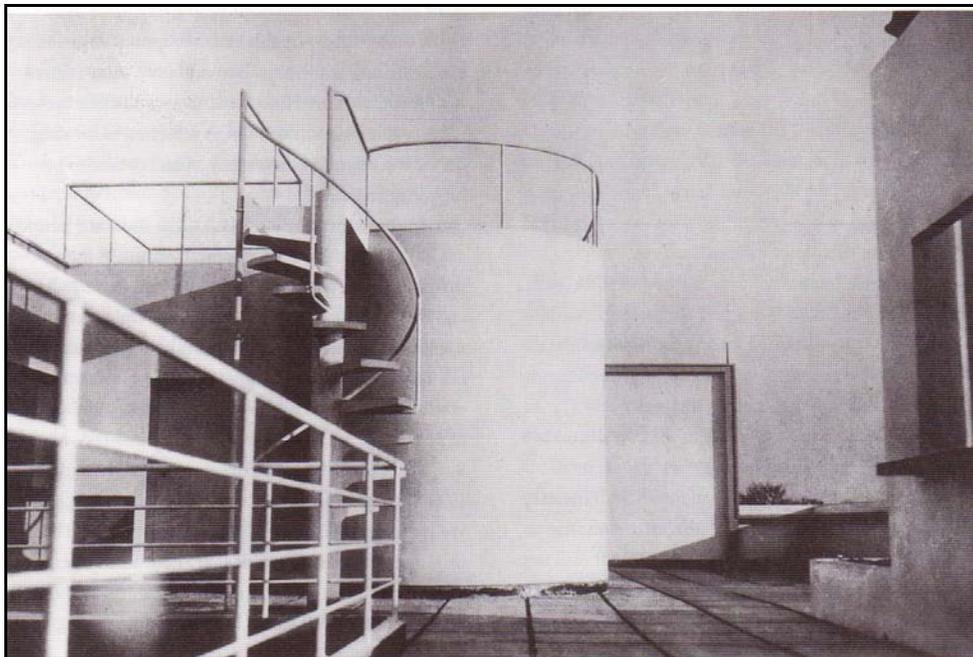


Figure9. Rooftop of the Villa Stein-de Monzie, Garche, France (Friedman 1998:118).

Both the Zang and the Coors grain elevators are eligible for nomination to the NRHP. Both buildings are currently used. Although a new garage building was attached to the Zang

Elevator in 2005, since it was last evaluated, the steel grain bins and headframe are unaltered, and eligibility has not been impacted. The eligibility of the Coors Elevator is likewise intact, with the concrete bins and the corrugated steel-clad headhouse generally unchanged. Currently, both elevators are in use as cell towers, which has had little impact on their historic physical integrity. Small country elevators like these are symbols of a shift in the economy of agriculture from the hardscrabble homesteads of late nineteenth century settlement to a twentieth century industry; as such, the agriculture practiced by Broomfield's farmers was part of a web of industries centered around transportation, food production, and manufacturing. However they might be adapted for re-use in the future, these grain elevators are reminders that Broomfield was once a part of this web, just as it was destined to become a part of others.

A NEW ROAD, A NEW CITY: THE DENVER-BOULDER TURNPIKE AND BROOMFIELD HEIGHTS

In 1967, a *Denver Post* article celebrating the end of the toll on the Denver-Boulder Turnpike recalled the route motorists took before the highway was built:

Back in those old days—good or otherwise—a Boulderite driving to Denver went due east on Arapahoe Road (State Highway 7) to Nine-Mile Corner, then followed a zigzag course through Lafayette and Broomfield before turning deadily Cozy Corner and dropping down Mushroom Hill onto Denver's North Federal Blvd. It was one of the heaviest-traveled roads in Colorado, with an alarming accident rate. There were two right-angle corners and three short-radius curves between the two cities, and one-third of the route was yellow-striped against passing.

One old timer recalls 'It was a scary trip. You drove that narrow road with two wheels on the shoulder half of the time and if you didn't get stuck behind a truck, you could do it in an hour and 15 minutes.' (Bearwald 1967:12)

A 'short-cut' highway between Boulder and Denver had been proposed as early as 1927 by Roderick Downing, an engineering professor at the University of Colorado. Downing's idea found support among the local Boulder government and the University administration, but the State Highway Commission was unwilling to allocate the funds. But soon after the end of World War II, when manpower was once again available for infrastructure development, Governor Ralph Carr proposed a novel idea to raise the money to build the road: collect a toll until the bonds to fund the construction were paid off.

The idea was controversial. Critics saw the road as a "luxury road" or "speedway" or objected to the idea of a toll road as one that hearkened back to Colorado's early settlement (Bearwald 1967:15). Studies predicted that the monies raised by the tolls would be insufficient to make the bond payments. The idea also had competition from Longmont, whose citizens advocated improving U.S. Highway 87 instead. One resident of Golden, hotelier M. L. Holland, filed an injunction, claiming that the best alternative would be to improve Highway 93, forcing travelers between Denver and Boulder to visit Golden on the way. Holland's bid was unsuccessful—the Colorado Supreme Court cleared the way for the turnpike in 1949, and construction began on October 16, 1950 (Bearwald 1967:15; Pettem 2001:155). Thinking up

names for the new superhighway became a popular pastime: among the proposals were “Flatirons Fleetway,” “Boulder-Denver Paveway,” and the decidedly tongue-in-cheek “Hypotenuse Highway,” which imagined Denver and Boulder to be two ends of a right triangle. But the name ultimately chosen was the basically descriptive “Denver-Boulder Turnpike” (Bearwald 1967:16).

The road was remarkable for its time, partly for the sheer scale of it (concrete strips 24 feet wide and 8 inches thick were laid at 2,000 to 3,000 feet per day) and also because it was such an improvement over the previous road. One publicity stunt had Professor Downing strap a glass of water to the hood of a state patrol car and measure the water after the patrolman had driven for a mile on the highway at 50 miles per hour; “not a drop was spilled,” he announced (Bearwald 1967:16).

On Sunday, January 20, 1952, the turnpike opened. The toll booths, located under the Wadsworth underpass at Broomfield, had electric counters that estimated a total of 30,000 cars passed through on the opening day. Even after the newness wore off, the turnpike was a success far beyond the initial forecasts of its builders: the predicted daily turnpike travel was approximately 2,200 cars per day (*Boulder Daily Camera* January 21, 1952), and the actual number proved to be nearly twice that (Bearwald 1967:17). The naysayers need not have worried about the turnpike’s profitability and its ability to pay off the construction bonds. The \$6.3 million worth of revenue bonds that were not scheduled for retirement until 1980 were paid off in September 1967 (Bearwald 1967:12). After that, travelers no longer paid the toll.

Shep the Turnpike Dog

With the new road came new Broomfield citizens. One of the most popular and important of these was a fellow of uncertain origin. Shep the Turnpike Dog (Figure 10) showed up, thin and bedraggled, when the toll booth was still under construction (Bearwald 1967:16). A shaggy shepherd mix, he became a notable fixture at the toll booth. The tolltakers adopted him, and motorists often contributed their change to his upkeep or brought him bones and tidbits. Shep was a fixture at the tollbooth for 13 years and was well-loved by the citizens of Broomfield. Dr. Clyde Brunner donated his services when Shep was mysteriously shot, and thereafter was Shep’s “personal vet.” Shep died in 1964, and the superintendent of the tolltakers, Paul Kempf, personally buried him at a spot overlooking the toll booth (Pettem 2001:177). Two olive trees were planted to shade his grave (Bearwald 1967:20). The trees are gone now, but the grave (5BF46) remains, with a marble headstone that reads “Shep: Part Shepherd, Mostly Affection” (Figure 11).



Figure 10. Shep the Turnpike Dog, with accountant F. R. Mitchell (Bearwald 1967:20).



Figure 11. Shep's Grave, Broomfield, Colorado (photo by Elizabeth Kreider).

The Phenomenon of the Post-World War II Suburb

Broomfield Heights, the more recently constructed of the two project areas addressed in this survey and report, is an example of a post-World War II suburb of the type that was ubiquitous across the country in the 1950s. Historians generally agree that three factors were primarily at the heart of the post-World War II suburb. The first factor was a critical shortage of housing in the immediate postwar years caused by a 16-year slump in the housing market from the Great Depression through World War II, the return of more than six million military personnel to civilian life (Wright 1981:242), and the wartime and postwar rise in the marriage and birth rate (Jackson 1985:232). Second, governmental policies, generally under the Federal Housing Administration (FHA), heavily favored suburban development over other ways to meet housing needs, such as multi-family housing in urban settings. Third, new production technologies developed during wartime allowed developers to take an assembly line approach to building on an unprecedented scale (Nicolaidis and Wiese 2006:257-258).

Also important to understanding the development of the post-World War II suburb are postwar advances in urban and suburban transportation infrastructure. Although housing construction had fallen far short of demand through the Great Depression and the war years, automobile sales for those years had risen or at least had held relatively steady (Jackson 1985:187). After the war, as the economy began to boom and gasoline prices were low, the meaning and importance of the automobile in the culture of the American middle class reached new heights. Through the 1944 Federal Highway Act, the federal government demonstrated its preference for funding highways and roads over mass transit (Hayden 2003:165-166). The Denver-Boulder Turnpike preceded the Interstate Highway System spawned by the 1956 Interstate Highway Act, but as it related to suburban development, the turnpike served the same purpose, that of an artery to the city that made suburban development possible.

Suburbanization drastically changed the scale and processes of residential development. Prior to the end of World War II, two-thirds of houses were built by their owners or by small-scale contractors who built only four or five houses per year. In the years following the war, two-thirds of houses were built by large-scale developers (Hayden 2003:132). Some developers included land for churches, schools, and parks, but most often, left the infrastructural problems of sewers and trash removal to local governments or the new homeowners. The largest-scale developers, such as William and Alfred Levitt, systematized construction in ways that enabled them to build many thousands of homes in a short period of time (their 1947-1951 Levittown on Long Island was 17,450 houses, all Cape Cod style or a derivation of it) but had no master plan—building retail strips as profitability dictated or building just enough swimming pools or other recreational facilities to use as marketing tools (Hayden 2003:134-137).

The architectural and racial conformity of the post-World war II suburb was no accident. The FHA offered low-interest, long-term loans to homebuyers—veterans were able to obtain loans through the Veterans Administration’s GI Bill of Rights with no down payment—but the agency maintained strict standards regarding house design. No overtly modernist designs or flat roofs were allowed, as they were deemed too risky to insure. Colonial revival, ranch, and what is now known as “minimal traditional” designs were preferred. Furthermore, the FHA

refused to insure houses in areas that were not race restricted. African-American consumers or whites who desired to live in older, non-segregated neighborhoods had to seek other funding sources. These “red-lining” practices were in place until the mid-1960s and played a critical role in the deterioration of working class communities and neighborhoods in urban areas (Wright 1981:247; Hayden 2003:124-125).

Broomfield Heights

By 1955, when the Turnpike Land Company platted the First Filing of Broomfield Heights (Appendix D), the worst of the postwar housing shortage had been addressed. Kenton C. “K.C.” Ensor, president of the company, had a solid resume in Colorado construction. He built his first house in 1932 and was involved in building housing for the military during the war, and after the war became active in constructing subdivisions in Denver, Harvey Park being paramount among them (OAHF n.d.). Ensor had a solid reputation for building houses that presented no obstacles to FHA funding, and when he approached four prominent Denver-area fellow businessmen about forming the Turnpike Land Company, they readily agreed.

The Turnpike Land Company consisted of Ensor; Bal Swan, President of the Empire Savings and Loan Association; Aksel Nielsen, head of the Title Guaranty Company; Roger D. Knight, President of the U.S. National Bank; and John J. Sullivan, of Bosworth, Sullivan and Company. Swan and Nielsen were noted to have been close friends of President Eisenhower’s (Pettem 2001:162). The group hired the planning firm of Harman, O’Donnell and Henninger to lay out the community and engineering program, which was sold as a solution to Denver’s need for “high class country living” (Pettem 2001:163). The development (Figure 12) was envisioned to become the fifth-largest city in Colorado by 1960 (Architect & Engineer 1956:8).

The new subdivision offered amenities that many others did not. Lots were designated for churches and parks, and the company built three “cottage schools”—houses designated for use as schools but meant to blend seamlessly with the neighborhood. But just as importantly, the Turnpike Land Company installed the water and sewer systems, and to do this they purchased the Great Western Reservoir, 5 miles to the southwest. The company touted the water in publicity for the development, which included a 15-minute film, “Birth of a City” (included in this report as Appendix C). But another nearby reservoir was not so lucky: Zang’s “Track Lake” was filled in and covered by the shopping center built to serve the development.



Figure 12. Aerial View of Broomfield Heights in the late 1950s.

Photo courtesy of the Western History and Genealogy Digital Photograph Collection,
<http://photoswest.org/cgi-bin/imager?10007228+X-7228>.

The first 164 house lots, all in the First Filing, were sold to seven contractors: Ensor, Fred Spallone, Jim Mangnall, James Ryan, the Highland Construction Company, Joe Fink, and Joe Marrone (Pettem 2001:164). Although each contractor brought some stylistic variation to the table, all houses were clad in brick veneer, a material choice that lent the residences a more solid appearance. Houses sold for a base price of \$12,500, but homes in later phases of the development were projected to sell for as much as \$35,000 (Architect and Engineer 1956:34). Commercial development was as planned as the houses. Architect Roger Musick was hired to design two shopping centers and associated businesses, such as banks and medical buildings, and Musick and Broomfield Heights were featured in an article on the development in the October, 1956 issue of *Architect and Engineer*, a professional engineering journal (Figure 13). The Broomfield Heights Shopping Center opened in June of 1958 and contained a dozen stores and offices (*Rocky Mountain News [RMN]* 1958), and within a year or two the development had a Safeway, a Ford dealership, and a bowling alley (*RMN* 1958, 1959; *Denver Post* 1959). The importance of this last establishment cannot be underestimated. In the post-World War II period, bowling was one of the most popular adult pastimes; in 1957, bowling leagues generated more income than all major league baseball games combined (Johns 2002: 111).

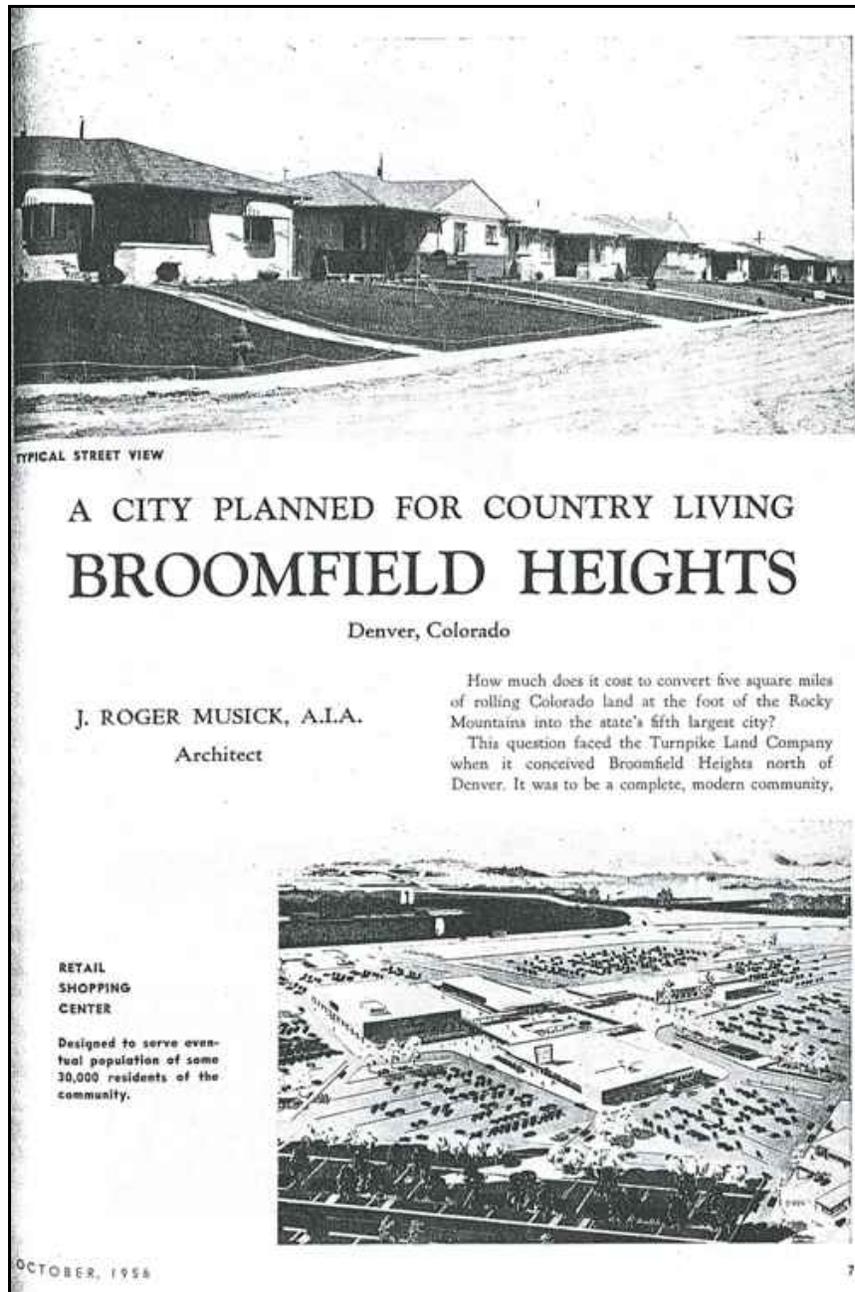


Figure 13. Title page of the article on Broomfield Heights featured in the October, 1956 issue of *Architect and Engineer*.

