



HISTORIC DERBY DISTRICT SURVEY REPORT

HISTORIC DERBY DISTRICT SURVEY

Architectural & Historical Survey Report

History Colorado – State Historical Fund

Project Number 2013-M2-007

Project Deliverable #14



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I. INTRODUCTION

The purpose of this project was to conduct a historic district survey of Derby, Colorado. The physical layout of Derby’s downtown district is triangular in shape and is commonly identified today as the central business district of Commerce City. However, Derby has its own unique history, having been platted during the latter part of the 19th century as a town along the Burlington & Colorado Railroad. Derby is located approximately ten miles northeast of Denver’s Union Station and was the last stop on the railroad line before reaching the Mile High City. It initially served as a supply center for the surrounding agricultural-based community, comprised of small service-oriented businesses and single family dwellings, but later evolved into a commercial hub with the construction of the Rocky Mountain Arsenal in 1942, the expansion of Stapleton Airport during World War II, the installation of public water and sewer lines beginning in 1953, and a population shift to outlying Denver suburbs following WWII.



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Figure I-1.

The businesses located along the south side of East 73rd Avenue can be seen in this view looking west. The Save a Lot Food Store, located at 7290 Monaco Street/5AM3190, was constructed in 1953 and was included in this survey project. It retains most of its character-defining features. Other buildings on the west side of Monaco Street, including 6496 E. 73rd Avenue/5AM3150, 6474-6490 E. 73rd Avenue/5AM3149, and 6460 E. 73rd Avenue/5AM3148 have been modified from their original appearance.

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Since the survey was the first to occur in Derby, the commercial district within the triangular area bounded by Highway 2, East 72nd Avenue, and Magnolia Street was chosen. This boundary encompasses historic architectural resources that are associated with Derby's historical development. Prior to beginning the project, it was estimated that 60 individual resources would be surveyed within this boundary. After evaluating the number of resources within the proposed boundary, the surveyors recommended that the boundary be expanded to also include resources on the east side of Magnolia Street. This proved appropriate since these varied resources are also representative of Derby's historical development over time.

Six (6) intensive-level surveys, utilizing OAHF Form #1403 (Architectural Inventory Form) and fifty-six (56) reconnaissance level surveys, utilizing OAHF Forms #1417 and #1417b (Historical and Architectural Reconnaissance Form and Ancillary Form) were completed with this project. The survey was primarily funded by a State Historical Fund grant award from History Colorado with the remaining funds provided by the Commerce City Historical Society and the City of Commerce City. The purpose for collecting the survey information was not only to inform local property owners, business owners, and the general public about the history of Derby, but also to enhance preservation planning efforts and heritage tourism efforts there. The information gathered during this survey, the first of its kind to occur in Derby, can become the basis from which properties may be nominated to the Colorado State Register of Historic Properties. The survey project also determined the potential for the formation of a historic district that may be eligible for listing on the State Register of Historic Properties with Commerce as the area of significance. In addition, future preservation efforts by the City of Commerce City that provide for the management and protection of cultural resources may be based on the results of this survey.

Hoehn Architects, PC was responsible for carrying out this survey with guidance from the technical staff at History Colorado's State Historical Fund and Office of Archaeology and Historic Preservation. Initial field survey work occurred in July of 2013 and was later completed in June of 2014. Historical and background research was conducted by Hoehn Architects through the duration of the project, beginning in June of 2013. In order to provide consistent and comprehensive information for all subject resources, the most recent edition of the Colorado Cultural Resource Survey Manual, published by History Colorado's Office of Archaeology and Historic Preservation, was followed. Adherence to this manual ensured that the information gathered and presented met the Secretary of the Interior's Standards for Archaeology and Historic Preservation.

The cultural resource survey suggests that six historic resources are potentially eligible for listing on the Colorado State Register of Historic Properties. In addition, certain resources within the surveyed area are also potentially eligible as contributing to a State Register District for reflecting their historical association with Post-World War II commercial development with a local level of significance. The district is notable for containing the highest concentration of historic commercial buildings in Commerce City, which annexed Derby in 1962.

The results of the survey of sixty-two resources in Derby are detailed in this report and in the survey forms, photographs, and supporting documents on file at History Colorado.

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II. PROJECT AREA

The project area encompasses sixty-two historic architectural resources within Derby’s downtown district in Commerce City, Colorado. The physical layout of the district is basically triangular in shape. The diagonal northwest boundary is Highway 2, which is adjacent to the railroad right-of-way. East 72nd Avenue, a major east/west thoroughfare, serves as the district’s southern boundary. The eastern boundary includes properties located on the east side of Magnolia Street. Six (6) intensive-level survey forms and fifty-six (56) reconnaissance survey forms (some with ancillary forms) were completed. The project area shown below encompasses approximately 23.93 acres, including roadways. (Also refer to the Resource Map on page 59.)

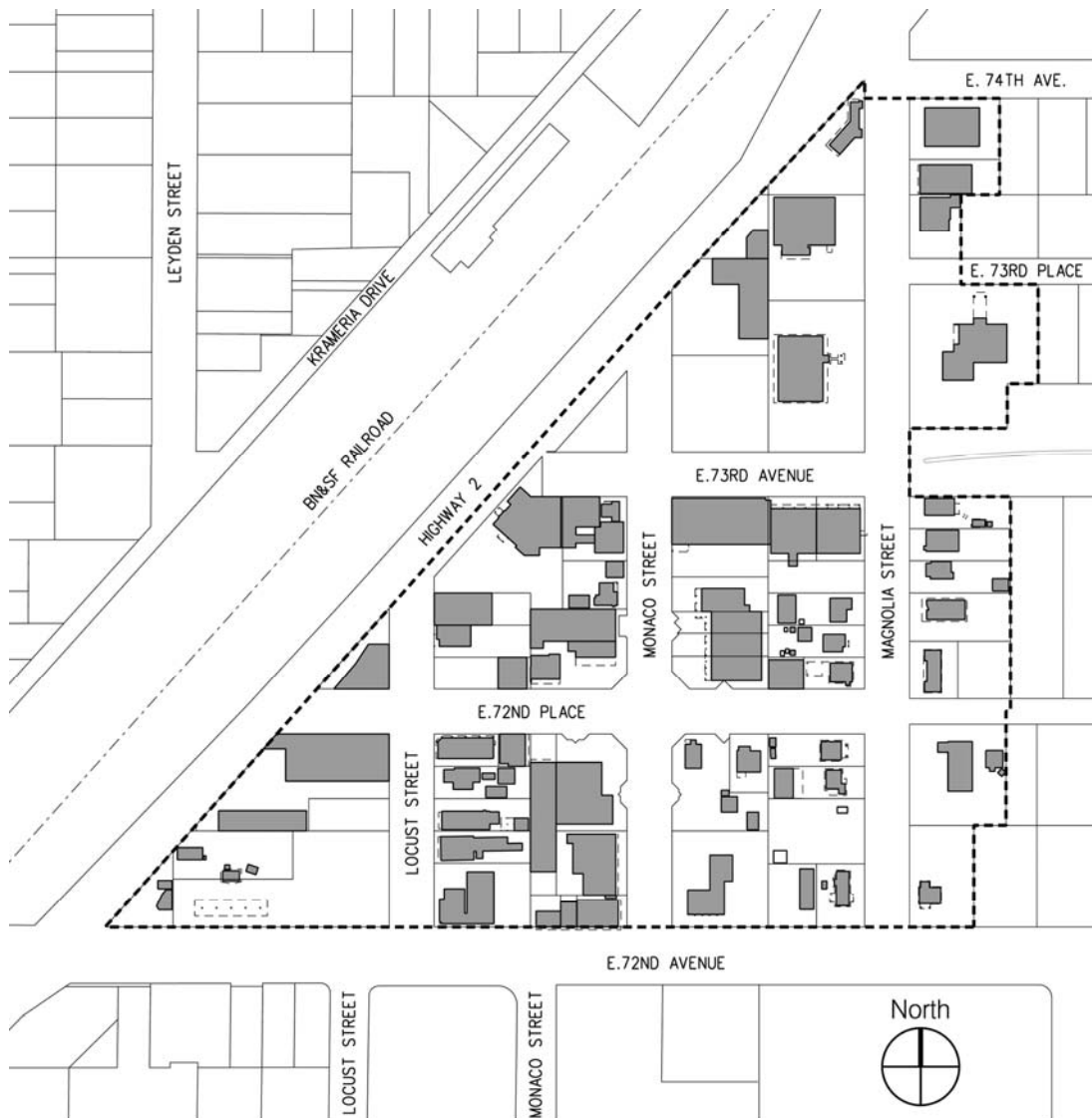


Figure II-1.
The project area is located in the Sixth Principal Meridian, Township 2S, Range 67W, Section 32 of the Commerce City, CO USGS Quadrangle.

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III. RESEARCH DESIGN AND METHODS

Type of Survey and Survey Objectives

The objective of this project was to complete a survey of the historic downtown Derby district, located within the boundaries of Commerce City, Colorado. The work was accomplished by first defining the boundaries for the survey (which were to include a minimum of sixty resources), selecting six resources for intensive-level survey, and then conducting both the reconnaissance and intensive-level surveys. The process resulted in the identification of the general distribution, location, and nature of the various resources within the downtown district as well as a written and photographic record of the current condition of these historic architectural resources for use by the Commerce City Historical Society (CCHS), the City of Commerce City’s Planning Department, and History Colorado’s State Historical Fund (SHF) and Office of Archaeology and Historic Preservation (OAHF).



Figure III-1.

This rare photograph of Derby was taken circa May 1942, looking east down East 72nd Avenue, with Highway 2 running parallel to the railroad tracks. The Texaco gas station at the corner was replaced with another service station at 7200 Highway 2/5AM3155 in 1963. Courtesy, History Colorado (Mazzulla Collection, Scan # 10023917)

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The project also included assessing the eligibility of downtown Derby as an historic district for listing on the National or State Registers.

Primary research questions about the existing historic architectural resources were formulated.

1. Does the survey area provide information about the former residents regarding their lifestyle and economic, social, educational, spiritual, and civic activities?
2. How does the physicality of the survey area reflect the plans of the developer, influence of economic conditions, and local, state, and national movements?
3. What varieties of architectural styles and construction materials are represented? What is the range of design quality and craftsmanship represented by extant structures within the survey area?
4. How do the natural landscape and local building materials influence construction patterns and methods?

Scope of Work and Schedule

Initial steps in the survey process included determining whether any previous surveys had been conducted in the downtown Derby district; this was accomplished by performing a file search in the database of History Colorado's Office of Archaeology and Historic Preservation.

The project was scheduled to begin in May 2013 and end by April 30, 2015. A sample of the most current architectural inventory forms were downloaded from History Colorado's website to serve as a template for information to be collected during the intensive-level survey of the six historic architectural resources and the reconnaissance survey of the remaining 56 resources. Timothy Hoehn and Kristine Hoehn of Hoehn Architects PC performed all of the fieldwork, including the collection of survey data, photography, and field verification of site features for the sketch maps. They conducted historical research, prepared the reconnaissance and intensive-level survey forms, and summarized their findings in a report with maps and graphics that were also prepared by the consultants.

Photography of the historic architectural resources for the surveys was accomplished by following the Photographic Documentation Guidelines/OAHP and SHF Photo Standards (August 2013) as well as the guidelines in the Colorado Cultural Resource Survey Manual, published by History Colorado's Office of Archaeology and Historic Preservation. In accordance with History Colorado's SHF grant-funded survey requirements, photography of resources was accomplished with a digital camera resulting in color images. Photographs measuring 4" high by 6" wide were printed on Fujifilm Crystal Archive glossy finish paper. Photographs were taken of as many building elevations as possible in order to document the existing condition of each resource. The back of each photograph was labeled with the site and photograph number, street address, date the photograph was taken, and the SHF project number. The photographs were placed in archival-safe, acid-free clear plastic pages and attached to the completed survey forms.

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The City of Commerce City's IT Department/GIS Division provided access to their digital GIS data for the surveyors' development of a resource map and individual sketch maps. Adjustments to the data were required because they showed roof plans of individual buildings whereas the resource map and individual sketch maps reflect building footprints. The sketch maps generated for this survey project were produced in MicroStation, a computer aided design (CAD) program. Photograph references were shown on each sketch map, with a symbol indicating the image number and the direction of view for each image. Map graphics required for the Derby district project area map were also produced with the same computer aided design program.

OAHP File Search

A file search at the OAHP on August 22, 2013 indicated that none of the 62 resources, which were surveyed with this project, had been previously recorded. Therefore, each property was assigned a new State Identification Number.