Broomfield Heights was advertised as a “dream city” (Pettem 2001:165). On August 21, 1955, the development opened with 40 homes completed (*RMN* 1955) of the projected 5,000. Of those 40 homes, 15 different styles were available for the public’s perusal. Garbage disposals were standard equipment in each home, thereby preventing the appearance of “unsightly garbage trucks” (*Architect and Engineer* 1956:36). Of course, garbage trucks were still a part of the package, just not the marketing package. But the Turnpike Land Company achieved something many similar developments did not: a community in which the built

environment was of such lasting quality that it still conveys, 50 years later, its history as a post-World War II subdivision that has had little alteration.

In the years that followed, Broomfield has expanded and become known for the kinds of industry and office parks that make it a leader in the corporate landscape of the twenty-first century. As Broomfield moves into a regional leadership position, it faces many challenges, and addressing the needs of historic preservation is among them. The following section presents the results of the intensive survey and recommends ways that planners and other interested citizens can use the ideas and values inherent in preserving the city's history to enrich Broomfield's historic and non-historic landscape in the years to come.

RESULTS AND RECOMMENDATIONS

In total, of the 38 properties intensively surveyed as part of the project (Figure 14), 12 were located in the Broomfield Heights area and 26 were located in the 120th Avenue Corridor, or Old Broomfield. Three of the 38 (5BF180, 5BF2, and 5BF199) were found to be eligible for nomination to the NRHP, CSRHP, and for Broomfield Historic Landmark status. Two others, 5BF202 and 5BF 29, were determined to be eligible for Broomfield Historic Landmark status but did not contain sufficient integrity or significance to be eligible for the NRHP and the CSRHP. All of these properties are located in the 120th Avenue Corridor/Old Broomfield survey area, and eligibility is discussed in brief as follows:

5BF2, The Longmont Farmers Milling & Elevator Company, Broomfield Elevator (aka The Coors Elevator). This building and its attachments were determined to be officially eligible for the National Register of Historic Places under Criterion A on May 9, 2001. Subsequently, 5BF2 was re-evaluated in 2006. At that time, the prior eligibility finding was supported. Surveyors for this project did not discover any significant alterations, additions, or impacts to the elevator since either the 2001 recording or the 2006 recording, and recommended no change in previous NRHP eligibility determinations. SWCA recommends that 5BF2 remain eligible under Criterion A, and that this property is also eligible for the CSRHP and for Boulder Historic Landmark Status.

5BF180, The Colorado Milling and Elevator Company Elevator (aka The Zang Elevator). This building was constructed by J. K. Mullen in 1916, and is a rare example of a steel plate elevator. It was determined to be eligible for the NRHP on March 24, 1994, a finding that was upheld under Criterion A and Criterion C on May 9, 2001, and again on February 20, 2006. SWCA recommends that 5BF180 remain eligible under Criteria A and C, and also recommends that 5BF180 is eligible for the CSRHP and for Boulder Historic Landmark Status.

5BF199, The Crescent Grange. The Crescent Grange, built in 1916, was one of the most important community gathering places in early Broomfield. It has had little or no modification and has generally been well maintained, and has excellent historic physical integrity. It was previously recorded as 5BF87, although this information was not available until the final phase of research for this project, and an additional site number, 5BF199, was assigned. It was determined to be officially eligible on February 20, 2006. SWCA concurs with this finding, and recommends the Crescent Grange to be eligible for the NRHP under Criterion A. SWCA also recommends 5BF199/5BF87 eligible for the CSRHP and for Broomfield Historic Landmark Status.

5BF202, The Huddart House. 5BF202 was built in 1929 by the owner of Broomfield Lumber, Joseph Huddart, who was one of early Broomfield's most prominent and civically active early citizens, and who made an enormous contribution to the development of Broomfield from the 1920s into the 1960s. In 1996, Mr. Huddart was inducted into the Boulder County Business Hall of Fame. The house is built in the Craftsman style and has had several modifications since Huddart occupied it. While these modifications have compromised the house's historic physical integrity to the extent the house is no longer eligible for the NRHP or CSRHP, Joseph Huddart was sufficiently important to the development of early Boulder County that SWCA recommends the house to eligible for Broomfield Historic Landmark Status.

5BF29, The Broomfield School. The Broomfield School was previously recorded under this site number and also previously recorded as 5BF108. Although it was found eligible under Criterion C and Criteria Consideration B, for buildings that have been moved, research for this project revealed that extensive changes to window shape and size have compromised its historic physical integrity, and SWCA recommends it to be ineligible for the NRHP and the CSRHP. However, it still retains sufficient significance to be eligible for Broomfield Historic Landmark Status.

If placed on national, state, or local registers, these buildings would be able to communicate Broomfield's early twentieth-century past to current and future residents, preserving a record-in-place of a time that is finding fewer and fewer landscapes and sites to represent it, as small farming towns across the country undergo urbanization or decline.

Although no buildings were determined to be officially eligible for the NRHP, CSRHP, or Broomfield Historic Landmark Status in the Broomfield Heights area, it is possible potential for historic district eligibility exists in the First Filing area of Broomfield Heights. Many Broomfield Heights houses still contain enough historic physical integrity to contribute to such a district. SWCA strongly recommends further survey be conducted to support the recommendation of such a district, as post-World War II suburbs with such a high level of integrity are increasingly rare. Because these developments were constructed with the growing families of the post-World War II period in mind, the lots tend to be large and the houses occupy a smaller share of them than in older or newer subdivisions. This fact, in tandem with the neighborhoods' generally desirable locations, tends to draw "scrape and rebuild" developers who demolish smaller historic homes and erect much larger buildings in their place. These new houses are usually jarringly different in character and appearance from

the older homes surrounding them; only one or two of them in a single block can obliterate the historic integrity of a district.

Three split-level houses were documented in the Second Filing area of Broomfield Heights. These were not part of the original scope of work, but were inserted into the survey later, at the request of the Broomfield Historic Landmark Board. Similar in form, two of the three also have details that manifest strong Usonian influence, indicating that, as was common at the time, the designer or designers of the houses were aware of the work of Frank Lloyd Wright and considered elements of it marketable enough for inclusion in their own work. It is possible that further investigations would reveal that the Second Filing area also has the potential to contain an NRHP historic district, and SWCA recommends that such investigations be conducted in the near future.

The following map (Figure 15) documents the locations of sites determined eligible for the NRHP, and notes houses in Broomfield Heights that, of the relatively small sample documented for this project, would be contributing to a potential historic district. Table 1 provides a list of surveyed properties in site number order and indicates eligibility potential for each. Table 2 offers the same information, grouped by project area and in address order.

Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1, Broomfield County, Colorado

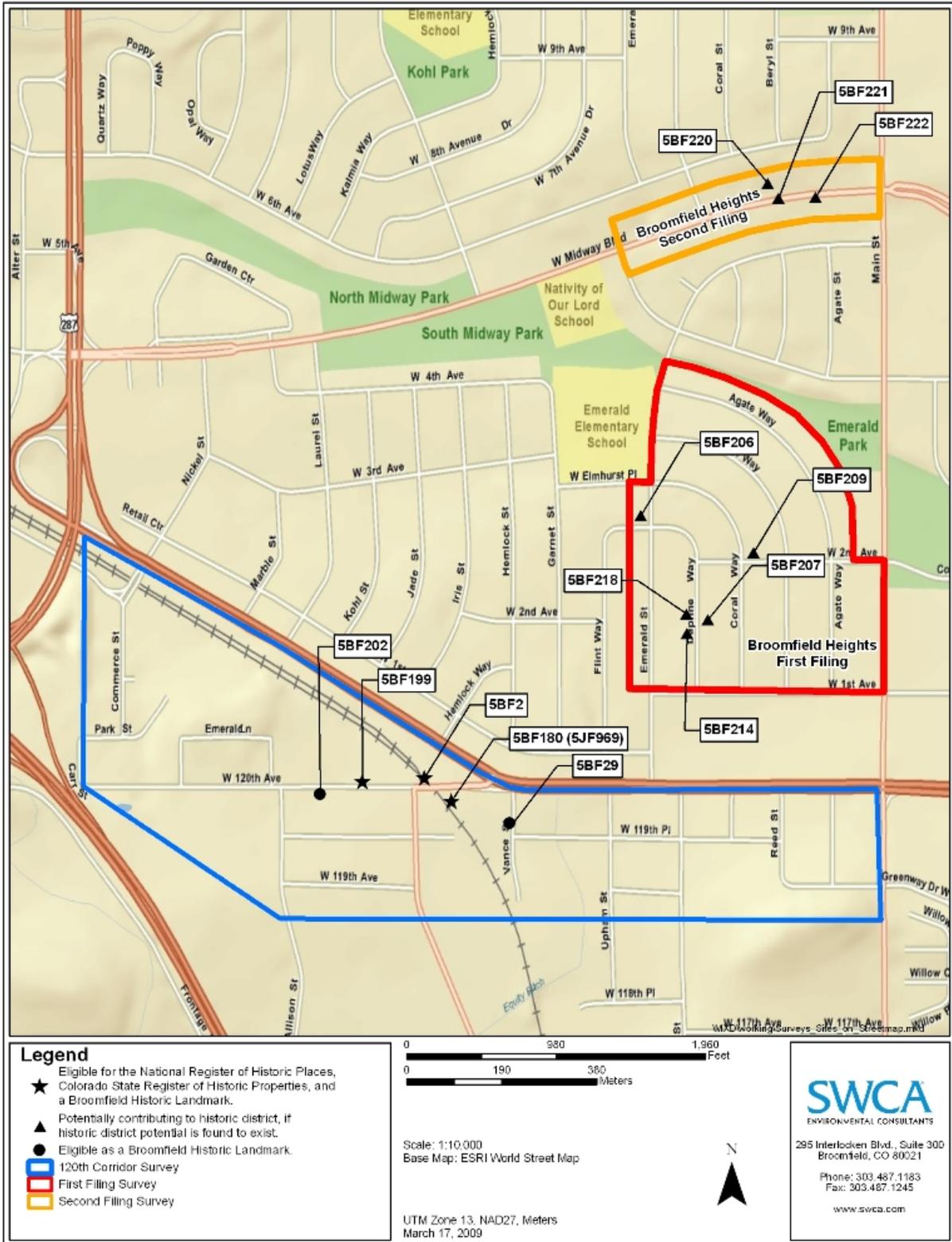


Figure 15. Locations of surveyed sites that contain eligibility for the NRHP, CSRHP, Broomfield Historic Landmark Status, or would contribute to a potential historic district.

Table 1. Properties Surveyed and Eligibility Determinations, by Site Number.

Site number	Historic Name	Address	NRHP Eligible	CSRHP Eligible	BHL Eligible
5BF2	Longmont Farmer's Milling & Grain Elevator Co.	7585 W. 120th Avenue	X	X	X
5BF14	Unknown	7655 W. 119th Avenue			
5BF21	Broomfield Methodist Church Property	11923 Allison Street			
5BF22	Sauer House	11830 Allison Street			
5BF27	Unknown	11920 Upham Street			
5BF29	Broomfield School	11975 Vance Street			X
5BF33	Colman House (I)	7460 W. 120th Avenue			
5BF180	Colorado Milling and Elevator Company Elevator	11986 Wadsworth Boulevard	X	X	X
5BF194	Unknown	7105 W. 119th Place			
5BF195	Unknown	7400 W. 120th Avenue			
5BF196	Unknown	7450 W. 120th Avenue			
5BF197	Unknown	7700 W. 120th Avenue			
5BF198	Unknown	7795 W. 120th Avenue			
5BF199	Crescent Grange 136	7901 W. 120th Avenue	X	X	X
5BF200	Broomfield State Bank	7905 W. 120th Avenue			
5BF201	Unknown	7910 W. 120th Avenue			
5BF202	Huddart House	7970 W. 120th Avenue		X	X
5BF203	Unknown	7995 W. 120th Avenue			
5BF204	Unknown	8005 W. 120th Avenue			
5BF205	Unknown	8015 W. 120th Avenue			
5BF206	Bagnoli House	299 Flint Way			
5BF207	Hughes House	140 Daphne Way			
5BF208	Unknown	8105 W. 120th Avenue			
5BF209	Weinand House	375 2nd Avenue			

Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1, Broomfield County, Colorado

Site number	Historic Name	Address	NRHP Eligible	CSRHP Eligible	BHL Eligible
5BF210	Unknown	11975 Wadsworth Boulevard			
5BF214	Staff House	145 Daphne Way			
5BF216	Richter House	155 Daphne Way			
5BF217	Brights House	160 Daphne Way			
5BF218	Quidort House	165 Daphne Way			
5BF220	Unknown	325 Midway Boulevard			
5BF221	Unknown	355 Midway Boulevard			
5BF222	Unknown	265 Midway Boulevard			
5BF223	Unknown	11605 Wadsworth Boulevard			
5BF224	VFW Building	11700 Wadsworth Boulevard			
5BF225	Colman House (II)	11840 Teller Street			
5BF226	Red and White Grocery	11999 Wadsworth Boulevard			
5BF230	Johnson House	120 Daphne Way			
5BF231	Boyle House	125 Daphne Way			

Table 2. Properties Surveyed and Eligibility Determinations, by Project Area and Address.