Background Research

Governmental agencies provided essential information about the downtown Derby district and the individual properties. The survey team began their research by collecting parcel data from the Adams County Assessor's website. Legal descriptions and current ownership of all subject properties were collected initially to identify building addresses and building locations on lots and blocks. Subdivision filings of Derby were available from the Adams County Clerk and Recorder's Office at 4430 South Adams County Parkway in Brighton, Colorado, which were important for understanding the historic development of the former town. Plat books were also available for research at the Adams County Clerk and Recorder's Office for obtaining information about past property owners; where available, chain of title information was provided for properties on their respective architectural inventory forms. The City of Commerce City's Planning Department, located at 7887 E. 60th Avenue, served as a resource for building permit records beginning in 1962 when Commerce City annexed the Town of Derby and for site plans of some of the surveyed properties. The City also lent copies of the "Derby Study Area Property Inventory and Preliminary Evaluation of Urban Renewal Factors", prepared by Derby District LLC in 2005, and provided a copy of the "Derby Commercial Area – Preliminary Revitalization Plan", prepared in February 1986 by the Center for Community Development and Design, College of Design and Planning at the University of Colorado at Denver. The surveyors also visited the South Adams County Water and Sanitation District, located at 6595 East 70th Avenue, where water and sewer tap records beginning in 1953, when the district was established, were available.

Researching the growth and development of Derby was challenging because little had been written about the history of the former railroad town. Derby was never incorporated so no formal records of the town's development were available. A critical source of information about Derby's early history was the Nebraska State Historical Society, which holds records of the Lincoln Land Company, the developer of Derby. Communication with the historical society proved fruitful when a number of files related to the early development of Derby and its founders were located, which were then copied and mailed to the surveyors.

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Where available, background and site-specific information was obtained from local and regional institutions. The Stephen Hart Library at History Colorado was an important source for business directories and four rare historic photographs of Derby taken in May 1942. Brighton Blade newspapers, recorded on microfilm, were also present at the Stephen Hart Library; since few card catalog listings for Derby were available, articles related to the development of the town were found by meticulously searching these newspapers. Telephone directories for Commerce City dated 1962, 1964, 1971, 1975, and 1992 were researched at the Western History/Genealogy Department of the Denver Public Library to determine the names of the former businesses and occupants of the buildings in the survey area.

The National Register of Historic Places Multiple Property Documentation Form (MPDF) for *Historic Residential Subdivisions of Metropolitan Denver, 1940 – 1965*, completed in October 2010 by Front Range Research Associates, Inc. and Bunyak Research Associates, also served as an important resource that places the development of Derby in a broader context at both the local and regional level. John F. Hoffecker's book, Twenty-Seven Square Miles - Landscape and History At Rocky Mountain Arsenal National Wildlife Refuge, and Albin Wagner's books, including Adams County, Colorado: A Centennial History 1902 -2002 and Adams County: Crossroads of the West, Volumes 1 & 2, were also referenced for this survey project. Some resource-specific information was obtained through the Commerce City Historical Society including the history of Metropolitan State Bank, now Key Bank, located at 6565 E. 73rd Avenue/5AM3152.

Acknowledgements

The preparation of this architectural and historical survey required the cooperative efforts of many individuals and organizations. The surveyors wish to thank Debra Bullock, Secretary and Treasurer of the Commerce City Historical Society, for her help in scheduling public meetings and sharing historical information. Charise Boomsma of The Preservation Studio served as Grant Administrator for this project, assisting the CCHS by preparing progress reports and other SHF-required paperwork. Paul Workman, Planner for the City of Commerce City allowed the surveyors ready access to public records and reports. Debbie Evans, Tap Sales Administrator for the South Adams County Water and Sanitation District, pulled historical ledger books from the archives for the surveyors to review. Tom Mooney, Curator of Manuscripts for the Nebraska State Historical Society, promptly responded to the surveyors' inquiries about the Lincoln Land Company and their request for copies of important historical documents. Bruce Hanson, Reference Librarian at the Western History/Genealogy Department of the Denver Public Library, lent his assistance in locating telephone directories and other pertinent information in the library's collections. And much appreciation and gratitude are extended to the State Historical Fund, which provided the majority of the funding for this survey project. Michelle Pearson, Education Coordinator for the State Historical Fund, was the primary contact for the project. Staff of the Office of Archaeology and Historic Preservation, including Elizabeth Blackwell, Architectural Survey Coordinator, and Heather Peterson, National and State Register Historian, also provided valuable oversight on the project.

IV. HISTORIC CONTEXT

Derby is commonly recognized today as the central business district of Commerce City but it has its own unique history, having been platted during the latter part of the 19th century as a town along the Burlington & Colorado Railroad. It initially served as a supply center for the surrounding agricultural-based community, with a mixture of small businesses and single dwellings mostly located in the town's southwest corner, but later evolved into a commercial hub with the construction of the Rocky Mountain Arsenal. In 1962, Commerce Town annexed the Town of Derby and changed its name to Commerce City due to its consequent rise in population. Derby is distinguished for having the highest concentration of historic commercial buildings in Commerce City.

The Arrival of the Railroad (1862 – 1889)

In July of 1862, President Abraham Lincoln signed the Pacific Railroad Act, which allowed for the construction of a transcontinental railroad from Council Bluffs, Iowa, located on the eastern shore of the Missouri River, to Sacramento, California. The Act authorized the issuance of 30-year government bonds and grants of land to railroad companies, specifically the Union Pacific Railroad and the Central Pacific Railroad (later renamed the Southern Pacific Railroad). The railroad companies were granted contiguous rights of way for their rail lines in addition to public lands within 200 feet on either side of the track. The Act also granted an additional ten square miles of public land for every mile of grade except where railroads ran through cities or crossed rivers, which equated to the railroad companies acquiring 6,400 acres for every mile of railroad track.

By 1871, the railroads controlled more than 175 million acres of public land, which is equivalent to an area larger than the State of Texas. The expansion of the railroad provided Americans access to federal lands available through the Homestead Act, which President Lincoln also signed in 1862. The Act allowed any U.S. citizen who had never borne arms against the United States government to file an application and lay claim to 160 acres of surveyed government land. The homesteader was required during the subsequent five years to live on the land and improve it by both building a dwelling measuring no smaller than 12' by 14' and growing crops. After the five years had passed, the homesteader could file for his patent or deed of title by submitting proof of residency and the associated required improvements to a local land office. Title could also be acquired following a six-month residency and minor improvements as long as the homesteader paid \$1.25 per acre to the government. The railroads benefited from the act by offering their excess land to homesteaders at inflated prices, especially adjacent to railway stations since farmers and ranchers considered this land most valuable.

The construction of the transcontinental Union Pacific Railroad, which ran through Cheyenne, Wyoming, was completed in May of 1869. The construction of the Denver Pacific Railroad was authorized by Congress earlier that year; the railroad would provide an important link from Denver to Cheyenne and the transcontinental railroad. In September of 1869, the laying of track started from Cheyenne, heading south towards Denver. Once reaching the South Platte River and confronting inclement weather in December, operations ceased until May of 1870 when a bridge across the river was completed, allowing work

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crews to proceed to the Mile High City. On the 17th of June, the track crossed 72nd Avenue, less than one mile west of present-day Derby.

Another railroad, the Kansas Pacific, provided a second southerly branch of the transcontinental railroad from Kansas City, reaching Denver by August of 1870. In 1880, the railroad was consolidated with the Union Pacific Railroad; this rail line is located less than four miles south of Derby.

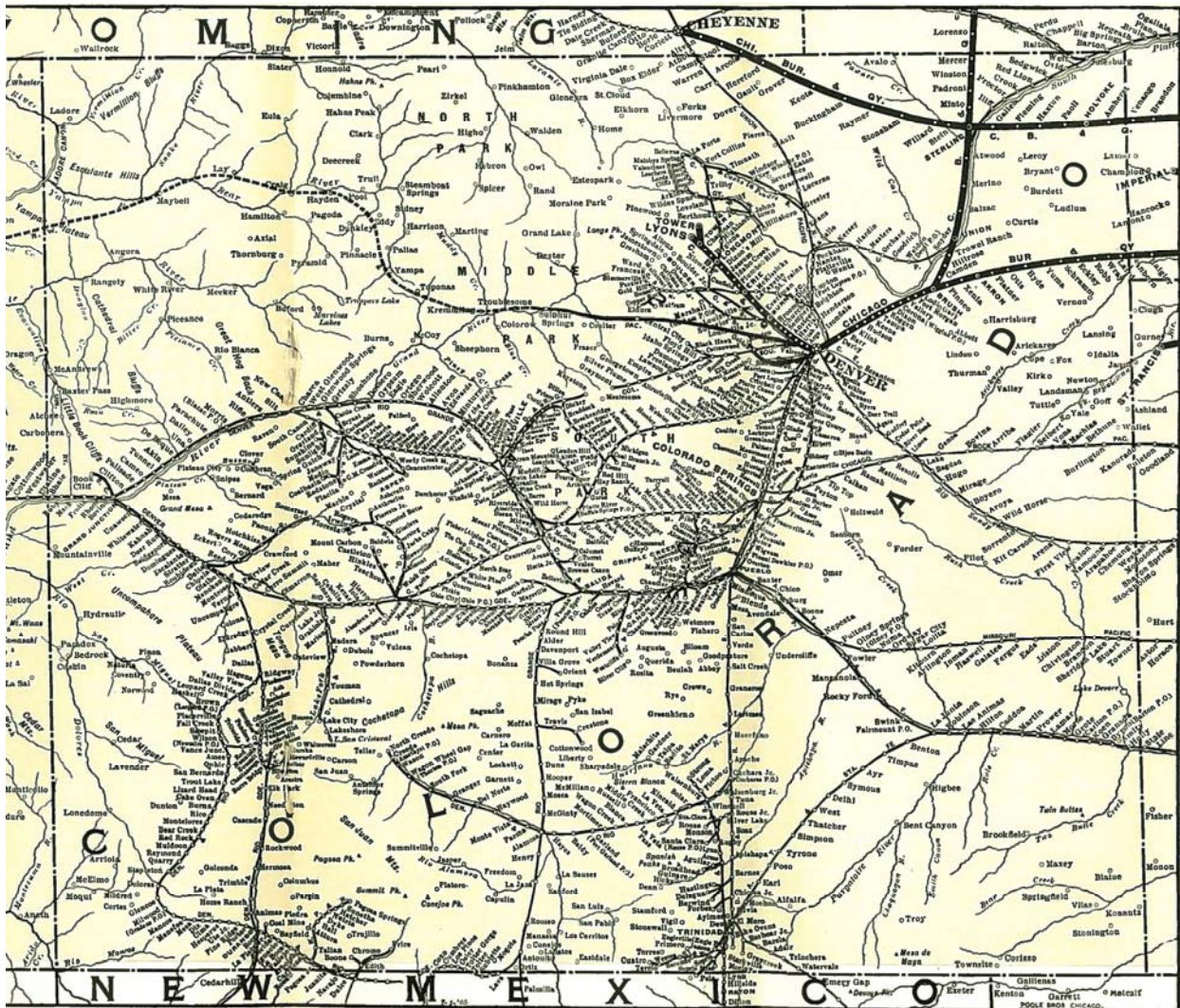


Figure IV-1.
Railroad routes were published by the Burlington Route in the “Colorado and Utah Handbook For Pleasure Seekers”. This map excerpt of the State of Colorado is from the 1906 edition. Source: History Colorado, Stephen Hart Library.

The Burlington and Colorado railroad line was organized in 1881 as a subsidiary of the Chicago, Burlington & Quincy Railroad (CB & Q RR), which was chartered in Aurora, Illinois in 1849 as the Aurora Branch Railroad and then changed to the Chicago and Aurora

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Railroad in 1852. By 1864, the railroad had adopted a new name, the “Chicago, Burlington & Quincy Railroad Company”, laying track from Chicago to Burlington, Iowa and then south to Quincy, Illinois on the Mississippi River. After crossing the Iowa border, the railroad was renamed the Burlington & Missouri River Railroad; although the first tracks were laid in 1856, the Civil War caused a delay in the railroad reaching the Missouri River along the western boundary of Iowa until 1870. The railroad functioned as a separate company, the “Burlington & Missouri River Railroad in Nebraska”, as it continued westward, with the completion of tracks to Kearney, located in western Nebraska, laid in 1872. A continuation of this railroad line in northeastern Colorado began in March of 1881 by the Burlington & Colorado Railroad Company and was completed to Denver on May 29, 1882, thereby providing the first direct rail line from Chicago to Denver.