Address	Site number	Historic Name	NRHP Eligible	CSRHP Eligible	BHL Eligible
120th Avenue Corridor (Old Broomfield)					
7655 W. 119th Ave.	5BF14	Unknown			
7400 W. 120th Ave.	5BF195	Unknown			
7450 W. 120th Ave.	5BF196	Unknown			
7460 W. 120th Ave.	5BF33	Colman House (I)			

Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1, Broomfield County, Colorado

Address	Site number	Historic Name	NRHP Eligible	CSRHP Eligible	BHL Eligible
7585 W. 120th Ave.	5BF2	Longmont Farmer's Milling & Grain Elevator Co.	X	X	X
7700 W. 120th Ave.	5BF197	Unknown			
7795 W. 120th Ave.	5BF198	Unknown			
7901 W. 120th Ave.	5BF199	Crescent Grange 136	X	X	X
7905 W. 120th Ave.	5BF200	Broomfield State Bank			
7910 W. 120th Ave.	5BF201	Unknown			
7970 W. 120th Ave.	5BF202	Huddart House			X
7995 W. 120th Ave.	5BF203	Unknown			
8005 W. 120th Ave.	5BF204	Unknown			
8015 W. 120th Ave.	5BF205	Unknown			
8105 W. 120th Ave.	5BF208	Unknown			
11830 Allison Street	5BF22	Sauer House			
11923 Allison Street	5BF21	Broomfield Methodist Church Property			
11840 Teller St.	5BF225	Colman House (II)			
11920 Upham Street	5BF27	Unknown			
11975 Vance Street	5BF29	Broomfield School			X
11605 Wadsworth Blvd.	5BF223	Unknown			
11700 Wadsworth Blvd.	5BF224	VFW Building			
11975 Wadsworth Blvd.	5BF210	Unknown			
11986 Wadsworth Blvd.	5BF180	Colorado Milling and Elevator Company Elevator	X	X	X
11999 Wadsworth Blvd.	5BF226	Red and White Grocery			
Broomfield Heights: First Filing					
375 2nd Ave.	5BF209	Weinand House	Ineligible		
120 Daphne Way	5BF230	Johnson House	Ineligible		
125 Daphne Way	5BF231	Boyle House	Ineligible		
140 Daphne Way	5BF207	Hughes House	Ineligible		

Survey of Historic Buildings within the 120th Avenue Corridor and Broomfield Heights Filing 1, Broomfield County, Colorado

Address	Site number	Historic Name	NRHP Eligible	CSRHP Eligible	BHL Eligible
145 Daphne Way	5BF214	Staff House	Ineligible		
155 Daphne Way	5BF216	Richter House	Ineligible		
160 Daphne Way	5BF217	Brights House	Ineligible		
165 Daphne Way	5BF218	Quidort House	Ineligible		
299 Flint Way	5BF206	Bagnoli House	Ineligible		
Broomfield Heights: Second Filing					
265 Midway Blvd.	5BF222	Unknown	Ineligible		
325 Midway Blvd.	5BF220	Unknown	Ineligible		
355 Midway Blvd.	5BF221	Unknown	Ineligible		

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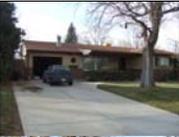
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APPENDIX A
Results of Reconnaissance Survey

Reconnaissance Survey

Temp. Number	Photograph	Date of Construction	Building Address	Intensive Survey
119th Pl 01		1953	7105 W. 119th Place	Yes
120th 06		1963	7800 W. 120th Avenue	Yes
120th 08		1901	7450 W. 120th Avenue	Yes
120th 10		1951	7585 W. 120th Avenue	Yes
120th 11		1921	7700 W. 120th Avenue	Yes
120th 12		1905	7795 W. 120th Avenue	Yes
120th 13		1905 - 1916	7901 W. 120th Avenue	Yes
120th 14		1920	7905 W. 120th Avenue	Yes
120th 15		1915	7910 W. 120th Avenue	Yes
120th 16		1929/1908	7970 W. 120th Avenue	Yes

Temp. Number	Photograph	Date of Construction	Building Address	Intensive Survey
120th 17		1908	7995 W. 120th Avenue	Yes
120th 18		1920	8005 W. 120th Avenue	Yes
120th 19		1925	8015 W. 120th Avenue	Yes
120th 20		1940's	8035 W. 120th Avenue, Broomfield, CO. 80020	No
120th 21		1910's	8055 W. 120th Avenue	No
120th 22		1936	8105 W. 120th Avenue	Yes
Allison 02		1956	11901 Allison Street	No
BH 01			100 Daphne Way	No
BH 02			135 Daphne Way	No
BH 03			136 Daphne Way	No
BH 04		1956	140 Daphne Way	Yes

Temp. Number	Photograph	Date of Construction	Building Address	Intensive Survey
BH 05		1956	145 Daphne Way	Yes
BH 06			150 Daphne Way	No
BH 07		1956	155 Daphne Way	Yes
BH 08		1955 - 1956	160 Daphne Way	Yes
BH 09		1956	165 Daphne Way	Yes
BH 10			170 Daphne Way	No
BH 11			175 Daphne Way	No
BH 12			105 Daphne Way	No
BH 13			179 Daphne Way	No
BH 14			180 Daphne Way	No
BH 15			185 Daphne Way	No

Temp. Number	Photograph	Date of Construction	Building Address	Intensive Survey
BH 16			190 Daphne Way	No
BH 17			195 Daphne Way	No
BH 18			205 Daphne Way	No
BH 19		1957	325 Midway Boulevard	Yes
BH 20		1957	355 Midway Boulevard	Yes
BH 22			110 Daphne Way	No
BH 23			115 Daphne Way	No
BH 24			116 Daphne Way	No
BH 26		1956	120 Daphne Way	No
BH 27		1956	125 Daphne Way	No
BH 28			126 Daphne Way	No

Temp. Number	Photograph	Date of Construction	Building Address	Intensive Survey
BH 29			130 Daphne Way	No
BH 50		1958	265 Midway Boulevard	Yes
RS 119th Ave 02		1959	7655 W. 119th Avenue	Yes
RS 120th 09		1921	7460 W. 120th Avenue	Yes
RS Allison 01		1950	11830 Allison Street	Yes
RS Allison 03		1920	11923 Allison Street	Yes
RS Upham 01		1920	11920 Upham Street	Yes
RS Vance 02		1901	11975 Vance Street	Yes
RS Wadsworth 06		1921	11975 Wadsworth Boulevard	Yes
Teller 01		1900	11840 Teller Street	Yes
Wadsworth 01		1960	11605 Wadsworth Boulevard	Yes

Temp. Number	Photograph	Date of Construction	Building Address	Intensive Survey
Wadsworth 02		1960	11700 Wadsworth Boulevard	Yes
Wadsworth 07		2005	11986 Wadsworth Boulevard	Yes
Wadsworth 08		1930	11999 Wadsworth Boulevard	Yes

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APPENDIX B
Intensive Survey Property History Information

5BF196

Taylor Residence

Eligibility Recommendation: Field: Eligible

Building Address: 7450 W. 120th Avenue

Date of Construction (estimate): 1901

Date of Construction (actual):

Architectural Style: Late 19th/Early 20th Century American Movements:



Architectural Description:

7450 W. 120th Avenue was surveyed from the right-of-way. It is a one-and-a-half story rectangular plan building, built in the National Folk style of the Late 19th and Early 20th Century American Movements. It is a business.

This building has a concrete foundation and is wood framed with horizontal wood shiplap siding. It has an end-gabled roof.

The north (front) elevation has a porch, the main entrance, and three windows. The porch is centered on the façade, and is original to the building. It has a wood floor and square wood posts supporting a dropped shed roof that is covered in rolled asphalt. Decorative wood brackets adorn the top of the support posts. The door is a four-light glazed wood panel door with a wooden screen door, likely original to the building, which has decorative elements that match the brackets on the porch. The two windows on the first floor are two-over-two double-hung with wood frame and casing, and the third, located at attic level, is a four-over-four double-hung window. All are original to the building.

The east side elevation has a porch, a door, and two windows. The porch, located on the southern end of the elevation, has a wood board floor, and wood board railing and balustrade. The door is a single-leaf metal panel. The windows, both of which are original, are two-over-two double-hung with wood frames and casing.

The rear (south) elevation, has a patio behind it, two windows, and a boarded up door at the attic level. The patio is a faux ruin, composed of salvaged bricks. Although this sort of ruin was popular when this building was built, it is unlikely that it is historic in that many of the bricks in its composition appear to be new. The two windows on the rear elevation are one-over-one wood framed, and are original to the building. The boarded over door opening on the second level suggests a second story porch that is no longer there, although there is no sign that there ever was a porch there.

The west side elevation has two two-over-two double-hung wood framed windows. These windows also are original to the building.

The roof is a moderate to steep pitch end-gabled roof covered in wood shingles. There is one chimney located towards the southern end of the west slope of the roof that is a metal pipe with a spark arrestor cap.

Historical Background:

The earliest available record of tenancy for 7450 W. 120th Avenue dates from 1980, when an Elizabeth Taylor was the resident. Taylor was still the resident in 1985, and then there is a gap until 1995, when Sherry Davidson was the occupant. There is another gap in the record until the present, at which time Susan Knezel owns the property and runs a photography shop at the address. A sign on the front of the building says "Z Hair Studio".

5BF197

Pogson Residence

Eligibility Recommendation: Field: Ineligible

Building Address: 7700 W. 120th Avenue

Date of Construction (estimate): 1921

Date of Construction (actual):

Architectural Style: Modern Movements: Minimal Traditional



Architectural Description:

This house was surveyed from the right of way. It sits on the south side of West 120th Avenue, and is a small irregular-plan house of the Minimal Traditional style. The house measures approximately 25 ft E-W by approximately 55 ft N-S. Two additions are attached to the rear (south) side of the house, one piggybacked on the other. The building is a wood frame structure, and rests on a poured concrete foundation. Exterior wall cladding is horizontal aluminum siding, with aluminum or vinyl trim. Siding color is white, and trim color is gray. The north side of the building, facing 120th Ave, has a partial-width inset porch on the west side of the elevation. This porch floor is wood plank, and ramp leads to the porch from the adjacent concrete walkway on the west side. Porch supports, which are set in the exterior corner of the porch, are bridged by small boards in a decorative arrangement, however, there is no railing or balustrade on the porch. The primary entrance is sheltered by this porch, and opens facing west. This door is a glazed wood panel door, with a metal screen door. One picture window is set into the center of the north exterior wall next to the porch, and the north facing wall on the porch has a 1/1 double hung window. The east elevation of the house has five windows: three on the original house and one on each of the two additions. Windows on the original part of the house and the first addition are 1/1 double hung windows, which appear to be vinyl. The window on the second addition is not sufficiently visible from the right-of-way to determine operation. The south elevation of the house is almost entirely obscured by a tall privacy fence; no doors or windows could be seen, but it is likely a secondary entrance is in place on this elevation, as no other secondary entrances were visible on the house. The west elevation of the house has two 1/1 double hung windows and a picture window with flanking 1/1 double hung windows on the main level and a small 3-light attic window centered under the west-facing roof gable. A tall wooden picket privacy fence, which reaches the roof eaves, has rendered the west elevation of the additions invisible from the right of way; it is not known if windows or doors are in place at those locations. The roof of the building is cross gabled and of medium pitch, with gutters in place, and a dropped cross-gable roof on the first addition and dropped shed roof on the second addition. All visible roof surfaces are covered in gray 3-tab asphalt shingles.

Historical Background:

The earliest available information regarding ownership of 7700 W. 120th Avenue dates from 1970, when Walter J. Pogson owned the property. He was the listed owner until 1985, and then in 1990 Jeremy Harlow was the occupant. There is a small gap for 1995, and in 1998, Robert and Irene Anders owned the property. From 1998 until some time between 2000 and 2005 the address was listed as a business, Continental Shippers Service, which was a freight transportation business. Today the property is owned by Nancy Rasmuson, of Boulder, Colorado.

5BF198

Kloepfer Residence

Eligibility Recommendation: Field: Ineligible

Building Address: 7795 W. 120th Avenue

Date of Construction (estimate): 1905

Date of Construction (actual): 1905

Architectural Style: Bungalow:



Architectural Description:

7795 W. 120th Avenue was surveyed from the right-of-way. It is a one story T-shaped plan bungalow. It is a business.

This building has a poured concrete foundation, and is wood framed with aluminum siding. It has a medium pitch hipped roof.

The front (south) elevation has the main entrance, and four windows, three of which are on a bay window. All of the windows on the south elevation are fixed aluminum frame windows. The three windows on the bay window are aluminum framed, while the fourth window is wood framed. The door is glass with a metal rim.

The west side elevation has five windows. Four of them are fixed windows with wood casing, and one is a tiny fixed window with wood casing.

The rear (north) elevation has two windows and a door. The door is not visible from the right-of-way except to see that it is there. One of the windows is a fixed window with wood casing, and the other is a window made up of glass blocks. It does not appear to open.

The east side elevation has four windows. One is a paired casement pone-over-one double-hung window, one is a single one-over-one double-hung window with a fixed storm window, one is a paired casement picture window, and one is a fixed window. None of them appear to be original.

The roof is hipped and of moderate to steep pitch, and has gutters and downspouts. There is one chimney located at the center of the front hip. It is a metal pipe with a spark arrestor cap.

Historical Background:

The earliest ownership record available for 7795 W. 120th Avenue dates from 1970, when Mrs. Elanore Klopefer owned the property. She was the owner until 1985, and from 1990 to 1998 there is a gap in the record. In 1998 and 2000 Stahl Roofing Company occupied the property, and in 2005 Gloria Olivias. Today it is owned by Stillwell Investments LLC.

5BF199

Crescent Grange 136

Eligibility Recommendation: Field: Eligible

Building Address: 7901 W. 120th Avenue

Date of Construction (estimate): 1905 - 1916

Date of Construction (actual): N/A

Architectural Style: Late 19th/Early 20th Century American Movements:



Architectural Description:

7901 West 120th Avenue, also known as Crescent Grange 136, was surveyed from the right of way. It is a one-story, rectangular-plan building, and is a simplified example of the Greek Revival Style. It is still a grange hall today.

The foundation consists of an amalgam of mortar and crushed brick, and a concrete pad surrounds the foundation at a width of approximately two to approximately twelve feet, depending on the side of the building. The foundation is crumbling in areas. The building is wood framed with horizontal shiplap wood siding. The entire building is painted white with white trim, and has a hipped roof and three chimneys. The paint is degrading and peeling across the entire building.

The south (front) elevation has a raised porch, approximately twelve feet wide, centered on the front of the building between two windows. The primary entrance is located on the porch in the center of the façade, and consists of double, glazed wood panel doors, which have three cross panels and four-light glazing. A four-light transom window is set above the doors. The doors are set in a wood frame and casing and have a metal threshold. The eastern of the two doors has a thumb latch and two dead bolts, one of which is recent. There are also two windows on the façade. Both windows are 4/4 double-hung, with wood frame and plain wood casing. They are placed symmetrically and equidistance from the primary entrance. The windows appear to be original. The porch is of poured concrete, and has two steps surrounding on all three sides. The porch roof is front-gabled and has a triangular pediment, and is supported by two white-painted incased wood columns on which the footings are unpainted and deteriorating. The porch roof is dropped, and is covered with degrading green asphalt shingles.

The west elevation has four windows. Three of these are 6/6 double-hung windows with wooden frames and casing and wood framed screens. The screens have half inch hardware cloth over the bottom half. These three are grouped at the center of the west elevation, and would give a symmetrical appearance if not for a fourth window located at the farthest south end of the elevation. The fourth window is double-hung, with a 4/4 sash, and also has a wood frame and plain wood casing. The windows all appear to be original.

The north (rear) elevation has two windows and an addition built onto it. The windows are situated symmetrically, but were boarded up at the time of the survey and were therefore not visible. The windows were wood framed. The addition is centered at the rear of the building, and directly between the two windows. It houses a poured concrete ramp up to the original rear door, which is not visible. The addition is clad in the same horizontal shiplap wood siding as the rest of the building. The door is centered on the north side of the addition, and is standard operation, vertical plank with a wood frame and wood casing. The top of the casing has a decorative top. The door has a bolt with a turning handle and three strap hinges. The addition has a front gabled roof with degrading green asphalt shingles, and exposed rafter ends.

The east elevation has a crawl space access with a hinged cover located at foundation level on the southern half of the elevation. The east elevation also has four windows, one of which is located on the addition and will be discussed below. The three windows on the main building are 6/6 double-hung with wooden frames and casing, and wood framed screens hung over them. The screens have half inch hardware cloth over the bottom half. The east elevation also has an addition, which measures approximately 12 ft N-S by 3 ft E-W, and which encloses a basement entrance. The addition is clad in the same horizontal shiplap wood siding as the rest of the building. There is a door on the southern end of the addition, which is a one leaf, three panel wood door with single light glazing. The addition also has a very small four-light fixed window with wooden frame and casing. The roof of the addition is a dropped shed roof with degrading green asphalt shingles.

The roof of the grange is hipped, of medium pitch, and covered with degrading green asphalt shingles. There are three brick chimneys, two interior and one exterior. The exterior chimney is located on the east elevation near the center of the wall. One of the interior chimneys is located approximately twelve feet north of the exterior chimney, on the eastern slope of the roof, roughly at the center of the east side elevation addition. The third chimney is located on the west slope of the roof, near the front of the building. All of the chimneys are deteriorating to a small degree, with eroding mortar or, on the exterior chimney, missing bricks.

Historical Background:

The observed records of ownership for the Crescent Grange Hall were limited in depth. The history of the building is that of one constructed by The National Grange of the Order of the Patrons of Husbandry, Crescent Grange 136, in 1916 to provide meeting space for the fraternal organization. It remains a meeting hall, but is currently utilized by a variety of community organizations such as the Methodist Church and the State Patrol of Colorado.