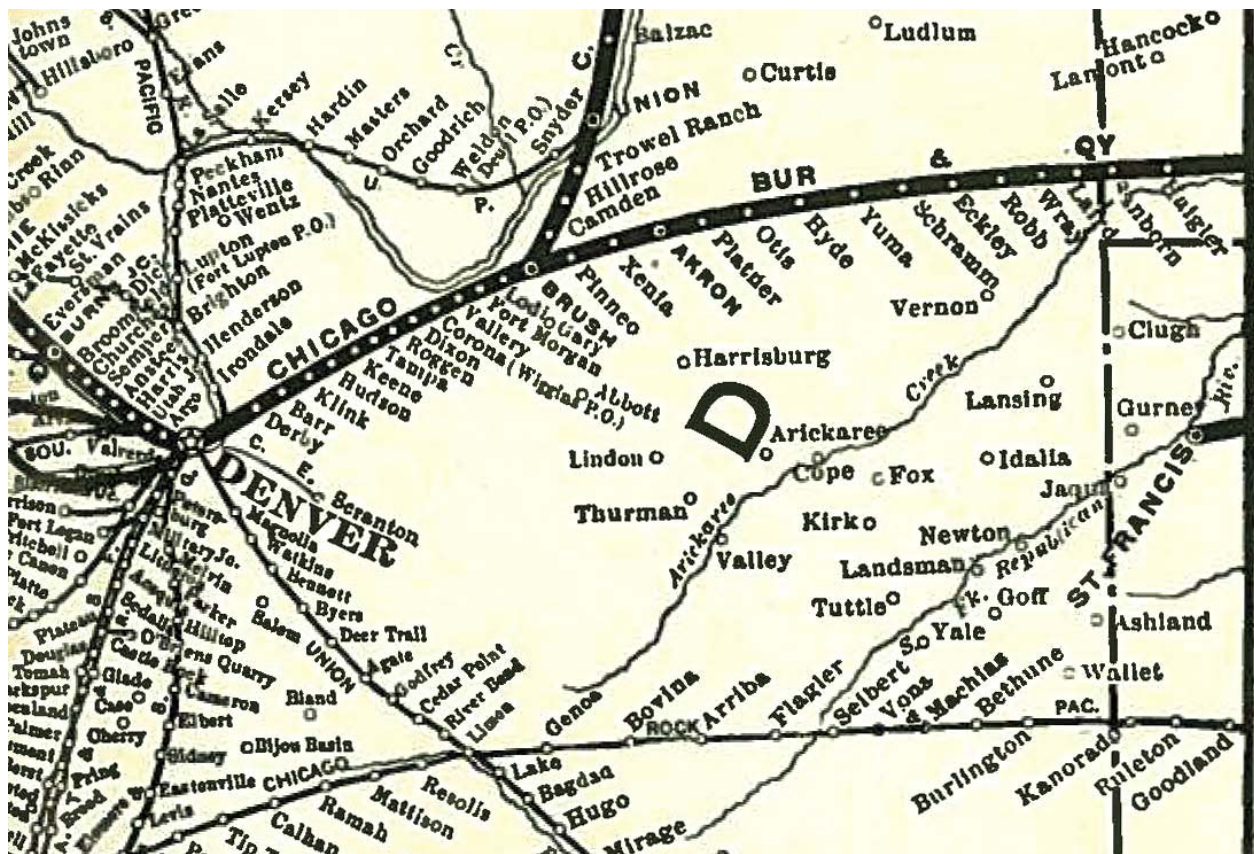


Figure IV-2.
 Close-up view of the Chicago, Burlington & Quincy Railroad route through Derby in “Colorado and Utah Handbook for Pleasure Seekers”, 1906 edition. Source: History Colorado, Stephen Hart Library (Map) and Nebraska State Historical Society Collection Record for RG3648.AM: Lincoln Land Company.

In order to attract settlers to the Midwest and West, Burlington representatives promoted crop and stock improvement as well as soil and irrigation conservation to farmers and ranchers. The railroad introduced the latest agricultural innovations to farmers through seed and soil exhibits, poultry specials, and livestock trains. Burlington often employed farmers during the winter months when their fields laid fallow. The Chicago, Burlington &

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Quincy Railroad was known as a “Granger Railroad” because the transporting of products was essential to the railroad’s success as a freight customer of farmers and ranchers. Grangers were members of local organizations of farmers, known as Granges (or Patrons of Husbandry), who sought improvements and changes in laws that favored the interests of the agricultural community. Following the Civil War, farmers began settling in the West and granges were organized that initially emphasized social activities, with both men and women as members, to reduce the isolation of farm life; they were similar to fraternal organizations, with rituals like those of the Masons and the Odd Fellows.

Northeastern Colorado was suitable for farming and ranching so it followed that the railroad would lay tracks to both bring settlers into the area and to transport crops and livestock to market. Towns were typically platted 7 to 10 miles apart so that farmers and ranchers who owned land near the railroad’s right-of-way were within a day’s travel to a depot and trading center; the spacing also accounted for the trains’ steam engines needing to replenish their water supply. The 1906 route of the Chicago, Burlington & Quincy Railroad confirms this town platting pattern, with Derby serving as the last stop before arriving in Denver. (Refer to Figure IV-2.) Following the platting of a town, the railroad would typically dig a community well and build a depot.

Land companies and land agents associated with the railroads platted many of the towns in Colorado. One such company was the Lincoln Land Company (LLC), which was incorporated on March 7, 1880 in Lincoln, Nebraska with the purpose of purchasing and selling real estate as well as platting towns in Nebraska, South Dakota, Kansas, Wyoming, Montana, and Colorado. The original incorporators of the LLC were officers of the Chicago, Burlington & Quincy Railroad and they included H. B. Scott, President, and R. O. Phillips, Secretary. The Lincoln Land Company platted the towns of Akron, Brush, Eckley, Fort Morgan, Otis, Pinneo, Sterling, Wray, and Yuma in northeastern Colorado along the Chicago, Burlington & Quincy Railroad. All of these towns remain in existence today. (Refer to Figure IV-2.)

The Founding of Derby (1889 – 1910)

The Town of Derby was surveyed in April of 1889 and recorded in Arapahoe County on November 15, 1889. The Lincoln Land Company, organized in the State of Nebraska and doing business in Colorado, and George McCullough of Arapahoe County owned the large parcel of land which encompassed the South Half (S½) of Section 32 Township 2 South (T2S) and the Northwest Quarter (NW¼) of Section 5 Township 3 South (T3S) all in Range 67 West (67W). The blocks measured 300 feet square, with typical lots measuring 25 feet wide by 150 feet long. Lots around the perimeter of the town were larger and of varying dimensions. (Refer to Figure IV-3.)

At the time of the platting of Derby, the town was located in Arapahoe County, which included the present-day counties of Denver, Adams, Arapahoe, and parts of Washington and Yuma Counties, with its east boundary at the Kansas state line. Organized in 1855 by the Kansas Territory and then reduced in size by the Colorado Territory in 1861, Arapahoe County’s seat was Denver. In November of 1902, voters in Arapahoe County passed a constitutional amendment that approved the formation of the City and County of Denver;

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South Arapahoe County, now present-day Arapahoe County, encompassed a portion of land along the southern border and Adams County was created from the remaining land. Six months later, the residents of Adams County voted to de-annex the eastern end of the county; the General Assembly divided this area to create Washington and Yuma counties. Consequently, given its location, the Town of Derby was now situated in newly-formed Adams County, named for Alva A. Adams, a Governor of Colorado who served three terms from 1887 to 1889, 1897 to 1899, and briefly in 1905.

On the third day of July in 1889, an agreement was prepared between George McCullough and the Lincoln Land Company that deeded to the Burlington & Colorado Railroad Company a right of way fifty (50) feet in width on each side of the centerline of the railroad track that had been laid through the Town of Derby. The agreement continued:

“AND WHEREAS the said George McCullough and the said Lincoln Land Company have also deeded to the said Railroad Company, for a nominal consideration in money and in consideration of a depot building being maintained on depot grounds hereinafter described, for not less than five years by said Railroad Company, depot grounds on the premises hereinbefore described, to be two thousand (2,000) feet long, as shown by the official and recorded plat of the town of Derby;

AND WHEREAS the said George McCullough and the said Lincoln Land Company are desirous of having a depot building erected on said depot grounds;

AND THEREFORE in consideration of the premises and the right of way and depot grounds deeded as aforesaid by said George McCullough and the said Lincoln Land Company to said Railroad Company, following contract is entered into by and between the parties hereto:

...It is hereby mutually agreed that the said George McCullough and the said Lincoln Land Company shall within six (6) months from date, erect and complete a depot building on the depot grounds of said Railroad Company located on the South one-half of section thirty-two (32) township two (2) South, range sixty-seven (67) West of the sixth (6th) Principal Meridian, in Arapahoe County, Colorado; the said building when completed to be turned over to said Railroad Company for use as a Railway Station building.

It is hereby mutually agreed that the said George McCullough and the said Lincoln Land Company shall within six (6) months from date, erect and complete a depot building on the depot grounds of said Railroad Company, located on the South one half of Section Thirty-two (32) Township Two (2) South, Range Sixty-seven (67) West of the Sixth (6th) Principal Meridian, in Arapahoe County, Colorado; the said building when completed to be turned over to said Railroad Company for use as a Railway Station building.

It is also hereby agreed by and between the parties hereto, that the site for said building on said grounds is to be agreed upon by the parties hereto; that said building shall not cost to exceed Twenty-five hundred dollars (\$2500.00) and that the plan of said depot building shall be agreed upon by and between the parties hereto.

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It is also hereby agreed by and understood by and between the parties hereto, that said depot building shall in the first instance be paid for by the said George McCullough and the said Lincoln Land Company, and that in consideration of this agreement the said Railroad Company will pay to the said George McCullough and the said Lincoln Land Company the actual cost of said depot building not exceeding the sum of twenty-five hundred dollars (\$2500.00) on or before the thirty-first (31st) day of December A.D. 1890...”

Deed Number 7282, which conveyed the depot grounds and railroad right-of-way through the Town of Derby, was received in the railroad’s R.O.W. office on January 4, 1890. According to the agreement, the construction of the depot building was to be completed by this date to ensure that it would be immediately available for business when the railroad company paid \$2,500 to developers George McCullough and the Lincoln Land Company. Refer to Figure IV-9.)

Almost a year passed and the developers found that newly-platted Derby lacked an important resource important to potential buyers. In February of 1891, the Lincoln Land Company and George McCullough petitioned the Board of County Commissioners of Arapahoe County for taxes assessed and levied against their property as erroneous. The petition contained a number of reasons for the incorrect assessment including that the petitioners (Lincoln Land Company and George McCullough) “...have endeavored to procure water on said lots and failing have been unable to dispose of a single lot at any price & none has been sold”. Consequently, the Lincoln Land Company and George McCullough called for the survey and plat of several blocks and lots, together with their associated streets, avenues and alleys, to be vacated and of no effect. Blocks that remained as part of the Town of Derby included 36 through 39, 50 through 53, 63 through 66, and 77 through 80; the platted town was reduced in size with Horace Street (now Krameria Street) as the western boundary, Ivan Street (now Magnolia Street) as the eastern boundary, Benton Street (now E. 74th Avenue) serving as the northern boundary, and Chaucer Street (now E. 72nd Avenue) defining the southern boundary of Derby. (Refer to Figure IV-3.)

Water was needed or the lots would not sell. Thirteen years later, the land remained undeveloped. The President of the Lincoln Land Company, C. H. Morrill, was presented with a subscription paper in Denver in April of 1904, requesting donations totaling \$17,500 to be used for the boring of a well with a depth of 3,500 feet, located on land just east of the Derby town site. Morrill subscribed an amount of \$100 on behalf of the Lincoln Land Company with the provision that the entire subscription was to be void if the sum of \$8,000 was not paid to the International Trust Company on or before September 1, 1904 and also that the sum of \$17,500 was all subscribed. By December of 1911, a well had been bored on a 5 acre tract owned by the Lincoln Land Company, according to correspondence to the LLC by their real estate agent in Derby, D. W. Irwin. An undated contract was prepared for George McCullough and the Lincoln Land Company to construct a concrete tank at Derby. The reinforced concrete tank, measuring 16 feet square and 8 feet high with an interior plaster finish, suggests that it was used to store potable well water for distribution to the future residents of Derby.

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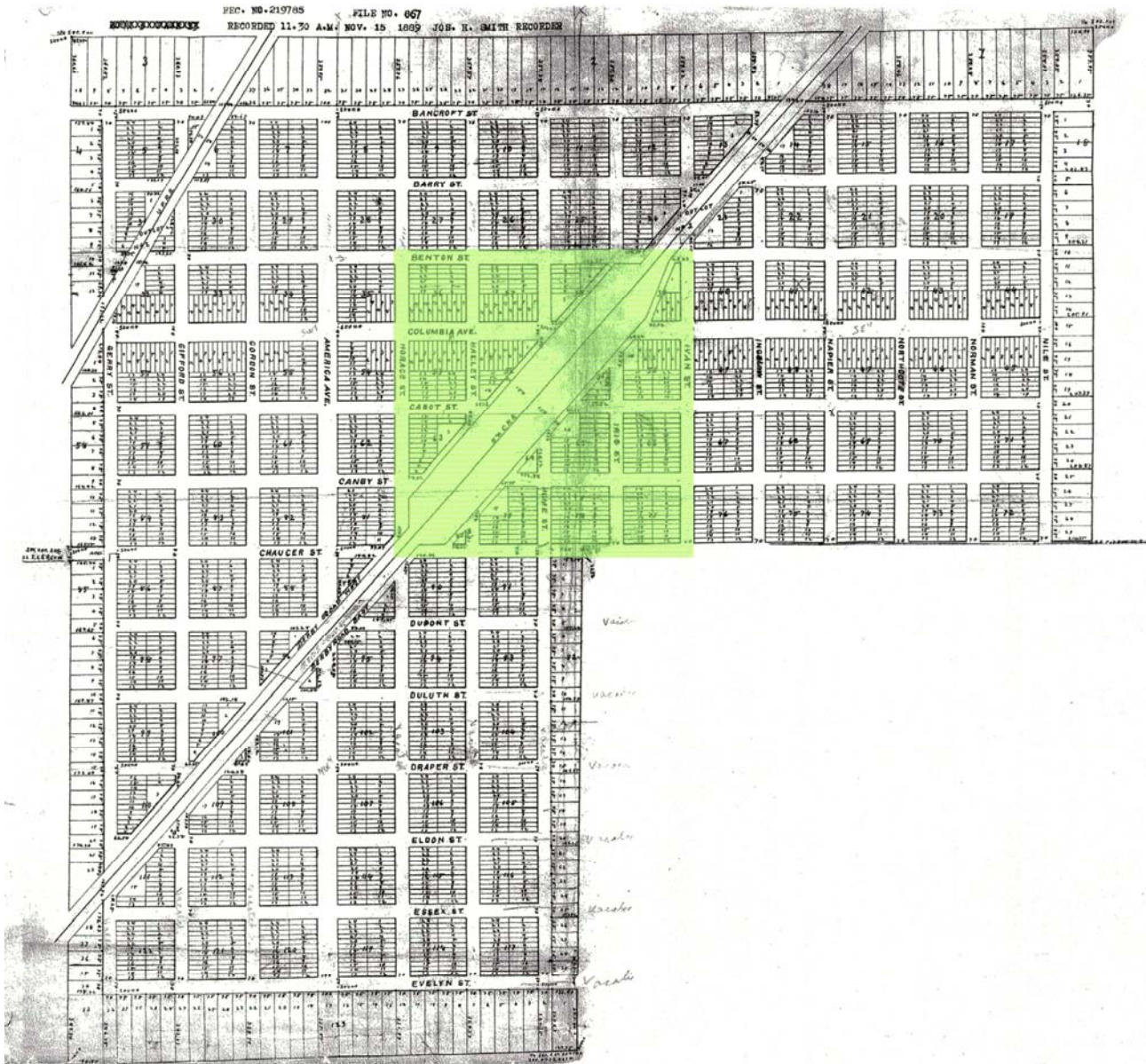


Figure IV-3.

The original plat of Derby encompassed the South Half (S½) of Section 32 Township 2 South (T2S) and the Northwest Quarter (NW¼) of Section 5 Township 3 South (T3S). The portion of the original plat that was retained two years later for the Town of Derby is shown shaded. Source: Adams County, CO Clerk & Recorder.

Early Derby (1910 – 1941)

Farming was the primary occupation of the early settlers near Derby. Individual farms varied in size from 160 to 300 acres with crops mostly consisting of wheat, alfalfa, and potatoes. A severe drought during 1891 and 1892, followed by the Silver Crash in 1893, caused farm prices to fall throughout the area and the economy to enter into a recession.

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Yet Germans, Scandinavians, Italians and Russians immigrated to the area and by 1900, 42 percent of the residents were foreign-born. Many German-Russians, known as “Volga Germans”, came to provide farm labor for the sugar beet industry, which was thriving in nearby Brighton, Colorado.

In 1909, the Lincoln Land Company and George McCullough decided to plat a portion of the Original Town of Derby that had been vacated in 1891. Since the local economy was agriculturally based at this time, there was an opportunity for the LLC and George McCullough to subdivide some of their vacant land into larger parcels than those in the Town of Derby; the generously-sized tracts of land would accommodate both a single dwelling and a large garden. Located at the east end of the Southeast Quarter (SE¼) of Section 32 in Township Two South (T2S), Range 67 West (R67W), the 80 acre parcel was subdivided and named “Derby Gardens”.

Prior to the platting of Derby Gardens, Anselmo B. Smith, surveyor for the Town of Derby in 1889, sent a letter to A. B. Miner, then Secretary and Treasurer of the Lincoln Land Company, on the 5th of November 1909, making him aware of a nearby development known as Altura Farms:

“Enclosed is a clipping I have delayed in sending to you to indicate what is trying to be done near your Derby land. (Refer to Figure IV-4.) Geo. McC asked me to go to see these people to find out where the land was which I did and find it is the S½ of 33 T2S R67W being just E of your S½ of 32. Irwin is trying to sell the lone 80 and thinks he has a customer. Just the other day he was in to see McC to know if he would divide the 80 and McC in turn asked me. I told him I saw no objection to do so doing. Selling all on one side of R.R...I presume McC will keep watch of sales and if they can sell at their prices, Irwin should be able to get \$100 pr A in 20 A tracts...”

A. B. Miner replied to Anselmo B. Smith on November 16th, 1909:

“Yours of the 13th, with advertising matter of the Altura Company, is received and I am very much obliged to you.

I note what you say about prices for our land and I quite agree with you, that \$150 would be about the right price to start sales.

The Altura Company not only have an advantage of us in having water rights but they are also selling at unusually favorable terms to the purchaser which we could not very well meet; small payments being the particular objection.

The main thing in handling this property is to get it started and I hope Irwin will be able to make some sales...”

Derby Gardens was subdivided into five acre tracts similar to Altura Farms Tract No. 3. Five and ten acre fruit or garden tracts were popular for truck farming; the development of farm-to-market roads became a high priority for state highway authorities by 1919. Altura Farms touted the benefits of the purchase of a farming tract:

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“Think of...getting a home on a plan that makes it pay for itself, with an assured income besides, close to one of the best markets in the world, in the best state, the finest and healthiest climate, with all the advantages of a city.”

30 THE SUNDAY NEWS-TIMES: DENVER, COLO., OCTOBER 31, 1909. SECTION ONE

WHAT WILL YOU BE IN TEN YEARS?

Still a Wage-Earner, Working for Others, Not a Dollar Laid Up?

<p>Why Not Be Independent?</p>	<p>PRICES</p> <p>5-Acre Tract . . . \$1,500 10-Acre Tract . . . 2,750 20-Acre Tract . . . 5,000</p> <p><small>With perpetual water right of one acre foot of water with each acre. Compare these prices with that of similar tracts with the same water right.</small></p>	<p>TERMS</p> <p>5 Acres . . . \$100 or More Down 10 Acres . . . 200 or More Down 20 Acres . . . 400 or More Down</p> <p>And \$10 Per Month on the First Day of Each Calendar Month Until Paid</p>	<p>Own a Small Truck Farm!</p>
	<p>ALтура FARMS TRACT NO. 3</p> <p>64 Tracts of 5, 10 and 20 Acres Each</p> <p>Three miles north of the city limits of Denver on Burlington railroad, station of Derby 100 rods from this ground. This land lies on the route of the survey of an electric interurban line, which is certain to be built within one year. If within sixty days of first payment you visit the land and say you are not thoroughly satisfied with your purchase, or find any of these statements incorrect, we will instantly refund your money.</p>		

SOLD ON EASY PAYMENT PLAN MOST LIBERAL CONTRACT EVER WRITTEN



GENERAL VIEW OF DERBY RANCH.

Here Are Three of Scores of Pleased Purchasers:

Mr. William Birkkamp, Jr., 711 1/2 Franklin Street, Denver, Colo., writes: 'I have just received my 5-acre tract from the Altura Farms Co. and I am very pleased with the purchase. The land is well irrigated and the water right is perpetual. The price is very reasonable and the terms are liberal. I am sure that I will be able to make a good thing out of this purchase. I am sure that I will be able to make a good thing out of this purchase. I am sure that I will be able to make a good thing out of this purchase.'

Mr. Wm. Birkkamp, Jr., 711 1/2 Franklin Street, Denver, Colo., writes: 'I have just received my 5-acre tract from the Altura Farms Co. and I am very pleased with the purchase. The land is well irrigated and the water right is perpetual. The price is very reasonable and the terms are liberal. I am sure that I will be able to make a good thing out of this purchase. I am sure that I will be able to make a good thing out of this purchase.'



STATION OF DERBY ON BURLINGTON RAILWAY.



FARM HOME BEING BUILT IN DERBY DISTRICT.

Every tract we offer for sale is under a ditch and well irrigated; our water rights are perpetual. With each acre sold we deliver one right, or an acre foot of water, which will cover all needs for all time and every kind of crop. An acre foot equals 325,851 gallons. We will plow and cultivate each tract this fall and next spring so that each tract will be in good condition to seed in any kind of crop next spring, or if preferred we will seed to alfalfa, so that each tract will be on a paying basis immediately, as there will be at least one good cutting the first year, and thereafter each year there will be three or four cuttings, which alone will pay for the land.



NEW INDEPENDENT "SMALL FARMER" PROPERTY.

Returns From Your Farm

FRUIT, VEGETABLES, ETC. PER ACRE PER ANNUM, WITH A DITCH RIGHT TO ONE ACRE FOOT OF WATER, RIGHT OF ONE ACRE.

A very conservative estimate of the returns per acre from each acre of the various crops:

GRAIN	\$ 40	CABBAGE	\$ 400
WHEAT	100	BLACKBERRIES	500
BARLEY	100	STRAWBERRIES	500
RYE	100	APPLES	1,000
BUCKWHEAT	100	PEACHES	1,000
SPRING WHEAT	100	CHERRIES	1,000
FALL WHEAT	100	PLUMS	1,000
BARLEY	100	ORCHARD	1,000

THE ALTURA SUBURBAN FARMS CO.

WM. BIERKAMP, JR., Manager

H. PIKE, Assistant Manager J. C. COLLINS, Assistant Manager

PHONE MAIN 3773
210 IDEAL BUILDING, DENVER, COLORADO

A Boon to Farm Life

Irrigation, with its reduced farm unit, means more neighbors—a revolution in the social side of farm life. It makes it possible for the farmer to live in the small town. It means the farm village, lighted by electricity, furnished with domestic water through pipes. It means a union of the social feature of town and the healthful ones of country life—the disappearance of 'lonesomeness' without the worse evil of overcrowding.

Figure IV-4.

This advertisement appeared in The Sunday News-Times: Denver, Colorado on October 31, 1909. Photographs of a Derby ranch and the Derby railroad depot appeared in the advertisement. The small tracts were touted as “A Boon to Farm Life”. “Irrigation, with its reduced farm unit, means more neighbors – a revolution in the social side of farm life. It makes it possible for the farmer to live in the small town. It means the farm village, lighted by electricity, furnished with domestic water through pipes. It means a union of the social feature of town and the healthful ones of country life – the disappearance of ‘lonesomeness’ without the worse evil of overcrowding.” Source: History Colorado, Stephen Hart Library.

The plat for Derby Gardens was recorded on January 13, 1910. (Refer to Figure IV-5.) Individual five acre tracts along Napier Street (now Oneida) cost \$250 in 1920 while a

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fifteen acre tract facing Chaucer Street (now East 72nd Avenue) sold for \$1,125. The Brighton Blade reported in August of 1921 that “Mr. Irwin is very optimistic in regard to Derby as far as real estate is concerned. He thinks no better location can be found as close to Denver with the advantages possessed by this section – especially for parties desiring 5 and 10-acre tracts. And Derby proper has stores that are satisfied with a fair profit, a good live garage, good school and a lumber company that is surpassed by few in the large cities.” Altura Farms included a “Want Ad” in one of their brochures for a farming tract in Aurora, located east of Denver, requesting a general store, lumber yard, blacksmith, hotel, drug store, hardware store, physician, implement store, meat market, and livery barn with “special inducement to any one building before July 1st, 1909”. Both D. W. Irwin, real estate agent for the Lincoln Land Company, and the Altura Suburban Farms Company understood that in order to sell farming tracts, access to goods and services were required nearby. The LLC and George McCullough were probably hopeful that the platting of Derby Gardens would help spur more development in the Town of Derby.