In 1867, New England farmer and activist Oliver Hudson Kelley identified a need for a fraternal organization of farmers to protect the interests of the farmer's in local and national legislation; to this end he and six others formed the The National Grange of the Order of the Patrons of Husbandry. Known more commonly as simply "the Grange", the order quickly gathered membership, and soon a Grange meeting hall could be found along the Main Street of practically every agricultural community in America. Broomfield was without exception, and the order formed the Crescent Grange 136 branch in 1898, setting up temporary meeting quarters at Jones Hall until 1916. In 1916 the Grange Association built their meeting hall at 7901 W. 120th Avenue in Broomfield, where it remains as a meeting hall and church for various organizations.

The earliest available additional record of ownership for the Crescent Grange Hall at 7901 W 120th is in 1975, when the Polk's Boulder City Directory lists Crescent Grange 136 as the occupants. The Polk's index lists Crescent Grange 136 as the owners in 1980, however, an additional index lists the Colorado State Patrol as operating out of this location as well. A number of additional directories, including the 1985 – 86, and 1975 Bresser's Cross Index Directories were consulted, all of which listed no entry for the Grange Hall.

5BF200

Broomfield Lumber Company

Eligibility Recommendation: Field: Ineligible

Building Address: 7905 W. 120th Avenue

Date of Construction (estimate): 1920

Date of Construction (actual): N/A

Architectural Style: Terrace Type:



Architectural Description:

7905 W. 120th Avenue was surveyed from the right-of-way. It is a one-story rectangular plan building of terrace type with a neo-mansard application to the front elevation. It is a business.

This building has a poured concrete foundation, and is clad in stucco and horizontal wood siding. Vertical wood siding has been applied to the façade from ground level to waist height, giving the appearance of wainscoting.

The front (south) elevation has four windows and a door. It also has the applied wainscoting mentioned above. The door on the front elevation was originally the main entrance, but now the building is mainly entered through a door on the west elevation. The door on the façade is a single-leaf glazed wood door. The glazing consists of a single pane of glass. Two of the windows are aluminum framed one-beside-one sliding sash, and the other two are wood framed picture windows.

The west side elevation has what is now used as the main entrance, as well as four windows. The main entrance is a low sloping concrete ramp with metal handrails leading to a glass door with a metal frame, located roughly in the center of the elevation. Two of the windows are one-over-one double-hung with aluminum frames. One is an aluminum framed one-beside-one sliding sash, and the last window is a small aluminum framed fixed window.

The rear (north) elevation was not visible from the right-of-way except to note that it illustrates that the building used to be two separate buildings. There is a break between the two buildings at the rear, but due to limitations on visibility it is unclear where the two buildings connect, although they are certainly connected on the front elevation.. The west portion of the building is connected to a large metal warehouse located just north of the building by a narrow metal hallway. The original horizontal wood siding is just visible on the inset at the rear of the building. The east side of the rear of the building has a shed roofed addition with horizontal wood siding.

The east side elevation has three windows. All of the windows on the east elevation are one-beside-one aluminum framed sliding sash.

The roof of 7905 W. 120th Avenue is a flat roof with terrace type parapets on the west elevation, no parapets on the east elevation, and applied mansard style roofing to the façade. The mansard applications have wood shingle covering. The addition to the rear of the building has a medium pitch shed roof.

Historical Background:

The earliest available record of occupation for 7905 W. 120th Avenue dates from 1921, when Broomfield Lumber Company occupied the property. The Broomfield Lumber Company was in operation, and occupied 7905 W. 120th Avenue, from 1920 until 1995. Following this, a number of building materials manufacturing companies managed the property.

In 1924 the Broomfield Lumber Company was purchased by Joseph John Huddart, who would operate the growing business with his neighbor, Glen Mosher until 1980. A luminary in local business circles, Mr. Huddart extended the success of the company into the small community, providing substantial support to organizations such as the Bal Swan Children's Center, the Cleo Wallace Center, and the Boy Scouts of America. The extensive contributions of Huddart to the growth and stability of Broomfield were recognized in 1996, when he was inducted into the Boulder County Business Hall of Fame.

Following the exclusive ownership of 7905 W 120th Avenue by the Broomfield Lumber Company, Les Williams Electric is listed as occupying the property in 1980. In 1985 Broomfield Lumber, Broomfield Homes, and Broomfield Carpet are all listed as operating at the address. Broomfield Lumber and Broomfield Homes are both listed until 1990, and in 1995 seven separate business are listed at the address. These are: Alliance Fastening Systems, Applied Computer Systems, CIC Inc., Reclaim Industries, Ts-Tek, Walstad and Associates, and Westmap Inc. In 1998 the building was owned by Steve Lanz and housed a number of companies, including Alliance Fastening company, High Plains Building Systems, Lanz Construction, and Pinnacle Access Tech. In 2000 Alliance Fastening Systems was still at the address, as well as L C Inc., Walstadt and

Associates, and Pinnacle Access. There is a small gap in the record until the present. Today Olde Lumberyard LLC, of Longmont, Colorado, owns the property.

5BF201

Ross Residence

Eligibility Recommendation: Field: Ineligible

Building Address: 7910 W. 120th Avenue

Date of Construction (estimate): 1915

Date of Construction (actual):

Architectural Style: Bungalow:



Architectural Description:

The building located 7910 120th Ave. is a single story building with a rectangular footprint. Two additions have been added to the south elevation of the building: both are shed roof additions, with the first addition covering approximately 100% of the south elevation, and the second addition being located on the southwest corner of the south elevation of the first shed roofed addition. There is one covered porch located on the north façade. The building is located in what is now a suburban area, but originally existed in a much more rural context, due to recent population growth in the area. The general topography of the area and the lot is flat, with the only obstructions to viewing the building from the right of way being a lack of adequate access to the building's south elevation. Stylistically, this building appears to be a late Victorian Bungalow, due to the steep roof pitch and tall, narrow window openings.

The foundation of this building appears to be poured concrete, with the foundations of the two shed roof additions not readily visible due to their exterior cladding extending down to the ground. The original section of the building has what appears to be a wood frame with stucco applied to the exterior cladding that has been painted white.

The north elevation has one covered porch, two windows, and one main entryway. The porch is elevated off the ground approximately three feet with a set of wood stairs accessing the porch from the north. The floor of the porch is wood planking that appears to have had a stain recently applied. A wood post railing runs along the margin of the porch with the exception of where the stairs access the porch. Wood posts support the roof, which is an extension of the main roof. The two windows are double hung, with wood frames and casements. The main entry way is a three panel wood door with 1/3 glazing, with a metal screen door covering the main door.

The east elevation has three total windows. Two of the windows, both located on the original portion of the building, are double hung windows with wood frames and casements. The third window is located on the first shed roof addition, facing south, and is a sliding window, with 2/2 panes, a wood frame and casement.

The south elevation was not intensely surveyed due to poor visibility from the right of way. However, two additions were observed. The first addition covers what appears to be 100% of the entire south elevation of the building, has vertical board exterior cladding that has been painted white, and a shed roof. The roof covering was not visible from the right of way. The second addition is located on the southwest corner of the first shed roof addition and covers an undetermined length of the south elevation of the first shed roof addition. The exterior cladding appears to be plywood sheets that have been painted white. The second addition has a shed roof with an undetermined roof covering due to the lack of visibility from the right of way.

The west elevation has a total of four windows. Two are located on the original portion of the building they both are double hung windows with wood frames and casements. One window is located on the first shed roof extension, facing to the west. This window is a 2/2 pane, with a wood frame and casement. The last window is located on the second, smaller shed roof addition. This window is a fixed 3/3 pane, with a wood frame and casement.

The roof of the building is a moderate-steeply pitched hipped roof, with the two aforementioned shed roof extensions located on the south elevation of the building. The roof covering on the hipped portion appears to be gray colored asphalt shingles, with the roof covering of the two shed roof extensions not visible from the right of way. There is one chimney, which is located on the southern margin of the roof ridge on the hipped roof. The chimney is made of brick that has been painted white, and is of a square shape, rising approximately three feet above the roof ridge.

Historical Background:

The earliest available record of residency for 7910 W. 120th Avenue dates to 1970, when Daniel Ross was the resident. In 1975 Glen Mosher owned the property, and did until at least 1995. In 1998 Melissa Conover was the tenant, and in 2000 Chris Schreiber was the occupant. In 2005 Darrell Peachey resided at the address. Today Frank and Anna Ambrosio are the owners of the property.

5BF202

Huddard Residence

Eligibility Recommendation: Field: Eligible

Building Address: 7970 W. 120th Avenue

Date of Construction (estimate): 1929

Date of Construction (actual): 1908

Architectural Style: Bungalow: Craftsman



Architectural Description:

7970 W. 120th Avenue was surveyed from the right-of-way. It is a one-and-a-half story, rectangular plan Craftsman. It is a residence.

This building has a poured concrete foundation, and is wood framed with stucco exterior cladding and wood trim, and is painted completely white. It has a medium pitch side-gabled roof.

The front (north) elevation has an off-center porch that shelters the main entrance and one of two windows on the bottom level. The north elevation also has an attic level window with a balconet. The porch has a wrought iron balustrade with vertical louvers on the west side. It is supported by brick columns, and it has a dropped hip roof, with exposed rafter ends. The door is a four-light glazed wood door with a decorative screen door. The window located on the porch is a fixed pane window with side lights, and the other is a fixed pane window with a fiberglass awning. The attic windows are paired double-hung windows with a fiberglass awning, and the balconet mentioned above.

The east side elevation has two small casement windows flanking the external chimney on that elevation. They are possibly historic windows. There is also a nook on the east side elevation, which has glass blocks in place of the wall. This elevation has a glazed wood door with a screen door. The attic on the east elevation has a paired double-hung window with a fiberglass awning.

The rear (south) elevation has a flagstone patio behind it. It has two windows on the first floor, and one at attic level. Of the two on the bottom floor, one is a sliding sash, and the other is 1/1 double-hung. The attic window is a 1/1 double-hung with a fiberglass awning.

The west side elevation has a total of seven windows. One is a basement window, three are bay windows, all 1/1 double hung windows. The bay window is on the southern end of the elevation. Two more windows are located on the first floor, one of which is a 1/1 double hung window, and the other a paired 1/1 double-hung window; both have fiberglass awnings. The attic window is a paired double hung window with a balconet and a fiberglass awning.

The roof of 7970 W. 120th Avenue is a side-gabled roof with wood shingles. Knee braces support the roof on all gables. The shingles have been painted white, and the paint is flaking off. There are two chimneys, both of which are brick. One is an external chimney located on the north end of the east side elevation, and the other is an internal chimney located on the east slope of the rear gable.

Historical Background:

The earliest available record of ownership for 7970 W. 120th Avenue dates from 1963, when Joe Huddard owned the property. He lived there until around 1985, when the property was listed as vacant, and then in 1990 Joe Huddard and L.A. Montoya are listed as residing there. In 1995 L.A. Montoya and Sean Stacey were the listed residents, and in 1998 Milo Montoya owned the property, and Best Travel AINC, a travel agency, was the tenant. In 2000 L.A. Montoya and Best Travel were the occupants of the building. In 2005 Best Travel and Troy Thorson resided there. Today the Huddard Trust owns the property.

5BF203

Powers Residence

Eligibility Recommendation: Field: Ineligible

Building Address: 7995 W. 120th Avenue

Date of Construction (estimate): 1908

Date of Construction (actual):

Architectural Style: Late 19th/Early 20th Century American Movements:



Architectural Description:

7995 W. 120th Avenue was surveyed from the right-of-way. It is a one-and-a-half story rectangular plan National Folk type building. It is a residence.

This building has a poured concrete foundation, and is wood framed, clad in aluminum siding fashioned to look like horizontal wood siding. It has a steep, end-gabled roof.

The front (south) elevation has the main entrance, nine windows and a dropped gabled-roof porch. The porch is placed just off-center across the façade. It is entered via concrete steps from the driveway, and has a concrete floor and a wooden balustrade and railing that are made from the same material as the shutters located across the house. The roof of the porch is supported by square wood posts. The gable of the porch roof is clad in vertical wood siding that matches the gable-end cladding on the rest of the house. The porch roof is covered in asphalt shingles. The door is a one-leaf glazed wood panel with a metal screen door. The glazing is nine-light. All six of the windows on the first floor of the south elevation are on oriel. The oriel nearer the door has steel casement windows on either side of a fixed steel window. The other, smaller oriel has steel casement windows on either side of a one-over-one double hung aluminum frame window. Both oriel have decorative wooden faux-shutters on either side. There are three windows at attic level, above the porch roof. One is centered in the gable, while the other two are cut to fit the slope of the roof and are placed on either side of the centered window.

The west side elevation has four windows. Three are on the main part of the house and one is on the addition. Two of the windows on the main part of the house are one-over-one double-hung aluminum framed windows, and the third is a two-ribbon steel casement window. The fourth window, located on the addition, is a one-beside-one aluminum framed sliding-sash. All of the windows on the west elevation have decorative wooden faux-shutters.

The rear (north) elevation has the addition, which has two windows on the north side, and a door. The addition is wood framed, and is consistent style with the rest of the house. It is placed off-center to the west. The windows on the rear of the addition are both one-beside-one aluminum frame sliding-sash with decorative wooden faux-shutters. The door on the addition faces east and is a nine-light glazed wood panel door with a screen door. Above the addition are three windows, at attic level. The center window may be original to the house, and is wood framed, while the other two, flanking it on either side, are later, aluminum framed additions. The two aluminum framed windows are cut at angles to fit into the area between the addition and the gable of the roof.

The east side elevation has five windows, three of which are on an oriel. The oriel has two one-over-one double-hung windows, with a fixed frame window in the center. The other two windows are both one-over-one double-hung windows, one with a wood frame and one with an aluminum frame. The oriel and the two other windows all have decorative wooden faux-shutters.

The roof is a steep pitch end-gabled roof covered in asphalt shingles. It has two chimneys and three solar panels. One chimney is located just down from the ridge on the east slope, and the other is further down, still. Both chimneys are metal pipes with spark arrestor caps. Two of the skylights on the east slope of the roof, while the third is on the west slope. The gable ends are clad in vertical wood siding painted the same color as the rest of the siding.

Historical Background:

The earliest available record of residency dates from 1963, when Edward Powers occupied the property. He was listed as the resident until around 1985. In 1985 Thomas R. Downey Jr. resided at the address, and did so until around 1995, when there is a gap in the record, although in 1998 Patsy Ives was listed as the resident. In 2000 C. Hoskins occupied the building, and in 2005 Patsy Ives lived there again. The owners today are Samuel and Marilane McDonald.

5BF208

Eligibility Recommendation: Field: Eligible
Building Address: 8105 W. 120th Avenue
Date of Construction (estimate): 1940's
Date of Construction (actual):
Architectural Style: Modern Movements: Minimal Traditional



Architectural Description:

8105 W. 120th Avenue was surveyed from the right-of-way. It is a one-and-a-half story rectangular building of Minimal Traditional style. It is a residence.

The foundation of this building is not visible from the right-of-way. It is wood framed and clad in horizontal wood siding. It has a medium pitch end-gabled roof. The building has been substantially altered from its original rectangular plan, although which portion of the building is original is unclear. There is also a shed roofed addition to the north elevation.

The façade faces east. It has a wood panel half-light door and a wood screen door. There is a simple wood porch that stretches the length of the original building on the façade. A small wood framed shed roofed addition is located approximately where the shed-roofed north side elevation's addition and the main part of the house meet.

The south side elevation has three windows. Two of them are one-over-one double-hung wood framed windows. The third is a one-beside-one sliding-sash that is also wood framed.

The rear (west) elevation has three one-over-one double-hung wood framed windows placed asymmetrically.

The north side elevation has the shed roofed addition and three windows. Two of the windows are one-over-one double-hung wood framed windows, and the third, located on the addition, is one-beside-one sliding-sash with wood frame.

The roof is of moderate pitch and consists of two end-gabled portions, one slightly raised above the other. The shed roofed additions have low pitch roofs. The roof is covered in asphalt shingles. There are two chimneys, both are metal pipes with spark arrestor caps, and both are located on the northern slope of the roof.

Historical Background:

No data concerning the historical background of this building was available.