At the time of the platting of Derby Gardens, the Denver Suburban Irrigation District was established in Adams County. The Antero reservoir, completed in 1909, stores water from the South Platte River watershed and was constructed to supply the High Line Canal, also referred to as the Old English Highline Canal. The reservoir furnished water for the newly-formed district, which comprised approximately 55,000 acres of land in Townships 1, 2, and 3 South and in Ranges 65, 66, and 67 West with the Chicago, Burlington & Quincy Railroad forming the northwestern boundary of the district. Altura Farms had water rights to the High Line Canal and the Antero Reservoir. Given the \$250 price of a five acre tract in Derby Gardens, compared to \$1,500 at nearby Altura Farms, one may conclude that the Lincoln Land Company and George McCullough were unsuccessful in tying Derby Gardens into the High Line Canal. Individual property owners relied on wells for their water. Although Derby Gardens included sixteen parcels, buildings had been constructed on only approximately five parcels by 1938. (Refer to Figure IV-11.) Consequently, one may conclude that Derby Gardens had little to no impact on the early development of the Town of Derby. Today the land accommodates Post-World War II tract housing and a large elementary school.

By 1922, other farmers near the Town of Derby had access to another irrigation system, the Burlington Ditch, with its headworks located near Riverside Cemetery in Denver. (Refer to Figure IV-6.) The Burlington Ditch, Reservoir and Land Company was incorporated in 1885 and organized as a mutual stockholding corporation, similar to most ditch companies in Colorado during this time period. Farmers were able to buy shares and, in return, receive a right to a proportion of the company’s water rights. Funds generated from the sale of company stock were used for the construction of the irrigation canal and reservoir system. Since the income generated from stock sales alone was not adequate to fund the irrigation system’s construction, bonds were also sold. The Burlington Ditch is approximately twenty miles long and located entirely within Adams County. It was designed to initially tap the South Platte River at the headworks and then the Sand, First, Second, and Third Creeks for direct irrigation; the Sand Creek Lateral runs in a southeasterly direction and is approximately 2½ miles south of Derby. The ditch did not

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supply water for the town but it was an important source of irrigation for the farmers who supported the businesses in nearby Derby.

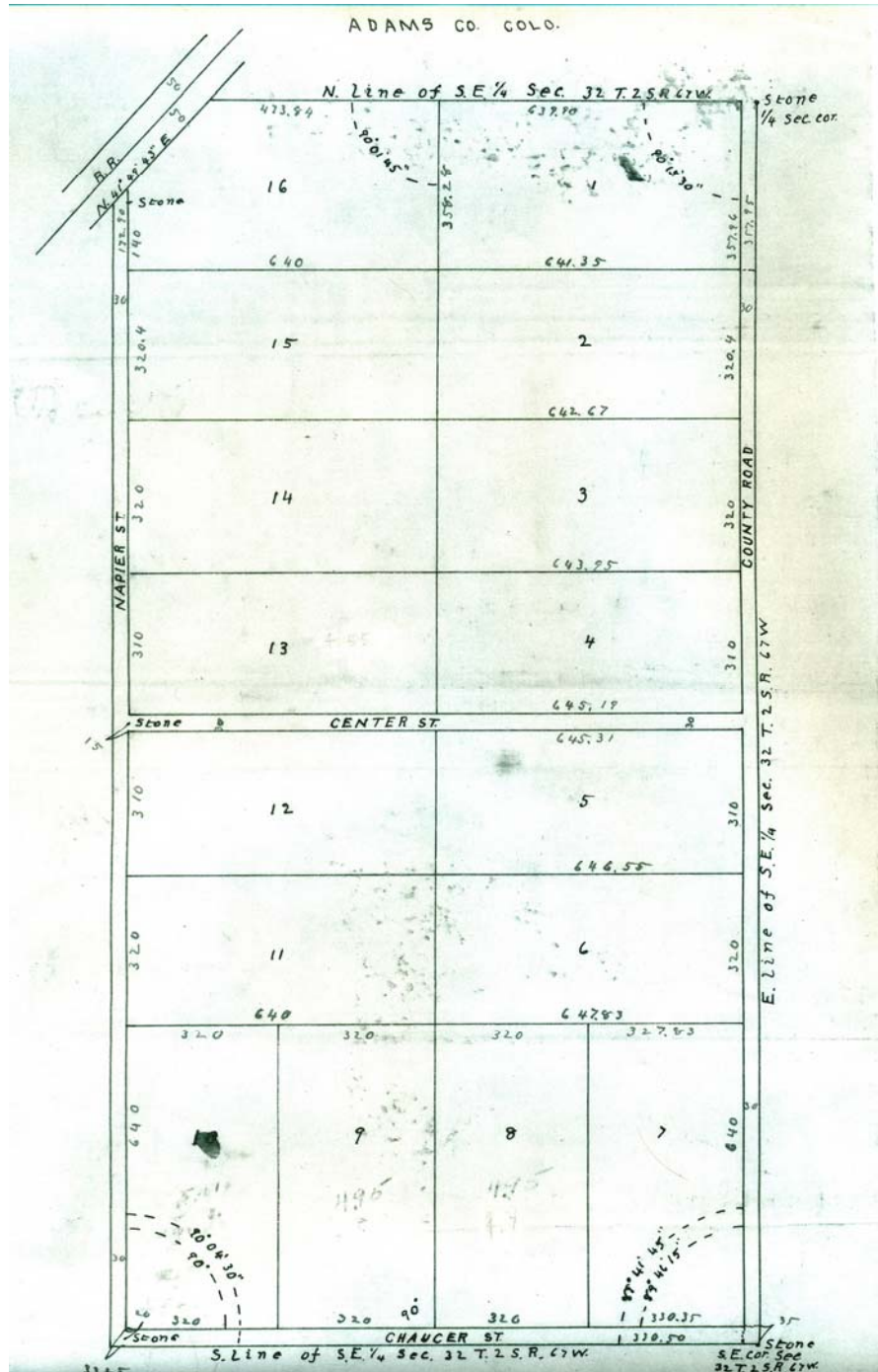


Figure IV-5.
 The plat of Derby Gardens, surveyed in December of 1909 by Anselmo B. Smith, encompassed land east of the Town of Derby that had been vacated by the Lincoln Land Company and George McCullough in 1891. Source: Nebraska State Historical Society Collection Record for RG3648.AM: Lincoln Land Company.

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Although Derby's railroad depot allowed residents to commute to jobs and provided farmers and ranchers access to markets in Denver, the development of the town was slow to start. The Lincoln Land Company did not begin selling lots in the Town of Derby until circa 1910. The earliest business directory listing for Derby occurred in 1911 when the town had a population of 30. Listings included a railroad agent, a postmaster, a carpenter and contractor, and a justice of the peace; D.W. Irwin was listed as a real estate agent and representative of the Lincoln Land Company. Other towns along the Chicago, Burlington and Quincy railroad line in northeastern Colorado were thriving, including Fort Morgan, Brush, Akron, Yuma, and Wray. The majority of these towns had been incorporated by the late 19th century, with processes in place to elect town officials, draw up ordinances, and levy taxes for public improvements including water and sewer services as well as fire and police protection. But Derby had no formal form of government. (Other stops along the railroad line including Klink, Keene, and Dixon never developed into full-fledged towns, possibly for not becoming incorporated or because they simply served as railroad sidings for loading and unloading livestock and crops.) And although land companies sponsored excursions from Denver to sell lots in the outlying railroad towns, Derby's close proximity to Denver may have hurt its potential for development. Prospective buyers, who were not farmers or ranchers by profession, probably found Denver more attractive with its multitude of available services including paved streets and public utilities. Further outlying towns, like Brighton, appealed to Denverites for the location of their country residences.

In March of 1913, the organization of a new school district was proposed, serving Section 5 in Township Three South (T3S), Range Sixty-Seven West (R67W) and all of Sections Thirty-two (32), Thirty-three (33), and Thirty-four (34) in Township Two South (T2S), Range Sixty-Seven West (R67W); the proposal reflected the growth in population of the area. A vote of the electors residing within the boundaries of the proposed school district was to occur at the real estate office of D. W. Irwin in Derby on April 4, 1913. In November of 1915, the Lincoln Land Company conveyed a tract of land 160 feet wide by 300 feet long in the northeast corner of the Northeast Quarter (NE¼) of the Northwest Quarter (NW¼) of Section 5 to newly-formed School District Number Seven. (This plat of land is situated at the southwest corner of East 72nd Avenue and Monaco Street at the current location of the public library.) By 1914, the population had increased to 100 and the construction of a one-room concrete block school house occurred during this year. In 1922, a bond issue of \$6,000 was presented to the registered voters in District 7 for an addition to the school building; the proposal passed.

The first store in Derby was established by Tipton and Pearl Brewer in 1912. The retail business started in a small building; in 1918, the Brewers constructed a larger store to accommodate their growing business selling dry goods, groceries, ice cream, salt and fresh meats, hardware and automobile supplies. A lumber yard, owned by J. H. Peterson, was constructed in Derby in 1913 near the Brewer store and close to the railroad depot. In 1920, the business was sold and became known as the Derby Lumber Company, which sold farming implements, coal, cement, and building materials; the lumber company also provided construction services and was awarded the contract in 1921 to construct Waldo Kennels, a boarding and breeding facility located approximately one mile northwest of Derby along Brighton Road. (The lumber yard and Derby store remain today, now doing business as Younger Brothers Lumber & Hardware [6350 E. 72nd Place/5AM3137] and

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Pawn Bank [7270 Highway 2/5AM3157]. The north end of Derby Liquors, now linked to Pawn Bank, is Tipton Brewer's former real estate office.)



Figure IV-6.

The Burlington Ditch meanders through the landscape, west of Derby. It remains an integral part of one of the largest irrigation systems in Adams County and remains mostly unaltered since its completion in 1888.

The Midwest Packing Company constructed a large frame building near Derby for packing meat in 1921. The Duroc stock farm, a facility for raising hogs to later sell to individuals or packing houses in Denver, was located in Derby in 1922. The state's first fish hatchery, located approximately two miles north of Derby, was constructed circa 1882 following the creation of the Office of Fish Commissioner by the Colorado State Legislature. It was rebuilt in 1889 and then improved in 1922 with the addition of buildings and troughs; the hatchery had the largest capacity of any trout hatchery in the United States following the improvements. (The hatchery was later closed in 1963. It now functions as a rifle range for the Division of Wildlife.)

"Considerable lumber is being loaded these days at the Adams City switch, consigned to the Derby Lumber Co. It signifies a building boom in this locality," the Brighton Blade

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reported on June 9, 1922. The Colorado Power Company installed electric lights in the community in 1923, which was "...a decided improvement". The population doubled from 100 in 1924 to 200 in 1925. By 1930, the population had grown to 300 and new businesses had been established, including a garage, an auto filling station, a pool hall, and a marmalade company; the Community Church provided worship services to the residents.

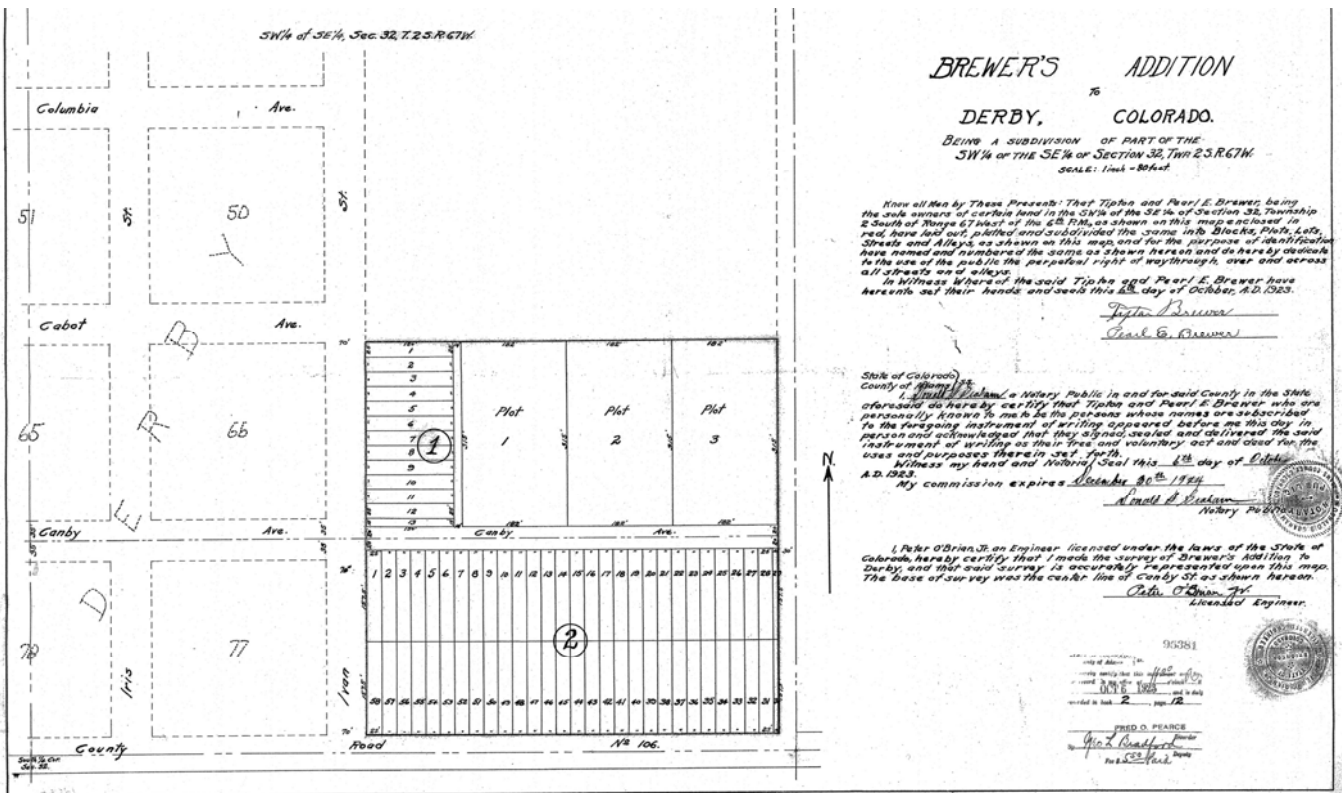


Figure IV-7.
Brewer's Addition to Derby, Colorado was recorded on October 6, 1923 in Adams County. Both lots for urban and agricultural development were provided with this plat. Source: Adams County, CO Clerk & Recorder.

Tipton and Pearl Brewer not only operated a general store in Derby but also acquired land from the Lincoln Land Company and George McCullough to sell at their real estate business, which was established circa 1923. It was during this year on the 20th of February that the Brewers purchased previously-vacated blocks numbered 67 and 76 on the east side of Ivan Street (now Magnolia) and the adjacent two blocks to the east (68 and 75) along with the vacated street that originally separated blocks 67 and 76 from blocks 68 and 75. The Brewers paid \$3,000 to the Lincoln Land Company for this parcel of land and named it "Brewers Addition to Derby, Colorado". The plat included lots measuring 25 feet wide by 150 to 157.5 feet deep as well as larger parcels containing over one acre of land. (Refer to Figures IV-7 and IV-12.) The 71 smaller parcels were intended for single dwellings and/or commercial buildings while the three larger plots accommodated small tract farming. Assuming that the asking price for one of the small lots was \$100, similar to the selling price of similar lots in the Town of Derby during the

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same time period, the Brewers could more than double their initial investment if all lots were sold. However, by 1938, only approximately ten houses had been constructed in Brewers Addition, including 7280 Magnolia Street/5AM3173 and 6601 E. 72nd Avenue/5AM3136 in the survey area. The only church in Derby was built in the northwest corner of Block Two on Lots 1 through 4, which is now the site of the Family of Christ Living Word Church/5AM3147. (Refer to Figure IV-11.) So Brewers Addition did not significantly contribute to Derby’s growth during this time period.

In May of 1926, the Brewers purchased another parcel from the Lincoln Land Company that had earlier been vacated; they paid \$2,000 for land lying north of Chaucer Street (now E. 72nd Avenue) and west of Horace Street (now Krameria Street), located west of the Town of Derby. They also acquired blocks 36, 37, 38, 53, and 63 from the LLC circa 1926; these blocks are located in the northwest corner of the Town of Derby on the opposite side of the railroad right-of-way and outside the survey area. (Refer to Figure IV-3.)

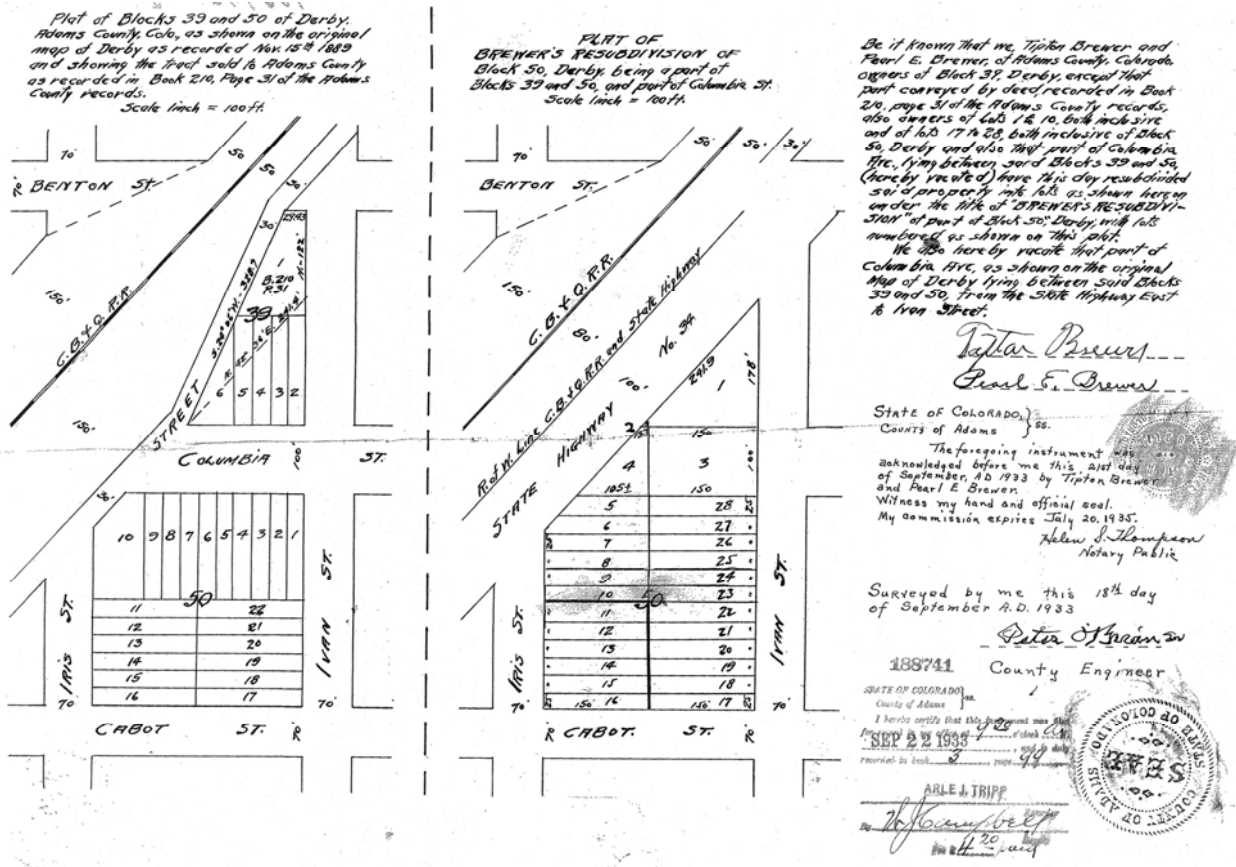


Figure IV-8.
 “Brewer’s Resubdivision of Block 50” was recorded on September 22, 1933 in Adams County. Source: Adams County, CO Clerk & Recorder.

The Brewers purchased Block 39 and Lots 1 through 10 as well as Lots 17 through 22 in Block 50 circa 1933 in the Town of Derby. (Lots 11 through 16 in Block 50 were owned by George McCullough’s daughters, Alice M. Hunt and Mary M. Tileston following McCullough’s death on December 30, 1927.) A tavern known as the Three Mile Inn (7390

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Highway 2/5AM3160) was constructed on Lots 1 and 2 shortly afterwards. By 1938, two additional buildings were constructed on Block 50 including 7360 Highway 2/5AM3159, which now functions as a specialty store but may have originally served as a single dwelling. (Refer to Figures IV-8 and IV-11.)

A portion of Block 39 was earlier sold to Adams County, which provided a right-of-way width of 100 feet for State Highway 2. (Prior to this time, Derby Road East and Derby Road West were platted as 30 feet wide on both sides of the railroad right-of-way.) Columbia Avenue was vacated and the two blocks were combined to create “Brewer’s Resubdivision of Block 50”. (Refer to Figure IV-8.)



Figure IV-9.

The railroad depot located adjacent to Highway 2 can be seen in this view of Derby looking southeast taken circa May 1942. Building construction was concentrated along Locust Street (then named Hume Street) and Highway 2 (originally known as “Derby Road”). The depot was demolished in the early 1960’s at the same approximate time as Derby’s annexation into Commerce City. Courtesy, History Colorado (Mazzulla Collection, Scan #10023018)

The “Black Tuesday” stock market crash of 1929 marked the beginning of the Great Depression. The gross national product was reduced in half and unemployment reached

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25%. The United States Department of Agriculture reported that Colorado farmers faced a gloomy outlook during the first half of 1930; decreased domestic and foreign demand was primarily responsible for this condition. Farmers were advised to follow a conservative production policy.



Figure IV-10.

The Continental Oil Refinery, located north of the Denver-Adams county line and southwest of Derby, provided employment during the Great Depression and the “Dirty Thirties”. The refinery was surrounded by farmland when this photograph was taken between 1930 and 1940. Source: Denver Public Library, Western History Photograph Collection, Call Number X-24471.

Drought and dust storms between 1932 and 1938 negatively affected the agricultural-based economy of Derby. The “Dust Bowl” encompassed the panhandles of Texas and Oklahoma as well as areas of Kansas, New Mexico, and Colorado. The drop in rainfall beginning in 1931 and high winds combined with intensive plowing on farms, which

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removed grass and topsoil, resulted in the “Dirty Thirties” with the sun often obscured from view. The Depression and the “Dirty Thirties” caused farming and ranching families to seek alternative employment. Federal relief programs including the Civil Works Administration (CWA), the Federal Emergency Relief Administration (FERA) and the Works Progress Administration (WPA) provided a source of employment during this time.

Industrial development in Adams County beginning in 1930 helped the local economy overcome the negative impact of the Depression, drought, and dust storms. The Continental Oil Company refinery (now owned by Suncor Energy) was constructed north of Denver, east of the South Platte River. (Refer to Figure IV-10.) Oscar Malo worked with John K. Mullen at the Colorado Flour and Elevator Company before starting his own business and constructing large grain elevators in Adams County in 1937.

In 1934, the Colorado, Burlington and Quincy Railroad introduced the Pioneer Zephyr, which was the first diesel-powered streamlined passenger train in the United States. On May 26, 1934, the Pioneer Zephyr carried passengers on a 1,000 mile record-breaking, non-stop trip from Denver to the World’s Fair in Chicago; it was considered one of the greatest transportation events of the Thirties and most likely attracted Derby spectators.

Approximately 25 structures were recorded in the Town of Derby in the first USGS map, published in 1938. (Refer to Figure IV-11.) The population increased from 300 in 1930 to 550 in 1938. The population in 1940 was recorded at 600; businesses included auto service stations, a garage, a drug company, restaurants, taverns, grocery and meat markets, a roller skating rink, a dance hall, a printing and publishing company, and poultry raisers. Three tourist and cottage camps were also located in Derby, reflecting the growing popularity of automobile tourism and the town’s significant location adjacent to State Highway 2.

The Rocky Mountain Arsenal and Denver Municipal Airport (1942 – 1946)

The beginning of World War II spawned new industry in Colorado. Given its “interior” location in the United States, Colorado was considered less vulnerable to enemy attack than states along the east and west coastlines. Consequently, training camps as well as munitions production and storage were located in the Denver area, which made it the nation’s second wartime capital outside Washington D.C. with its more than two hundred federal bureaus. Fitzsimons Army Hospital, located in Adams County at the intersection of East Colfax and Peoria Streets in Aurora, was established during World War I and expanded during World War II, becoming the largest military medical facility in the world.

A large tract of land encompassing 20,000 acres of farmland (or 27 square miles), located along the east side of Quebec Street and directly east of the Town of Derby, was chosen by the War Department for the construction of a chemical warfare plant. Construction of the Rocky Mountain Arsenal began on June 13, 1942 after approximately 200 families were forced to move off their property following condemnation proceedings. Buildings were moved from the former agricultural property, including 154 houses. The construction headquarters for the arsenal were established in Adams City, located west of Derby, with

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bus service provided for the construction workers. Plant production at the arsenal began in December of 1942 following six months of construction activity.