5BF217

Brighs Residence

Eligibility Recommendation: Field: Eligible

Building Address: 160 Daphne Way

Date of Construction (estimate): 1955 - 1956

Date of Construction (actual): N/A

Architectural Style: Modern Movements: Hipped-Roof Box



Architectural Description:

160 Daphne Way was surveyed from the right of way. It is a single story rectangular plan building. It is an example of a post-war Minimal Traditional building, in the hipped-roof-box form, used as a single family residence.

This building has a brick masonry foundation, and the walls are also brick masonry. The walls are exposed, but are in a contrasting decorative pattern. The walls are of blonde, sawed face brick offset by a terra cotta colored skirt along the base of the home. All of the windows of the house, excluding two basement windows, are adorned with a feathered, rowlock brick sill and do not have casings. The house has a low pitched hipped roof.

The front façade faces west, towards Daphne Way. In this façade is the main entrance with a stoop and two windows. It has an asymmetrical arrangement. The stoop has a concrete floor raised upon a brick masonry footing and that is reached by a set of concrete stairs. A steel railing with twisted spandrels surrounds the porch. The front door is a flush wood door with a full light metal security door. There is a large three pane steel window, consisting of a large center light flanked by narrow vertical flankers. The second window is a one by one metal sliding window. Although appropriate to the style, these windows, as well as all of the visible windows of the house, are not likely original to the house.

The north side elevation has four windows arranged symmetrically. Two of the windows are located in the basement sill, and the remaining two are located in the main floor aligned with the basement windows. The main floor windows are both one by one, horizontal sliding metal windows as are the basement windows.

The rear elevation was not visible from the right of way. However, the roof of a rear porch is just visible via the south side elevation. The porch has a low sloping lean to pent roof supported by metal poles. The roof has a boxed steel structure and is covered with corrugated metal.

The south side elevation has two windows. Separated at the middle by a section of privacy fence, there is the roof of a rear porch just visible. The windows are arranged symmetrically, and are both one by one sliding metal windows.

The roof of 160 Daphne Way is a low sloping hipped type. The eaves of the roof are wide and are enclosed with wood fascia. The roof is covered with three tabbed asphalt composite shingles.

Historical Background:

The ownership record for 160 Daphne Way begins with its construction in 1955. The first owner of the property was Theodore Brights, and his family was the second to move into Broomfield Heights. There is a gap in the record until, according to Polk's Boulder City Directory, Orville B. Cook owned the property in 1970. In 1975 Sam Ball was listed as the owner, and in 1980 Daniel Schuler owned the property. In 1985-86 W. L. Watson occupied the residence, and then there is a gap in the record until 1998, when Peter Valentik Sr. was listed as the owner. Valentik still owns the property today.

5BF14 Officially Not Eligible

Eligibility Recommendation:

Building Address: 7655 W. 119th Avenue

Date of Construction (estimate): 1920

Date of Construction (actual):

Architectural Style: Late 19th/Early 20th Century American
Movements: Bungalow



Architectural Description:

5BF14 (7655 W. 119th Avenue) was surveyed from the right-of-way. It is a one story L-Shaped plan Minimal Traditional style building. It is a residence.

This building has a raised concrete foundation that is covered by a skirt. It is wood framed and clad in asbestos siding. It has a low pitch cross-hipped roof.

The façade faces south onto w. 119th Avenue, and has an asymmetrical appearance. It has a porch, the main entrance and two windows. The porch is in the center of the façade and has a raised concrete floor led to by concrete stairs. It has a wooden railing and balustrade and a dropped shed roof of extremely low pitch. The main entrance is on the porch, and is a glazed flush wood door with three-lights. It has a full light storm door boxed in aluminum. One of the windows on the south elevation is a large single-pane fixed window with a wood frame. The other is a set of paired two-over-two wood framed double-hung windows with wood mullions and dressing. These have two-light storm windows hung over them. These paired windows appear to be original to the building.

The west side elevation has two windows. Both are two-over-two wood framed double-hung windows. One has a two-light storm window over it, and the other has an air-conditioner mounted in it. Both appear to be original.

The rear (north) elevation has two windows visible from the right-of-way. One is a one-beside-one sliding sash window that is wood framed, and the other is a glass block window. The rear elevation also has a door that is barely visible from the right-of-way, and a covered patio. The patio has a concrete floor and is covered by a dropped shed corrugated fiberglass roof. The roof is supported by box steel scrollwork columns.

The east side elevation has four windows. One is two-over-two double-hung with a wood frame, one is glass block with a wood frame, and one is a one-beside-one sliding-sash. The fourth window is barely visible from the right-of-way and is a basement window.

The roof is a low pitched cross-hip, and is covered in asphalt shingles. The roof has gutters. There are two flues located on the western portion of the roof. Both are metal pipes with caps.

Historical Background:

The earliest available record of occupancy for 7690 119th Place dates from 1963, when C. W. Archer was listed as the resident. He was still the resident in 1995, but in 2000 Paul Meador was the listed occupant. In 2005 Jack Paul Meador was listed as well as Paul Meador, and today Jack Paul Meador owns the property.

5BF33 Officially Not Eligible

Vaughn Residence

Eligibility Recommendation:

Building Address: 7460 W. 120th Avenue

Date of Construction (estimate): 1921

Date of Construction (actual): 1921

Architectural Style: Late 19th/Early 20th Century American Movements:



Architectural Description:

7460 W. 120th Avenue was surveyed from the right-of-way. It is a one-and-a-half story rectangular plan Early 20th Century American style building of vernacular type.

This building has a raised concrete foundation and is wood framed. It is clad in horizontal wood simple-drop siding and has a medium pitch side-gabled roof.

The façade faces north onto 120th Avenue, and is arranged asymmetrically. It has a porch, the main entrance and three windows. The porch has a raised concrete floor, and is entered via stairs leading up from the east. It has a dropped shed roof, and square wood post supports. A wooden railing with a simple board balustrade surrounds the porch on three sides, and a wrought-iron railing descends with the stairs. The door is a three-light glazed wood door with a single light transome above it. There is a metal screen door. All of the windows on the north elevation are one-over-one double-hung wood framed with decorative wood shutters, and all appear to be original to the house.

The east side elevation has four windows, three on the first floor and one at attic level. They are all one-over-one double-hung with wood frames, and all appear to be original to the house.

The rear (south) elevation has a raised deck, an addition with seven windows, and three windows on the main body of the building. The deck is made of treated pine and has wood posts as supports. The railing is wood posts which support a simple board balustrade. The deck can be accessed from either the east or the west, where there are stairs. The addition is located on the western portion of the elevation and is clad in the same material as the rest of the building. It has a dropped shed roof covered in metal roofing. The addition has two doors, one on the east side of the addition that opens onto the deck, and one on the south side of the addition, which opens onto the ground level. Both of these doors are metal panel doors. The addition has seven windows, all of which are in a ribbon on the three sides of the addition. They are all single pane casement windows. One of the windows has been truncated to accommodate the height of the door on the south side of the addition. The west side of the addition has a decorative metal awning over the windows. The other three windows on the west elevation are all one-over-one double-hung wood framed. All of the windows on the west elevation appear to be original to the building.

The west side elevation has six windows, three of which are basement hopper windows. Three of the remaining windows are on the first floor, and one is at attic level. One of the windows on the first floor is a large wood-framed fixed window with a decorative metal awning. This large fixed window is the only window on the building that does not appear to be original. The other window on the first floor is a wood framed one-beside-one sliding-sash. The attic window is a one-over-one wood framed double-hung window.

The roof of the building is covered in asphalt shingles, and the roof has gutters. There is one brick chimney located on the southern slope of the roof near the ridge.

Historical Background:

The first available record of ownership for 4760 W. 120th Avenue dates to 1963, when Clarence Vaughn was the listed resident. In 1970, when Mrs. Julia Vaughn owned the property. From 1975 to 1986 the listed resident was Mark II Engineering, a civil engineering company. Then, in 1985, Seveter Inc. is the resident, in 1990 there is no available information, and then in 1995 and 2000 G.H. Seveter is the resident. There is a small gap in the record, and today the property is owned by Curtis Babbit.

5BF22 Officially Not Eligible

Sauer Residence

Eligibility Recommendation:

Building Address: 11830 Allison Street

Date of Construction (estimate): 1950

Date of Construction (actual): 1950

Architectural Style: Other Style: Minimal Traditional



Architectural Description:

11830 Allison Street was surveyed from the right-of way. It is a one story house built in the Minimal Traditional style. It has a six corner plan, with a small inset on the southeast corner. This building is residential, but is currently vacant.

The foundation is concrete block, and the building is wood framed with aluminum siding. It is painted tan with brown trim. It has a cross gabled roof of medium pitch

The front (west) façade has two windows and a porch leading up to the main entry. The primary door is a standard operation, flush wood door with 3 light glazing, and a metal screen door. The glazing in the door consists of three vertical, symmetrically situated leafs running the length of the door, located on the left next to the doorknob. The two windows on the front façade are three-light steel-frame casement windows with transoms. They appear original to the house, and are located equidistance from the front door, which is off center towards the northern end of the elevation. The porch consists of two poured concrete steps. There is a metal railing bolted onto the façade to the left of the door.

The north side elevation has three windows. Two of them are three-light steel-frame casement windows with transoms, and one, situated between the other two, is a two-light steel-casement window. The three windows are equidistance from one another and off center towards the east end of the elevation.

The rear (east) elevation includes the small inset. The rear elevation has a two-light hopper steel-frame casement basement window, and two symmetrically placed two-light steel-casement windows with transoms to the north of the inset. The inset has a door and two windows. The door on the inset is located on the east facing portion of the inset, at the southernmost corner, and is a standard operation flush wood door. It is wood framed with a non historic doorknob and three exposed hinges. Both the windows on the inset are located on the south facing portion of the inset. One is a two-light hopper steel-frame casement basement window and the other is a two-light steel-casement window with transoms.

The south side elevation has a door and four windows. The south elevation has one two-light hopper steel-frame casement basement window, one aluminum sliding sash picture window, one two-light steel-casement window with transoms, and one two-light steel-casement window. The picture window is on the westernmost part of the elevation, and the aluminum sliding sash is to the east of it on the same level; these are the only two windows on the building that do not appear to be original. The steel-casement window with transoms is located in the attic. The door on the south elevation is located on the easternmost corner of the elevation, just around the corner from the door on the inset of the rear elevation. It is a standard operation four-light glazed, three panel door, with a concrete threshold. It has a modern doorknob and dead bolt, but otherwise appears to be original.

The roof is side-gabled and of medium pitch. It has vertical wood paneling in the gables, and vinyl siding under the eaves. It is covered in brown asphalt shingles, has gutters with spouts, and has two chimneys, a swamp cooler, and solar panels. Both chimneys are metal with caps. One is located at the peak of the roof, just north of center, and the other is on the western slope of the roof, at the southwest corner of the building. The swamp cooler is located on the eastern hip of the rear elevation, and the solar panels are on the southern slope of the inset.

Historical Background:

The earliest available record of occupancy for 11830 Allison Street dates from 1970, when C. William Sauer was listed as residing there. He was still listed as the occupant in 1985, and then there is a gap in the record for 1990. In 1995 Randy McCarl was the listed resident, and in 2000 the occupant was Kenton Williams. In 2005 residency had changed again, and David and Sarah Love Meyer were the residents. Today the property is owned by Robert Sauer. It is likely that the property has been owned by the Sauer's since at least 1970, and that it has been rented out to other occupants.

5BF29 Officially Not Eligible

Dewoody Residence

Eligibility Recommendation:

Building Address: 11975 Vance Street

Date of Construction (estimate): 1901

Date of Construction (actual):

Architectural Style: Late 19th/Early 20th Century American Movements:



Architectural Description:

11975 Teller Street was surveyed from the right-of-way. It is a single-story rectangular plan building. It is an example of Early 20th Century American Movement style of vernacular type. It is a residence.

This building has a raised concrete foundation and is wood framed. It is clad in horizontal wood siding and has a steeply pitched front-gabled roof.

The façade faces east onto Vance Street. It has a porch with the main entrance and two windows. It has an asymmetrical appearance. The porch has a raised concrete floor that is reached via concrete stairs. A wrought iron railing surrounds the porch on three sides and the stairs. It has a dropped hip roof supported by knee braces. The front door is a nine-light glazed wood panel door with a metal screen door. Both windows are double-hung. One is four-over-four with a wood frame, and appears to be original to the house, and the other is one-over-one and obscured from full view by a large bush.

The south side elevation has two windows. One is one-over-one double-hung with a wood frame, and the other is a large fixed window with applied muntions segmenting the window. The fixed window is not original to the house, although the double-hung window may be.

The rear (west) elevation is only partly visible from the right-of-way. A small dropped shed roofed addition is just visible. The addition has stairs with a simple wood board railing leading up to a door with a metal screen door.

The east side elevation has four windows. Three of the windows are on the main body of the building, and one is on the addition. Two of the windows on the main body of the house are wood framed one-over-one double hung, and the third is a small one-beside-one sliding-sash with an aluminum frame. The window on the addition is a one-over-one aluminum framed double-hung window.

The roof of 11975 Vance Street is steep and front-gabled. It is covered in asphalt shingles and there are two chimneys, both brick, placed symmetrically on the roof-ridge.

Historical Background:

The earliest available record of occupancy for 11975 Vance Street dates to 1963, when Aubrey Dewoody was the resident. Dewoody was still at the property in 1975, and in 1980 Susan Grenemyer occupied the property. In 1985 Jim Hruby resided there, and then there is a gap in the record for 1990. In 1995 Broomfield Tree occupied the property, and by 2000 Ralph Stewart was the occupant. He was still there in 2005, and today the property is owned by Stewart Holdings LLLP.

5BF53 Officially Not Eligible

Vincent Residence

Eligibility Recommendation:

Building Address: 11975 Wadsworth Boulevard

Date of Construction (estimate): 1948

Date of Construction (actual): 1905 as per owner

Architectural Style: Late 19th/Early 20th Century American
Movements: Classic Cottage



Architectural Description:

11975 Wadsworth Boulevard was surveyed from the right-of-way. It is a one-and-a-half story eight-corner rectangular plan, Classic Cottage style building, that has been substantially altered. It is a business.

This building has a poured concrete foundation, and is wood framed with asbestos siding. It is blue with white trim. It has a hipped roof of low pitch.

The front (east) elevation has an enclosed porch addition which includes the main entrance, eleven windows, and a dormer. The porch addition is supported by concrete posts rather than a traditional foundation, and has one wooden step leading to the main entrance. The porch addition has ten wrap-around ribbon windows with applied muntions. On the north end of the east elevation of the porch the windows include a picture window framed on either side by 1/1 double-hung windows. All of the windows on the porch addition have aluminum casing and frames. The main entrance is located on the southern end of the east elevation of the porch, and is a glazed 1-light metal panel door. The porch has a dropped hipped-roof with the same pitch and roofing as the rest of the house. There is a dormer on the east façade, as well, which has an aluminum frame sliding sash window in it. The dormer appears to be a later addition, but it is appropriate for the style of the house.

The south side elevation has two windows. The window on the eastern end is a 3-ribbon window with a large picture window in the center, and a pivot-casing window on either side. The frame and casing are not discernable from the right-of-way. The window has a decorative metal awning protecting it, and does not appear to be original to the building. The window on the western side of the elevation is a 1/1 double-hung window. Again, it is not possible to discern the material of the casing from the right-of-way, but it has a wood frame. It is unclear whether or not this window is original.

The west (rear) elevation is barely visible from the right-of-way. There are two windows, roughly symmetrically placed, with a door between them, but all details of the elevation are obscured by a security fence.

The north side elevation has four windows. The windows are situated off-center towards the rear (west) of the elevation. The two westernmost windows are 1/1 double-hung with wood frames and casing, and the easternmost windows are both 6-light pivot-casing windows with wood frames and casing.

The roof is hipped, and of low-medium pitch, and is covered in gray asphalt shingles. There is a dormer located on the east slope of the hip, and extends the roof line to the end of the dormer. It appears to be an addition, but it is consistent with the style of the building. The roof has gutters and down spouts. There are two chimneys. One is a metal pipe with a rotating cap, and is located on the south slope of the roof, and the other is a metal pipe with a cap, and is located on the southern side of the western slope of the roof.

Historical Background:

The earliest record available regarding residency of 11975 Wadsworth Boulevard dates from 1963, when Robert Vincent was the main occupant of the property. 1970 Robert and Dorothy Vincent occupied the property. By 1975 Dorothy Vincent was listed as the owner, and she was listed as the owner again in 1980. In 1986, and probably at least as early as 1985, Gordon Ingles owned the property. In 1990 three businesses are listed at the address: Comm Exteriors, TCB, and CMS Thorngren Inc. In 1995 The Gas Connection was listed as occupying the building, and by 1998 Greg Fanger owned the property. Today The Gas Connection owns and occupies the property.

5BF225

Sargent Residence

Eligibility Recommendation: Field: Eligible

Building Address: 11840 Teller Street

Date of Construction (estimate): 1900

Date of Construction (actual):

Architectural Style: Late 19th/Early 20th Century American Movements:



Architectural Description:

11840 Teller Street was surveyed from the right-of-way. It is a two-and-a-half story irregular plan building, built in the Late 19th and Early 20th Century American Movements style of National Folk type. It is a residence.

This building has a poured concrete and brick foundation, and is clad in asbestos siding. It has a steeply pitched cross-gabled roof.

The front (south) elevation is reached via a driveway from Teller Street, and is not visible from the right-of-way. An addition to the south elevation is just visible on the east elevation. It has a dropped shed roof, and a covered porch that has a dropped end-gable roof extends from it. A picker fence surrounds the covered porch.

The west side elevation has an addition and six windows visible. The northernmost of the windows on the first story are a large fixed frame window which is the only window on the west elevation that does not appear to be original to the building. Adjacent to it on the north facing wall of the addition is a smaller four-light fixed wood frame window. There is also a four-light window located on the southernmost portion of the elevation that is just visible from the right-of-way. A two-leaf glazed wood panel door is located on the west face of the addition, with nine-light glazing on each leaf. The other three windows are on the second story, and are one-over-one double-hung with wood frames.

The rear (north) elevation has seven windows. The west side of the first story has two one-over-one double-hung windows with wood frames. The eastern side of the first story has a one-beside-one sliding-sash aluminum framed window with a transom, which is the only window on the north elevation that does not appear to be original to the building. The second story has two one-over-one double-hung wood framed windows and two small fixed wood frame windows. The attic has a small fixed wood frame window, as well.

The east side elevation has five windows visible and an exposed brick chimney. The east side of a shed-roofed addition to the south elevation is visible. The addition has a two-ribbon six-over-six double-hung window. All of the other windows on the elevation are one-over-one double-hung.

The roof of 11840 Teller Street is steep and cross-gabled. There are two additions visible from the right-of-way. The addition on the west side elevation has a dropped end-gable roof, while the visible portion of the south elevation addition has a dropped shed roof with a dropped end-gable roof extending from it. The roof is covered in grey asphalt shingles and two chimneys are visible. Both are brick, and located at the ridge of the roof. One is interior, and located on the western slope of the roof near the center of the elevation, and the other is exterior and located on the east elevation.

Historical Background:

The ownership record for 11840 Teller Street is extremely sparse. The earliest available record dates from 2000, when Tom Sargent was the resident. In 2005 Kendra Hansen was the resident, and today it owned by Melanie Reed.

5BF223

Krivosak Residence

Eligibility Recommendation: Field: Ineligible

Building Address: 11605 Wadsworth Boulevard

Date of Construction (estimate): 1960

Date of Construction (actual):

Architectural Style: Modern Movements:



Architectural Description:

11605 Wadsworth Boulevard was surveyed from the right-of-way. It is a two story building with an L-Plan footprint, built in the Modern Movement style with vernacular type elements. It is a business.

This building has a poured concrete foundation, and is wood framed. It is clad in horizontal wood siding and has a steeply pitched cross-hipped roof. This building has thirty-six windows, all of which are aluminum framed one-over-one double-hung.

The façade faces east onto Wadsworth Boulevard. It includes twelve windows, a portion of a wrap-around porch, the main entrance and a bay window. The main entrance is a single-light glazed metal panel door. It is located on the porch, which has composite plastic flooring and decorative turned wood posts supporting a dropped hip-roof. The porch has a wood railing and balustrade. The bay window has three windows on it, and a dropped mansard roof.

The south side elevation has nine windows and a two-leaf full-light door boxed in wood.

The west (rear) elevation has four windows, three of which are on a bay. There is also a metal panel door on the second floor that is reached via a metal staircase with metal railing.

The north side elevation has seven windows and a portion of the wrap-around porch. It also has a wood panel door on the first floor.

The roof of 11605 Wadsworth Boulevard is covered in asphalt shingles, and has a single chimney located on the southern slope of the roof near the valley. The roof has gutters and down spouts.

Historical Background:

The earliest available record of occupancy for 11605 Wadsworth Boulevard dates from 1963, when Edward Krivosak resided at the address. In 1970 W.E. Ackerman was the occupant, and in 1975 three occupants are listed. In 1975 Linda Burdick, Mrs. Alma Corless, and Gloraloma Stables were all listed at the address. By 1975 Mrs. Corless was still there, and the only other listed occupant was Gerald Franklin. Mrs. Corless was at the address still in 1985, along with Richard Morse. By 1990 BT Construction occupied the building. BT Construction was still there in 2000, as was 1st Green Lawns. In 2005 RMH Ready Mix and The Olde Huckleberry House were the occupants of the building. Today R F Holdings LLC owns the property.

5BF224

VFW Building

Eligibility Recommendation: Field: Ineligible

Building Address: 11700 Wadsworth Boulevard

Date of Construction (estimate): 1960's

Date of Construction (actual):

Architectural Style: Quonset:



Architectural Description:

11700 Wadsworth Boulevard was surveyed from the right-of-way. It is a Quonset hut type building with several additions, and is used as a meeting hall for the VFW.

This is a Quonset hut type building with a raised poured concrete foundation. The building has a half-barrel form constructed of corrugated metal panels, with concrete block construction on the main addition.

The west elevation has a single door on the south end, where the addition is. It is a wide, single leaf metal door, with an applied faux mansard roof over it. The faux mansard roof is dropped from the main roof-line, and is covered in wood shingles. The foundation on the west elevation has parged concrete cladding, incised to give the appearance of stone on one elevation.

The north elevation, which is one end of the half-barrel, has two entrances. They are reached via wooden stairs leading up to wooden porches, with wood railings and balustrades. The entrances are both two-leaf, wide metal doors.

The east elevation has an addition with two smaller additions coming off of it perpendicularly. The addition closest to the hut, and attached to it, is a wood framed addition with a shed roof. It is sitting on a concrete slab, and the roof is covered in gray asphalt shingles. The two additions coming off of the addition that is actually attached to the main building, are both used for storage. One is wood framed with an end-gabled roof with exposed rafter ends. It is clad in wood boards, which can be opened to expose all sides of the addition. The roof is covered in rolled asphalt. The other addition-to-the-addition is nothing more than a shed-roof extension of the main addition, with corrugated metal roofing. Under this shed-roof is a prefabricated metal shed with a gabled roof. At the far south end of the east elevation is the southern addition (described below), and on the east side of this addition are two extremely narrow one-beside-one sliding-sash windows.

The north elevation consists of the main addition, which has a single-story rectangular plan, with a very low slope shed roof. The addition is constructed of concrete block. All of the windows on the entire building are located on this addition. Besides the two windows described above, there is one other window. It is also a one-beside-one sliding-sash, but is somewhat larger than the other windows. This addition has gutters, where the rest of the building doesn't.

The roof is the curve of the metal half-barrel construction, and there are two chimneys. Both are on interior chimneys located near the north elevation, and both are metal pipes with spark arrestor caps.

Historical Background:

11700 Wadsworth Boulevard has been owned by the Broomfield Post #9565 VFW of US Inc. since its construction in the 1960s

5BF226

Leland Property

Eligibility Recommendation: Field: Eligible

Building Address: 11999 Wadsworth Boulevard

Date of Construction (estimate): 1930

Date of Construction (actual):

Architectural Style: Late 19th/Early 20th Century American
Movements: Commercial Style



Architectural Description:

11999 Wadsworth Boulevard was surveyed from the right-of-way. It is a one story corner-plan commercial building of early twentieth century design. It is a business.

This building has a concrete slab foundation and brick construction. The exterior is brick, with stucco covering the west elevation. It has a flat roof of terrace type.

This building is unique among the buildings surveyed in Broomfield, in that it has two facades. It is a classic example of a corner-plan commercial style building of the early twentieth century. The east façade has a four-ribbon fixed wood frame window, and the north façade has the same four-ribbon window as well as a small three-ribbon fixed wood frame window. The north elevation also has a boarded over entry where a door used to be. Between the two facades, on the northeast corner, there is wood slab door with a mail slot in the center, and a dropped mansard roof over it.

The south side elevation has a boarded over window, the wood on which is painted white on 2/3 of its length. There is a shed roofed addition to the west end of the south elevation, which has corrugated tin siding and roof.

The west side elevation, which is clad in stucco, has two one-over-one double-hung wood framed windows with chain link screens.

The roof is a flat roof with a terrace type parapet. There are steep canopy roofs on the north and east façades between the turrets of the parapets, and one above the door. The canopies are wood shingled.

Historical Background:

The earliest available ownership record for 11999 Wadsworth Boulevard dates from 1970, when Bobby Leland owned the property, and Broomfield Rentals, a garden supply store, was located there. In 1990 Broomfield Rentals was still there, and in 1995 three businesses were listed as occupying the property – A&A Towing, U-Haul, and Velez Auto Repair. Lester Frederick was listed as the owner in 1998, and in 2000 the listed occupants are A&A Towing and Francisco Velez. Today Francisco and Virginia Velez are the owners, and A&A Towing is still there.

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APPENDIX C

**Film:
The Turnpike Land Company Presents
“Birth of a City”**

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APPENDIX D

Historic Plat Maps:

Colman's Lakeview Subdivision (1908)

Broomfield Heights Filing 1 (June 10, 1955)

Broomfield Heights Filing 2 (September 6, 1955)

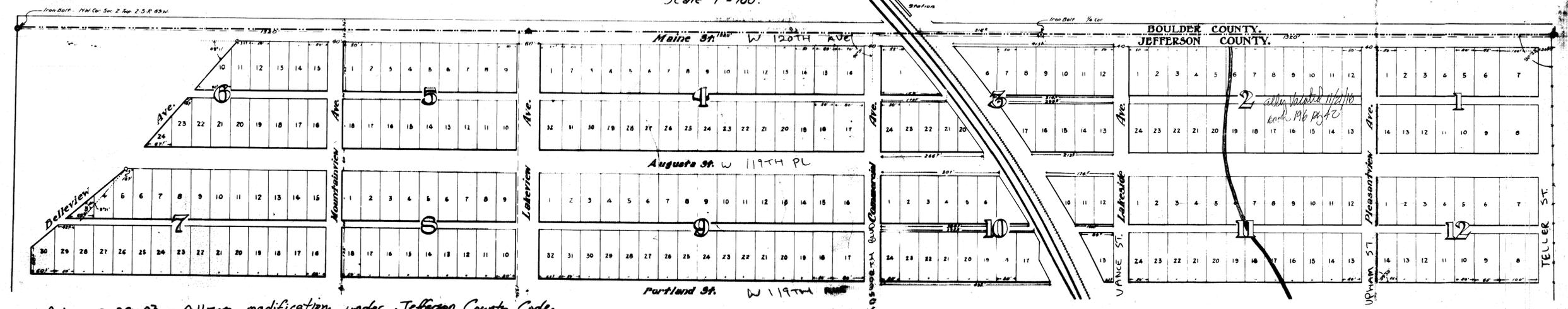
MAP OF COLMAN'S LAKEVIEW SUB-DIVISION

Being a Sub-division of the N. 1/2 of the N. 1/2 of the N.W. 1/4 and N. 1/2 of the N.W. 1/4 of the N.E. 1/4 of Sec. 2, Tp. 2 S. R. 69 W.

Survey by H.B. Matthews.

October 1908.

Scale 1" = 100'



Know all men by these presents, Madison F. Colman and Asylet of the County of Jefferson, State of Colorado, have subdivided the above described Lots and Blocks, the parcel as shown on this map, under the name and style of Colman's Lakeview Sub-division, and do hereby dedicate to the public, the perpetual right of way, and create all streets and alleys, as shown hereon.

Witness my hand and seal this 10th day of October, A.D. 1908.

Madison F. Colman

Madison F. Colman is a Notary Public in and for the County of Denver, Colorado, do hereby certify that Madison F. Colman and Asylet, who are named in the above instrument, are known to me, appeared before me this day, and acknowledged that they signed, sealed, and delivered the above instrument of their free and voluntary will.

My hand and notarial seal this 10th day of October, A.D. 1908.

Madison F. Colman
NOTARY PUBLIC

A.M. - 8-28-03 - Allow modification under Jefferson County Code.
9000 ft. mid. between...
Modification fits within 10% of Lot 28.

APRIL 7, 1976

77425
Range - 115
Twp - 2
R. - 69
Jeff. Matthews
7/20/08

BROOMFIELD HEIGHTS FILING NO. 1 AMENDED

KNOW ALL MEN BY THESE PRESENTS that the TURNPIKE LAND CO., a Colorado corporation, K.C. ENSOR, doing business as K.C. ENSOR CONSTRUCTION CO., and SCHOOL DISTRICT NO. 43 of BOULDER COUNTY, COLORADO, being the owners of that part of Section Thirty-five (35), Township One South (T.1S.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), in the County of Boulder, State of Colorado, more particularly described as follows: Commencing at the southeast corner of said Section 35; thence north along the east line thereof 453.75 feet to the point of beginning; thence west parallel with the south line of said section 1220.5 feet; thence south parallel with said east line 90.75 feet; thence west parallel with said south line 264 feet; thence south parallel with said east line 363 feet to said south line; thence west along said south line 768.56 feet, more or less, to a point of spiral on the center line of Colorado State Highway No. 1 (U. S. Highway No. 87-287); thence northwesterly along said center line of highway 3825.9 feet, more or less, to a point of tangent on said highway located on the west line of said section 540.2 feet, more or less, south of the southwest corner of the Northwest One-Quarter (NW¹/₄) of said section; thence north along said west line to a point located 250 feet north of said southwest corner; thence east at right angles to said west line 330 feet to a point of curve; thence easterly on a curve to the left having a radius of 7589.49 feet (central angle 20°, tangent distance 1338.25 feet), an arc distance of 2649.23 feet to a point of tangent; thence easterly tangent to said curve 1240 feet to a point of curve; thence easterly on a curve to the right having a radius of 2914.79 feet (central angle 16°, tangent distance 409.63 feet) an arc distance of 813.96 feet to a point of tangent; thence easterly tangent to said curve 394.2 feet, more or less, to said east line of section; thence south along said east line 3522 feet, more or less, to the point of beginning, excepting therefrom those portions previously dedicated or deeded as public highways along the easterly, southerly and westerly sides thereof; has laid out, platted and subdivided the same as "BROOMFIELD HEIGHTS FILING NO. 1 AMENDED" and hereby do dedicate to the public the streets, alleys, utility easements and the areas designated as "Broomfield Park" shown thereon, reserving however to the Turnpike Land Co., its successors and assigns, the water line and sewer line easements shown across and through said Broomfield Park and also reserving the right and easement to locate such other pipe lines across said park as may be necessary for the proper development of the platted area.

Witness our hands and the corporate seal of said corporation this 3rd day of June, 1955 A. D.

TURNPIKE LAND CO.

By K.C. Ensor
K.C. ENSOR, President

Attest:

W.E. Bancroft
W. E. BANCROFT, Secretary

SCHOOL DISTRICT NO. 43 of BOULDER COUNTY, COLORADO

By Arnold W. Thurow
Arnold W. Thurow, President
By Vivian C. Leonard
Vivian C. Leonard, Secretary

By Edward D. Smith
Edward D. Smith, Treasurer

STATE OF COLORADO } SS
BOULDER COUNTY

The foregoing instrument was acknowledged before me this 3rd day of June, 1955, by K.C. Ensor as President and W. E. Bancroft as Secretary of the Turnpike Land Co., a Colorado corporation, by K.C. Ensor, doing business as K.C. Ensor Construction Co., and by Arnold W. Thurow as President, Vivian C. Leonard as Secretary and Edward D. Smith as Treasurer of School District No. 43 of Boulder County, Colorado.