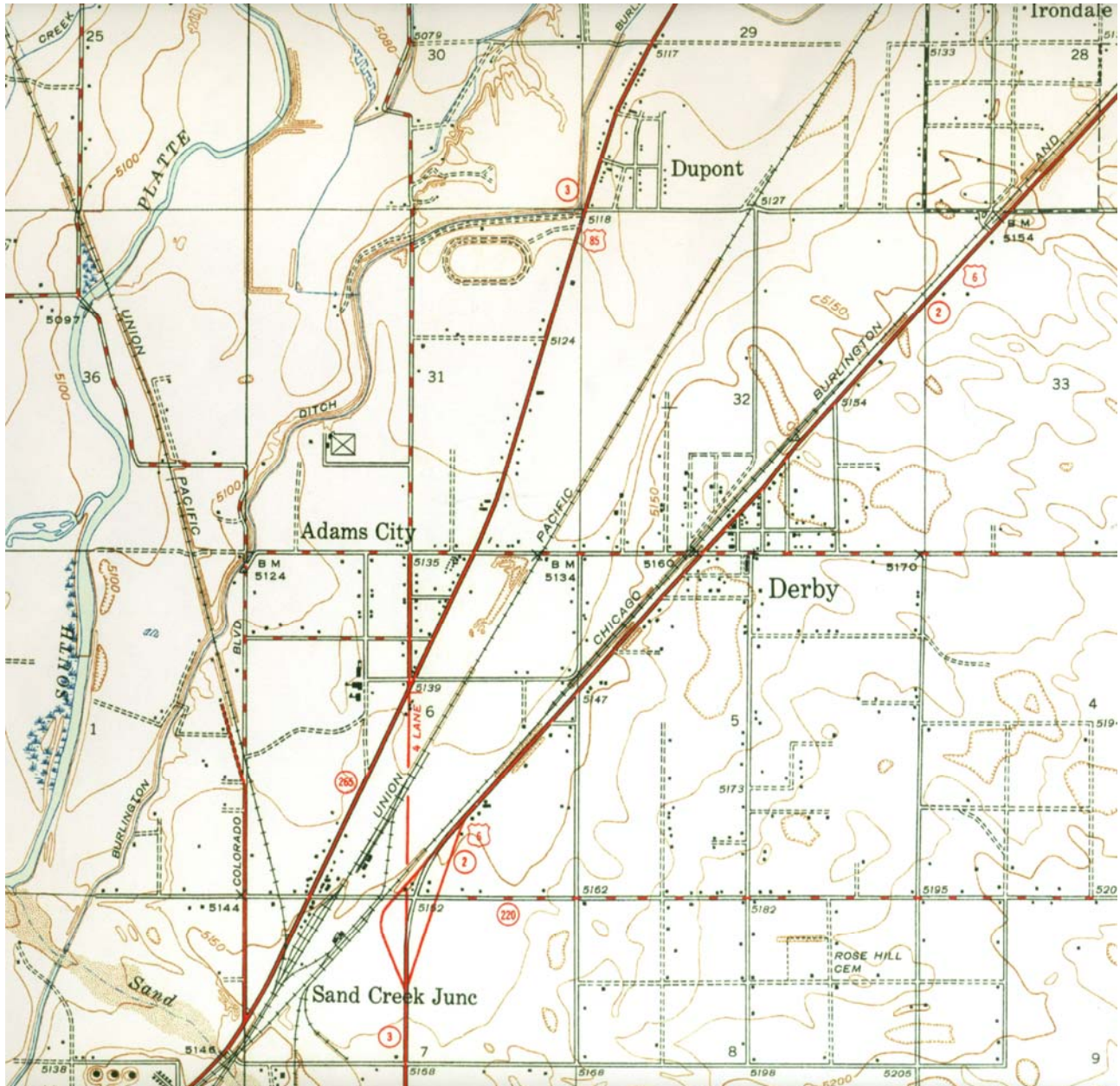


Figure IV-11.

Excerpt of USGS Map "Derby, Colorado", dated 1938. Approximately 25 structures existed in the Town of Derby, which had improved dirt roads, denoted by the solid parallel lines. Source: US Geological Survey Federal Center, Denver, Colorado.

During World War II, the Arsenal employed approximately 3,000 civilian and military personnel for the manufacture of chemical, intermediate and toxic products as well as incendiary munitions. It also functioned as a prisoner of war camp for German and Italian

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prisoners and as the Western Chemical Warfare School. After the war ended in 1945, portions of the arsenal were leased to private industry, including the Shell Chemical Company, which manufactured various chemical pesticides.

Denver Municipal Airport, dedicated in 1929, was the site of a bomber modification center where new Boeing B-17 “Flying Fortress” heavy bombers, flown from Seattle, received equipment for overseas combat duties during World War II. Located approximately four miles south of Derby, the center employed approximately 800 people working in three shifts by 1943. A larger modification center was constructed on a 90 acre tract of land near the airport; it became the largest modification center in the country for the B-17 Flying Fortress but also equipped the B-29 Superfortress and planes used for photoreconnaissance over Japan. Meanwhile, the original center was converted to testing heavy bombers. By February of 1945, approximately 3,200 people worked multiple shifts, 24 hours each day, at the modification center.

Denver Municipal Airport was renamed Stapleton Airport in August of 1944 for Denver Mayor Benjamin F. Stapleton, who had been instrumental in establishing the municipal flying field in 1929. By the end of World War II, the airport had more than doubled its original area, covering 1,435 acres, and offering employment to more than 1,200 workers.

Derby’s population increased five-fold from 600 in 1942 to 3,000 in 1950, suggesting that the nearby presence of the Arsenal and Denver Municipal Airport had a significant impact on Derby’s growth and development. Six buildings were constructed in Derby’s downtown district between 1942 and 1946, including three single dwellings at 7211 Magnolia Street/5AM3166, 7261 Magnolia Street/5AM3170, and 7275 Monaco Street/5AM3188, which may have been built for arsenal or airport employees; another single dwelling at 7249 Magnolia Street/5AM3168 was purportedly moved from the Rocky Mountain Arsenal. A specialty store (now restaurant) at 6460 E. 73rd Avenue/5AM3148, a multi-tenant building next door at 6474-6490 E. 73rd Avenue/5AM3149, and a small professional office building at 7290 Magnolia Street/5AM3174 also appeared in Derby during this time period.

Derby’s Growth Following World War II (1947 – 1975)

The National Housing Act of 1934 created the Federal Housing Administration (FHA), which laid the groundwork for changes in the housing industry. Formed when approximately two million construction workers were unemployed during the Great Depression, the FHA initiated a program that insured a lending institution against loss of principal in case a borrower failed to meet the terms and conditions of the mortgage. The borrower paid an insurance premium of one-half of one percent on declining mortgage balances for the lender’s protection and, in return, received a lower interest rate on the mortgage. Although lending institutions welcomed this assistance from the federal government, the Depression greatly reduced the impact of the program.

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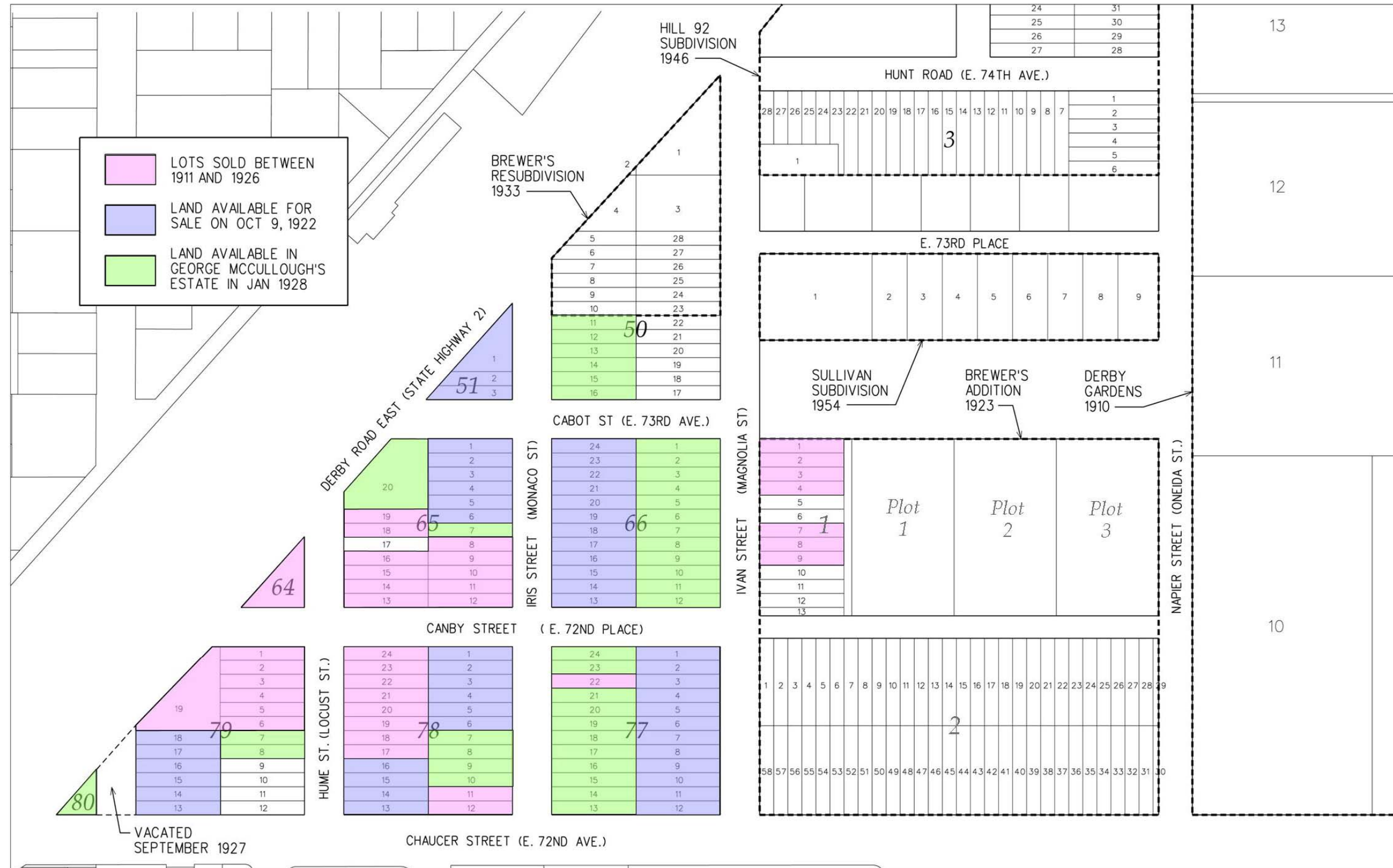


Figure IV-12.

The majority of the lots sold between 1911 and 1926 in the Town of Derby were concentrated along Derby Road East (now Highway 2). Derby Gardens was platted in 1910, followed by Brewer's Addition in 1923, Brewer's Resubdivision of Block 50 in 1933, Hill 92 Subdivision in 1946 (platted by George McCullough's daughter, Alice M. Hunt), and the Sullivan Subdivision in 1954. Derby Gardens is located directly east of Brewer's Addition.

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The subsequent enactment of the Serviceman’s Readjustment Act of 1944, known as the “GI Bill”, stimulated the economy with provisions that included access to low interest home loans with no required down payment. The return of millions of servicemen to civilian life at the end of World War II, coupled with government mechanisms for affordable financing in place, created an unprecedented demand for low-cost single-family housing beginning in the mid-1940s.

Automobile manufacturing plants that had been restructured for the production of military vehicles shifted back to automobile production following World War II. Former servicemen’s need for affordable single-family houses to accommodate their growing families was coupled with their desire to own an automobile that provided them with mobility and allowed urban areas to expand outward. A national suburban culture developed as a result of these two trends, with builders purchasing land in outlying urban areas for the construction of new houses.

The Denver metropolitan area experienced a critical housing shortage following World War II. In September of 1946, the metropolitan area was listed in second place for being the most critical housing area in the country. An article about Denver’s housing shortage appeared in *Collier’s Magazine* in December of 1946. The article, titled “No Home in the West”, criticized the city for being caught “with its foundations down”. A local committee was appointed in 1947 to study veterans’ housing needs and found that 15,000 to 20,000 additional dwelling units would be required over the next three years. The Rocky Mountain News reported on August 3, 1947 that 75 percent of Denver’s married veterans were dissatisfied with their living quarters and were looking for another place to live.

The widespread use of the automobile also caused new business models to develop that were oriented towards this popular mode of transportation. As the population moved from the core of cities to the outlying suburbs, commerce and trade followed. The new suburbanite became dependent upon the car for work, shopping, obtaining services, and recreation. Consequently, the drive-in restaurant and convenience store were born. Newly-constructed shopping centers and grocery stores were surrounded by large parking lots to accommodate shoppers who arrived in their automobiles. (Refer to Figure IV-13.) Office buildings for medical professionals and small multi-tenant buildings for service-oriented businesses were constructed to serve the local residents of the suburban communities. Automobile-focused businesses, including gas stations and tire service centers, appeared on the suburban landscape.

Although Derby had been touted as a suburb of Denver in 1909, the former railroad town blossomed and truly became a bedroom community of Denver following World War II with its location less than five miles north of the Mile High City and its close proximity to the Rocky Mountain Arsenal, Stapleton Airport and Commerce Town, which provided employment for Derby’s residents.