Witness my hand and official seal.

My commission expires May 5, 1959

Leon M. DuCharme
Notary Public

Approved for Planning Commission of Boulder County, Colorado, on this 3rd day of June, 1955 A. D.

John G. Stanford
Chairman

Approved by Board of County Commissioners of Boulder County, Colorado, on this 7th day of June, 1955 A. D.

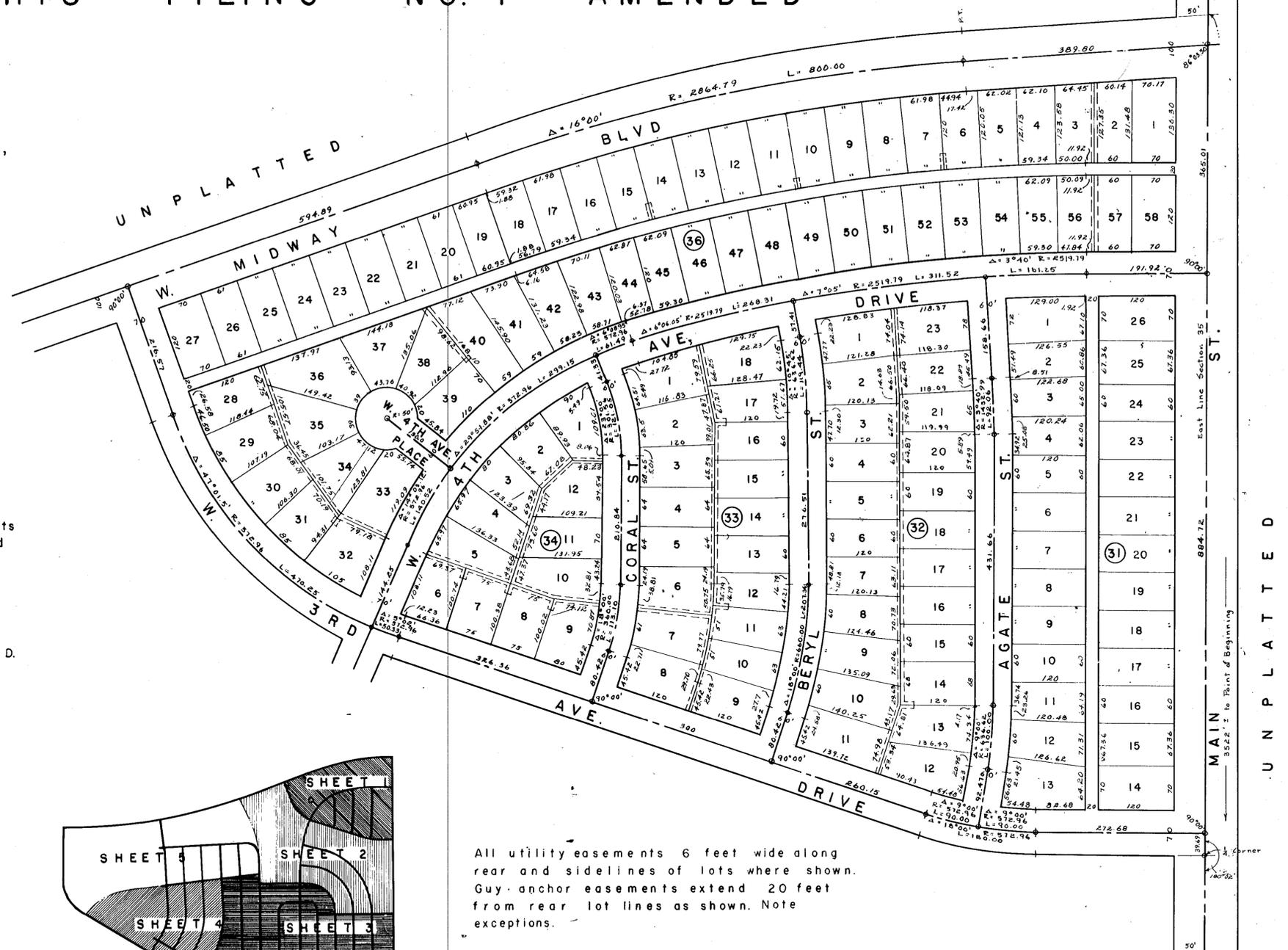
W. W. McLaughlin
Chairman

This plat was filed for record in the Office of the Clerk and Recorder of Boulder County, Colorado, at 11:15 A.M., on the 10th day of June, 1955, in Book 6, Page 32, File Book A-1, Map No. 246, Reception No. _____

By Elma C. Davis
Deputy Clerk and Recorder

Milton E. Irschick
Clerk and Recorder

Fee \$14.70 p.

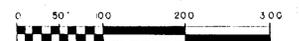


All utility easements 6 feet wide along rear and sidelines of lots where shown. Guy anchor easements extend 20 feet from rear lot lines as shown. Note exceptions.

ENGINEERS CERTIFICATE:

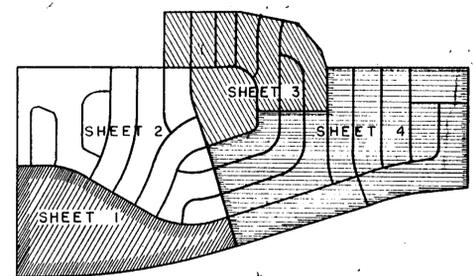
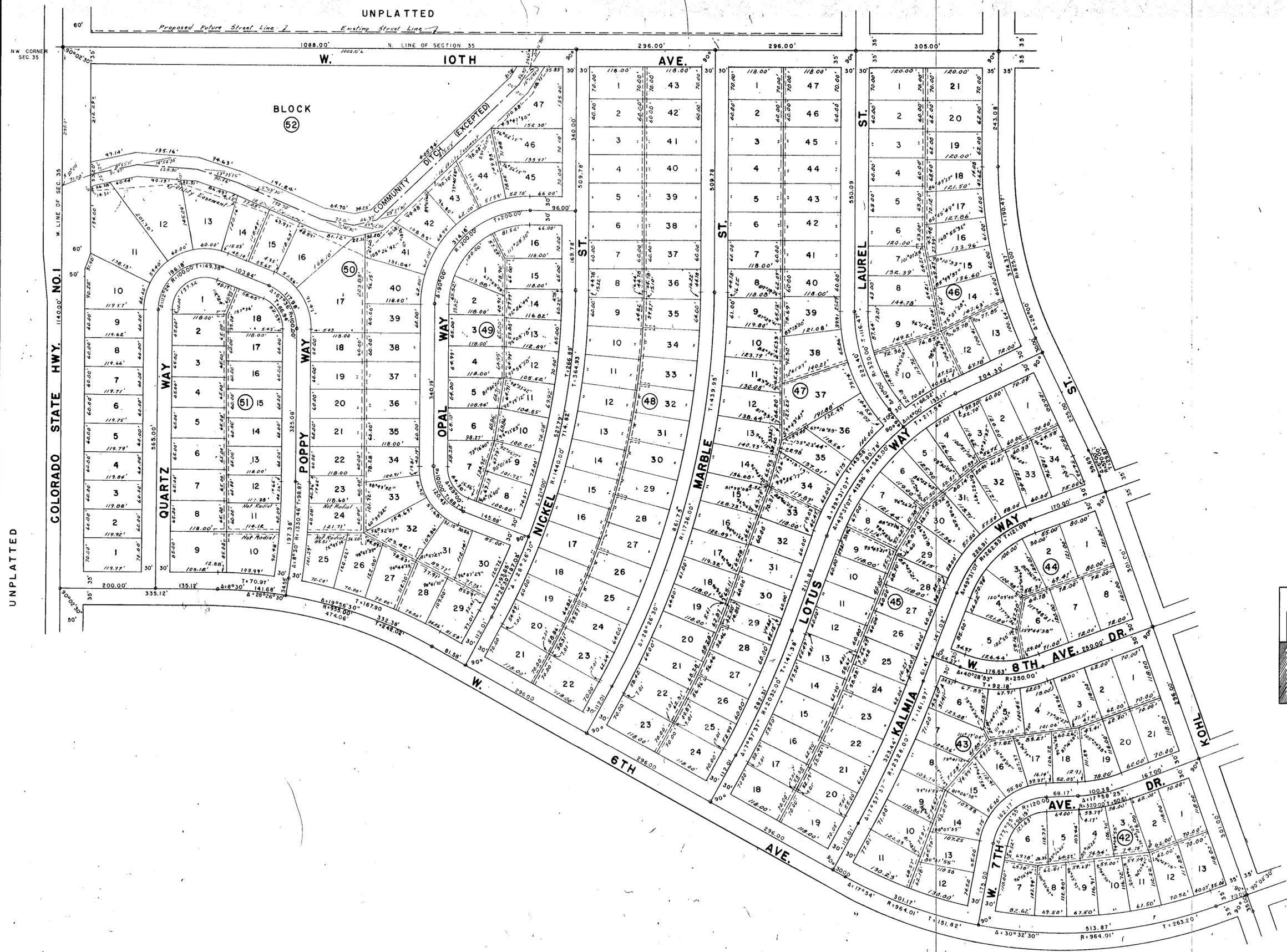
I hereby certify that the survey represented by this plat was made under my supervision and that said plat is a true representation of said survey.

Arnold L. Condon
Arnold L. Condon, Registered Professional Engineer and Land Surveyor, No. 2023



BROOMFIELD HEIGHTS FILING NO. 2

Recorded Book 6 Page 47
Filed Book A-1 Page 255



KEY MAP



BROOMFIELD HEIGHTS FILING NO. 2

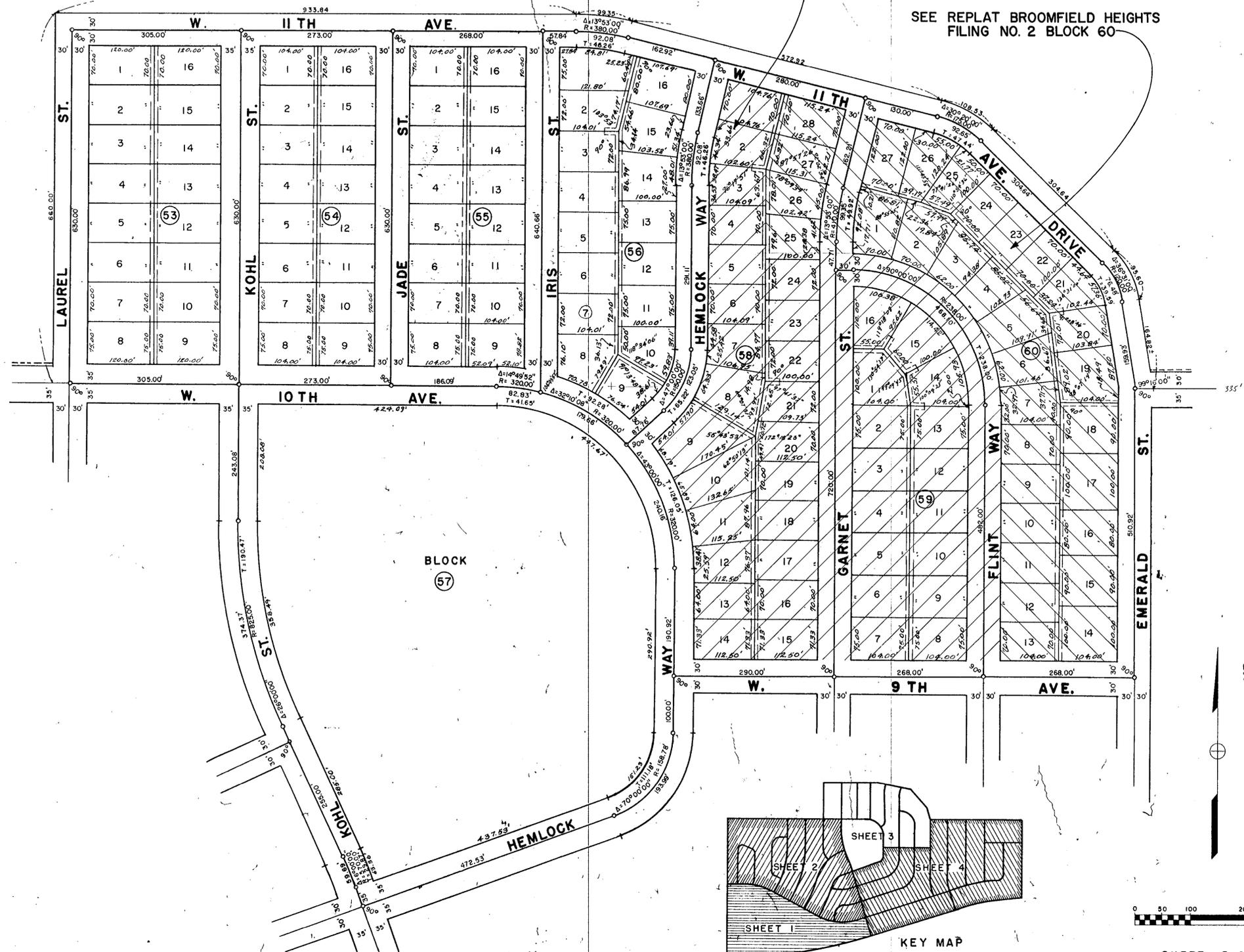
Recorded Book 6 Page 48
Filed Book A-1 Page 256

SW 1/4 SEC. 26, T. 1 S., R. 69 W.

SE 1/4 SEC. 26, T. 1 S., R. 69 W.

SEE REPLAT BROOMFIELD HEIGHTS
FILING NO. 2 BLOCKS 58, 59 & 60

SEE REPLAT BROOMFIELD HEIGHTS
FILING NO. 2 BLOCK 60

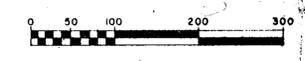
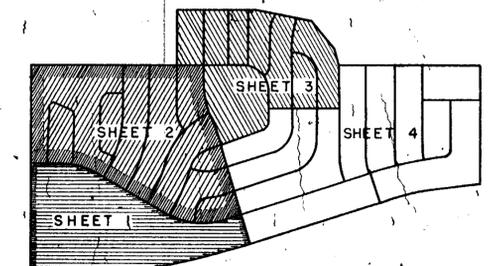
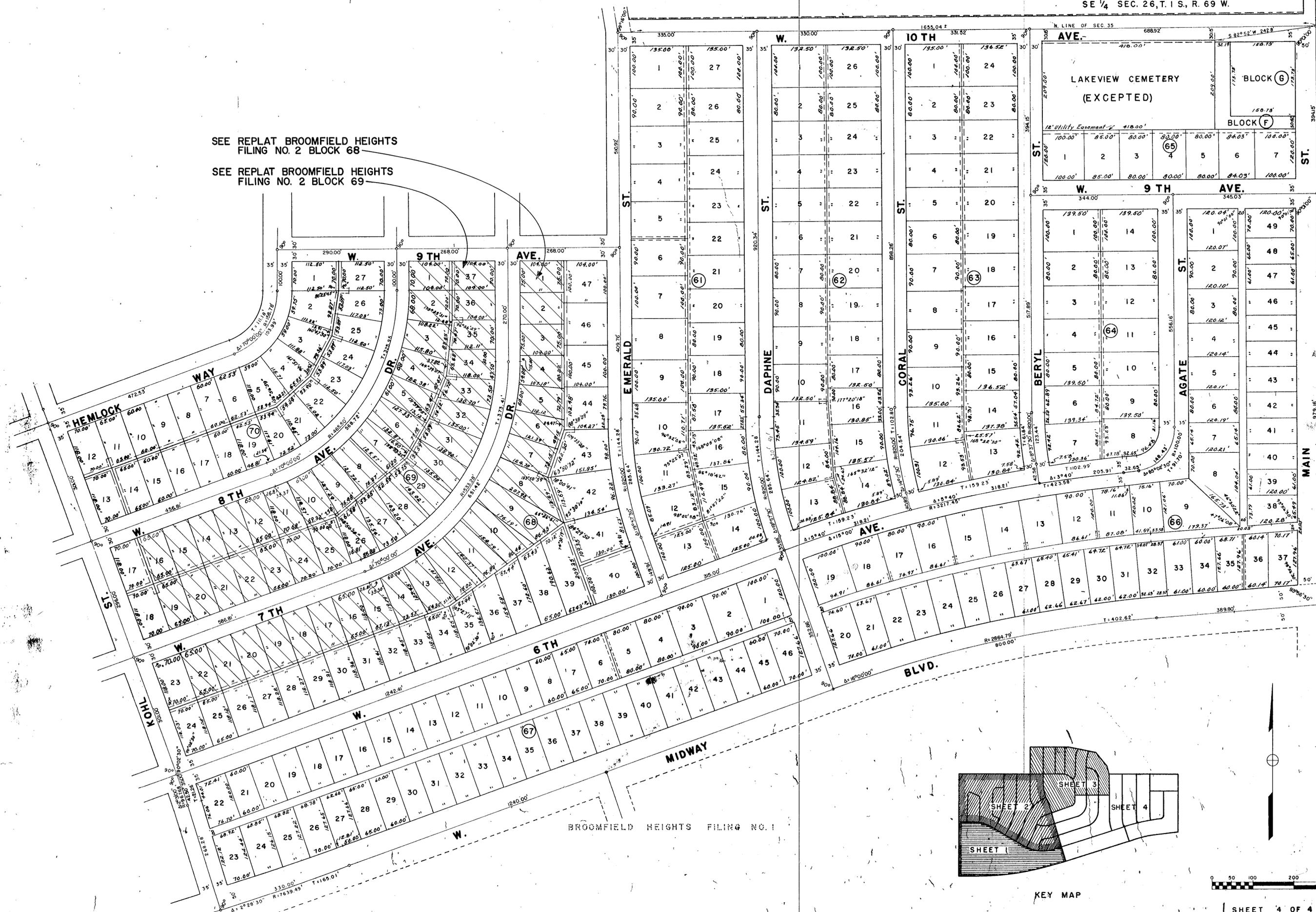


BROOMFIELD HEIGHTS FILING NO. 2

Recorded Book 6 Page 49
Filed Book A-1 Page 257
SE 1/4 SEC. 26, T. 1 S., R. 69 W.

SEE REPLAT BROOMFIELD HEIGHTS
FILING NO. 2 BLOCK 68

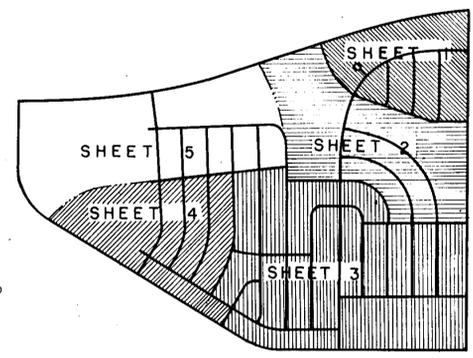
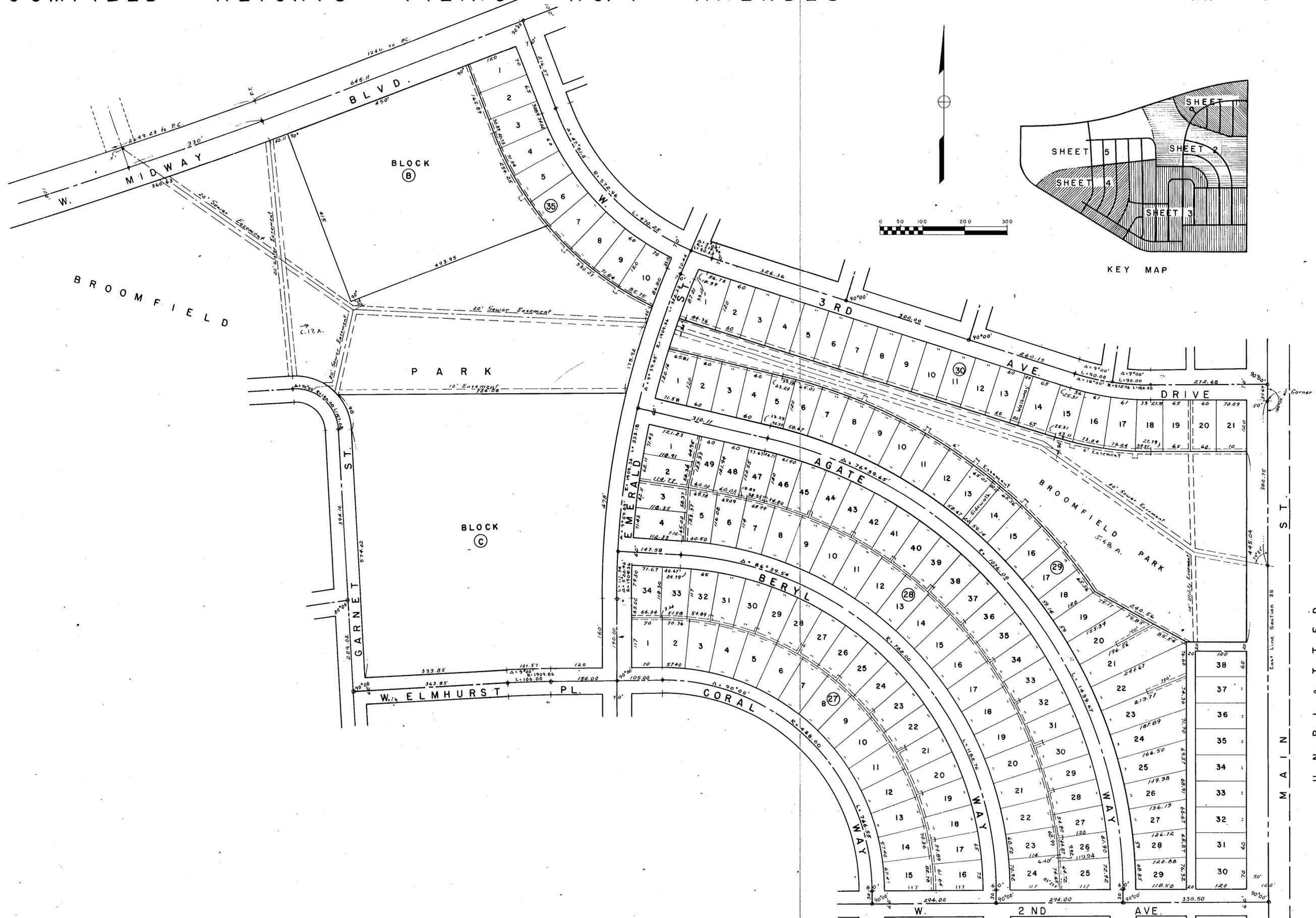
SEE REPLAT BROOMFIELD HEIGHTS
FILING NO. 2 BLOCK 69



UNPLATTED

BROOMFIELD HEIGHTS FILING NO. 1 AMENDED

RECORDED PLAT BOOK 6 PAGE 33
FILED BOOK A1, PAGE 247

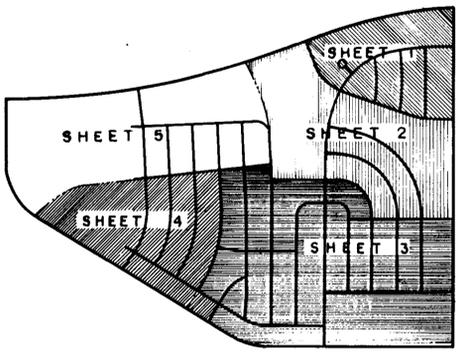
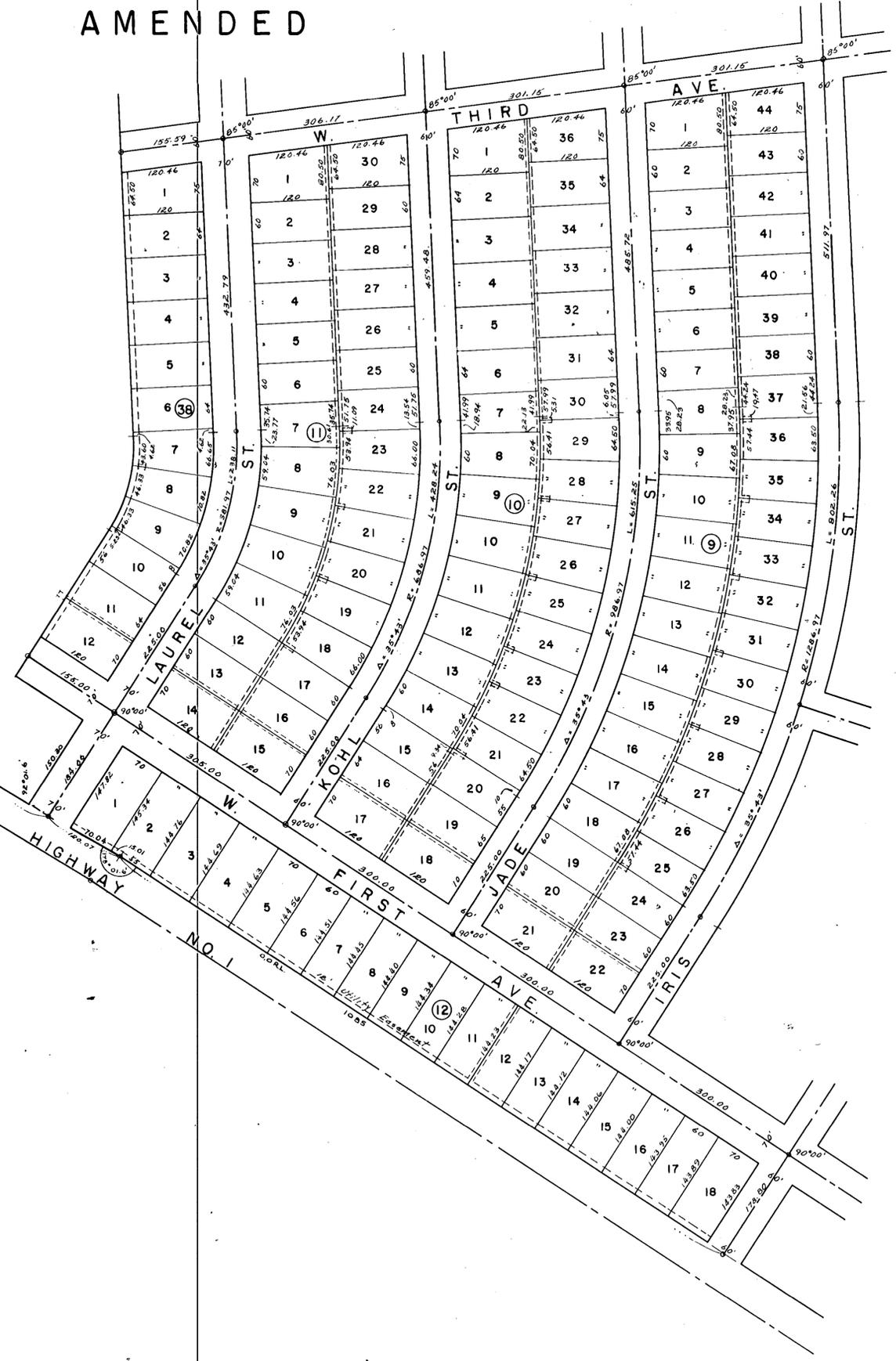


UNPLATTED

BROOMFIELD HEIGHTS FILING NO. 1 AMENDED

(SEE REPLAT NO. 1 AMENDED)

BLOCK
39



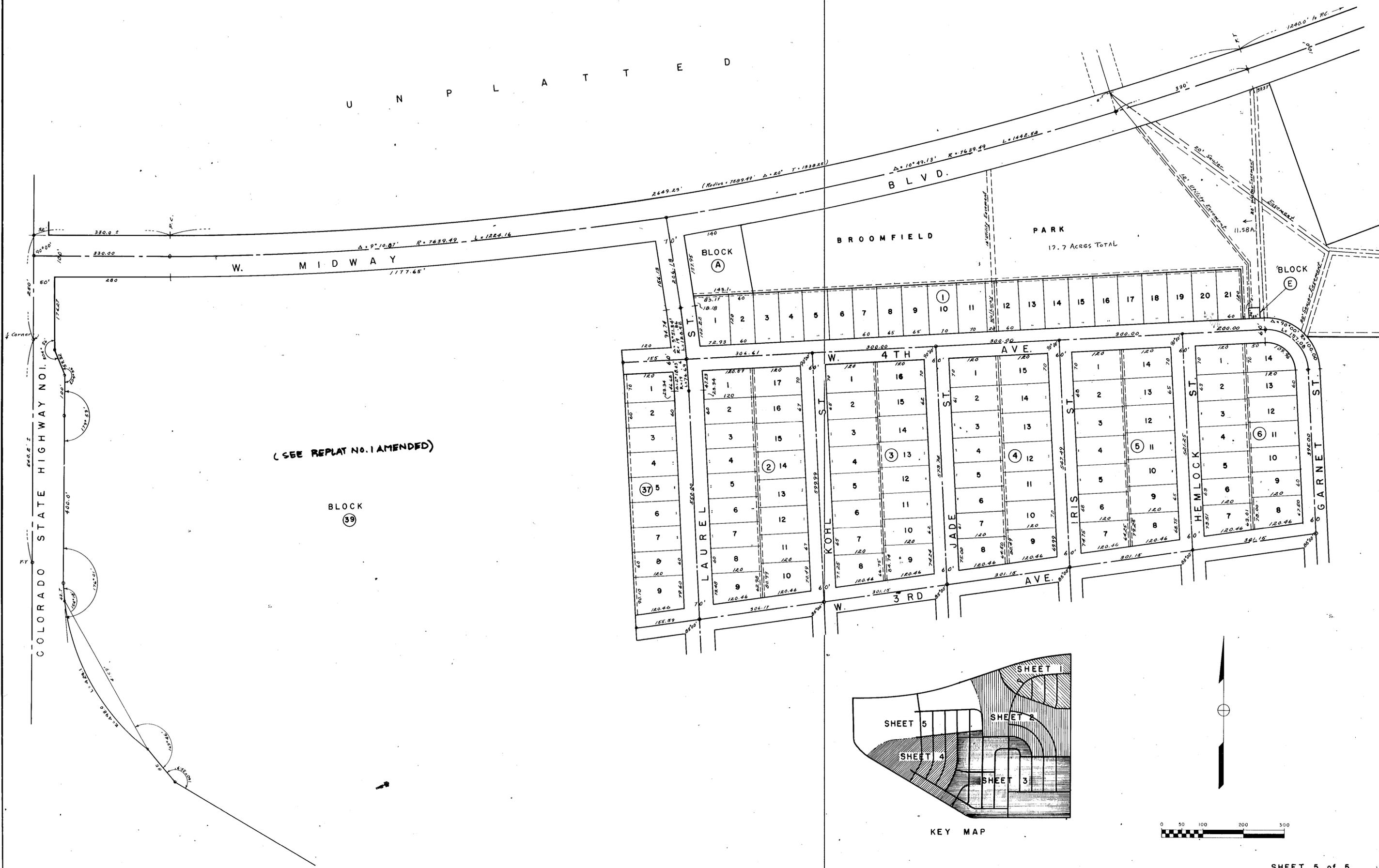
KEY MAP



BROOMFIELD HEIGHTS FILING NO. 1 AMENDED

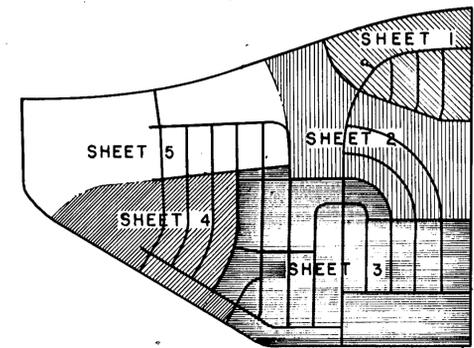
RECORDED PLAT BOOK 6 PAGE 36
FILED PLAT BOOK A 1, PAGE 250

U
N
P
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A
T
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D



(SEE REPLAT NO. 1 AMENDED)

BLOCK 39



KEY MAP



Our beloved Depot is turning 100 years old!
Let's celebrate...Saturday, October 17, 2009 1 to 4 p.m.
in Zang's Spur Park - 2201 W. 10th Ave.



Help our community celebrate one of the most important historic structures in Broomfield. We will have refreshments, tours of the museum and Honey House, entertainment and loads of fun!



City and County of Broomfield's Historical Land Mark Board