In 1951, the City and County of Denver expressed interest in annexing the business and industrial development adjacent to its shared border with Adams County, alarming many south Adams County residents and the owners of thirty-eight major industries in the area. The tax valuation of the area exceeded 200 million dollars, making it the state’s wealthiest

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industrial section at that time. The concerned citizens organized a meeting to consider incorporation of the area and thereby prevent annexation by Denver. A group of approximately 300 residents voted in favor of the incorporation of “Commerce Town” in 1952, which encompassed an area of approximately four square miles. (A movement to incorporate the Town of Derby along with Dupont and Adams City as part of a new “Hazeltine City” occurred during the same year but failed.) H. Alfred Krogh was elected mayor of Commerce Town in December of 1952. Although the town had a resident population of 1,000 at the time of incorporation, it employed approximately 10,000 people in its industrial area, which included six oil refineries, two grain elevators, one of the state’s two paper pulp industries, and other major manufacturing and freight-hauling industries.



Figure IV-13.

The former Hi-Lo Market, located at the southeast corner of East 73rd Avenue and Monaco Street at 7290 Monaco Street/5AM3190, was constructed in 1953 in response to the growth in population following World War II. Large parking lots were provided adjacent to the grocery store. Source: City of Commerce City, Colorado.

Thomas A. Hunt, a real estate broker and coined the unofficial “mayor” of Derby, spearheaded another movement in 1954 to incorporate the Town of Derby after unflattering stories appeared in the Denver Post about “shantytown” developments appearing north of Denver. The incorporation plan included stronger zoning and building regulations as well as greater police protection, which would require a 30-mill tax rate levy

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to finance the incorporation plan. The proposal was rejected by voters by a margin of three to one.



Figure IV-14.

The development of the Pattie Lea subdivision began in June of 1955. The three-bedroom houses were built to accommodate former World War II servicemen and their families who lived near Derby.

Although incorporation of Derby was unsuccessful, significant commercial development in its downtown district occurred following the establishment of the South Adams County Water and Sanitation District. In January of 1953, residents of the unincorporated communities of Adams City, Derby, and Dupont as well as a portion of the newly-incorporated town of Commerce voted to approve the issuance of water bonds valued at \$1,500,000 for the construction of a water system consisting of forty-three miles of mains connected to four deep wells and five steel storage tanks with a total capacity of 875,000 gallons. At the time of the election, the system served an estimated population of 5,000 residents within an approximate ten square mile area. The bond issue passed by a narrow margin: 508 voters favored the proposed water system while 503 voters opposed it. Water lines were installed in Derby and the nearby subdivisions beginning circa 1953. A sewer system followed circa 1957. Building owners no longer needed land area to accommodate wells and septic fields nor was fire as threatening in a densely-developed

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commercial area with fire hydrants nearby. Consequently, commercial development to serve the nearby burgeoning subdivisions, which also now had water and sewer service available, took off in Derby.

Seven commercial buildings were constructed in the downtown Derby district between 1948 and 1952, prior to the availability of piped water and sewer systems. These include two office buildings (6451 E. 72nd Ave./5AM3133 and Derby Professional Building at 6401-6405 E. 72nd Ave./5AM3132), a specialty store (Ben Franklin Variety Store at 6454 E. 72nd Place/5AM3142), a grocery store and specialty store next door (Hi-Lo Market and Shopping Center Pharmacy at 6470-6490 E. 72nd Place/5AM3143), two multi-tenant buildings (7270-7272 Locust St./5AM3165 and 7250-7260 Magnolia St./5AM3169), and the north half of a strip shopping center (7270 Monaco St./5AM3186 and 7280 Monaco St./5AM3187). (Refer to Figures IV-15 through IV-18.)



Figure IV-15. The Ben Franklin Variety Store once served the public from this building at 6454 E. 72nd Place (5AM3142), constructed in 1951.



Figure IV-17. This duplex, accommodating a professional office and a beauty salon, is located at 7250-7260 Magnolia Street (5AM3169) and was built in 1951.



Figure IV-16. The Hi-Lo Market and Shopping Center Pharmacy earlier conducted business from 6470-6490 E. 72nd Place (5AM3143), constructed in 1951.



Figure IV-18. Adams County Assessor's records indicate that the north half of this strip shopping center, 7270-7280 Monaco Street (5AM3186 & 5AM3187), was constructed in 1952.

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Builders purchased land for single-family home developments near Derby once water and sewer service became available. The Universal Investment Company, headed by Samuel L. Siegal, invested \$1.5 million in the construction of the Pattie Lea subdivision, located in the northwest corner of the Town of Derby. Approximately 183 houses were constructed within a nine month period beginning in June of 1955. The reported cost of the three-bedroom homes ranged from \$7,995 for the smallest unit to \$10,500 for a house containing 1,076 square feet with a required down payment of \$300 to \$500. Advertised features of the larger houses included oak floors, tile floors in the kitchen and bathroom, steel framed windows, fiberglass insulation, birch veneer doors, a utility room, and an outdoor storage space. (Refer to Figure IV-14.) Other nearby subdivisions developed during the same time period include Derby Heights and Pontiac Gardens, located north of Derby's central business district, and those built by the Derby Corporation southwest of town. Hanson Elementary School was constructed in nearby Derby Gardens to serve the surrounding growing population. However, the area surrounding Derby was not witness to large-scale housing development like other Denver suburbs due to the lack of large parcels of land already occupied by nearby Stapleton Airport, the Rocky Mountain Arsenal, and industrial uses.

Following the installation of public utilities in Derby's downtown district, twenty-one commercial buildings were constructed between 1953 and 1960 (or three times as many as were built prior to the availability of public water and sewer service). Buildings erected during this time period include a grocery store (7290 Monaco St./5AM3190-1953), seven specialty stores (6440 E. 72nd Place/5AM3139-1953, 6525 E. 72nd Place/5AM3144-1954, 7360 Magnolia St./5AM3178-1954, 7220 Locust Street/5AM3161-1958, 6461 E. 72nd Avenue/5AM3134-1960, 6600 E. 74th Avenue/5AM3154-1960, and 7200 Monaco Street/5AM3180-1960), three professional office buildings (7260 Locust Street/5AM3164-1955, 7201 Monaco Street/5AM3181-1958, and 7270 Magnolia Street/5AM3171-1959), nine multi-tenant buildings (7285-7287 Monaco St./5AM3189-1953, 6451-6461 E. 72nd Place/5AM3141-1955, 6551 E. 73rd Avenue/5AM3151-1955, 6580 E. 73rd Avenue/5AM3153-1955, 7225-7249 Monaco St./5AM3183-1955, 7253-7255 Monaco St./5AM3192-1955, 6441-6443 E. 72nd Place/5AM3140-1957, 7291-7295 Monaco St./5AM3191-1957, and 6400-6406 E. 72nd Avenue/5AM3138-1959), and the south half of a strip shopping center (7250 Monaco St./5AM3184-1953 and 7260 Monaco St./5AM3185-1953). (Refer to Figures IV-19 through IV-22.)

Advocated by President Dwight Eisenhower, the Federal-Aid Highway Act of 1956 authorized the expenditure of \$25 billion over a twelve year period for the construction of a National System of Interstate and Defense Highways. Derby had early been accessible by automobile due to its location adjacent to Derby Road East and Derby Road West, which were improved during the 1920's to become State Highway 34 and then renamed State Highway 2 when the roadway was realigned to the eastern side of the railroad right-of-way. But the construction of interstate highways near Derby greatly improved its access. At its northern end, State Highway 2 terminates at Interstate 76; the construction of Interstate 76 started in August 1958, with its completion near Derby in 1966. Interstate 270, which is located approximately two miles south of Derby, connects Interstate 76 to Interstate 70; its construction began in the late 1960's.

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Figure IV-19. Constructed in 1953, Wolf's Sporting Goods & Menswear once served local customers from this location at 6440 E. 72nd Place (5AM3139).



Figure IV-21. 7220 Locust Street (5AM3161) was built in 1958 and is the former home of Derby Cleaners, which closed circa 2005.



Figure IV-20. Although now a mortuary, this building constructed in 1955 at 6580 E. 73rd Avenue (5AM3153) and its neighbor, 6551 E. 73rd Avenue (5AM3151), once accommodated multiple tenants including a billiard hall and a furniture store.



Figure IV-22. Derby Lanes and the Snack Basket were strategically located in the heart of Derby at 7253-7255 Monaco Street (5AM3192), constructed in 1955. The bowling alley closed circa 2008.

With the increase in families moving to the area and improvements in roadways, public bus service to Derby, available Monday through Saturday, followed in 1958. Originating in Denver, the route ran diagonally along U.S. Highway 6-85 to East 60th Avenue and then headed north on Monaco Street to Derby.

The Rocky Mountain Arsenal was reactivated with the outbreak of the Korean War. A new facility for the manufacture of a new toxic nerve agent was constructed between 1951 and 1953, with an additional workforce of 1,000 employees hired. Between 1959 and 1962, another manufacturing facility was built in collaboration with the Air Force for blending rocket fuels. The arsenal was later devoted to producing chemical weapons for the Vietnam War. The military installation offered postwar military and civil service jobs that provided employment for residents of adjacent areas, including Derby. Adams

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County's population rose from 22,481 in 1940 to 185,789 in 1970, representing an increase of over 800 percent.

Commerce Town voted to annex the Town of Derby in 1962. As a result, the population of Commerce Town increased from 4,000 to over 16,000 residents and its name was changed to "Commerce City". Seven buildings were constructed in Derby's downtown district following its annexation into Commerce City, between 1962 and 1975. They include one restaurant (7220 Highway 2/5AM3156-1962), four specialty stores (7230 Locust Street/5AM3162-1962, 7200 Highway 2/5AM3155-1963, 7380 Magnolia Street/5AM3179-1969, and 7350 Highway 2/5AM3158-1971), a post office (7351 Magnolia Street/5AM3177-1962), and a bank (7326 Magnolia Street/5AM3176-1974). (Refer to Figures IV-23 through IV-26.)



Figure IV-23. This former Chevron Service Station, located at the west end of E. 72nd Avenue at 7200 Highway 2 (5AM3155), was constructed in 1963.



Figure IV-25. The Commerce City Branch of the U.S. Post Office was constructed at 7351 Magnolia Street (5AM3177) in the Derby District in 1962.



Figure IV-24. The Econo-O-Wash Laundry served Derby from this location at 7230 Locust Street (5AM3162) beginning in 1962. A portion of the original storefront was replaced with wood siding to accommodate a dentist's office.



Figure IV-26. The Brighton Federal Savings & Loan Association opened here at 7326 Magnolia Street (5AM3177) in 1974. It is now the Bank of the West.

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Derby after the Building Boom (1976 – Present)

Opposition to the Vietnam War, in combination with controversy over groundwater contamination due to the storage and disposal of poisonous gas and its effect on wildlife, caused the Rocky Mountain Arsenal to be the focus of controversy by 1969. Consequently, the demilitarization of chemical weapons became the Arsenal's primary mission after 1970. The incineration of mustard occurred in 1971 followed by the destruction of biological agents, the demilitarization of M34 cluster bombs, and the neutralization of stored nerve gas in 1973. When the local press later published reports of polluted wells near the Arsenal, the military facility explored ways to destroy the remaining chemical weapons off-site. In 1982, all production at the facility ended and the task of removing pollutants from buildings, equipment, soil, and water began. Employment opportunities were no longer available at the Rocky Mountain Arsenal.

The building boom that Derby experienced during its years following World War II ended when the Rocky Mountain Arsenal ceased its operations and new commercial development occurred south of the former railroad town. Many merchants moved out of the area, leaving buildings vacant. Consequently, the potential revitalization of Derby became a key concern with studies performed in 1976, 1985, and 2005. All of the studies recognized Derby's potential competitive advantage with other retail centers through strategic planning, physical improvements, and target marketing.

During the summer of 1985, Commerce City's Department of Community and Economic Development Office requested that the University of Colorado's College of Design and Planning in Denver assist them in developing a preliminary revitalization plan for the merchants and property owners located in the Derby Commercial District, which became Commerce City's core downtown area following its annexation. The primary deficiencies of the commercial district identified at this time included the need to develop a better identity for the area, especially along its perimeter where main entry points needed to be made more significant, and improving the continuity and linkages between the buildings within the district. Secondary issues included inconsistent façade, signage and canopy treatments, insufficient lighting at night, lack of uniform business hours, lack of city-provided trash removal service, lack of landscaping, inadequate parking, and safety of angled parking. There were vacant and dilapidated buildings that required improvement or removal; some of the vacant lots were not maintained. Most of these property types were located in Block 65, bounded by Highway 2, Locust Street on the west, and East 73rd Avenue on the north. (Refer to Figure IV-27.) In 1986, the study team made a number of recommendations, which were published in a preliminary revitalization plan and included the development of Architectural Design Standards with signage guidelines; the addition of awnings was recommended to establish a strong design theme and provide a consistent location between the awning and the roof line for the placement of business signs.

Because many of the recommendations of the 1986 study were not implemented, another major study of the revitalization of Derby occurred almost twenty years later. New housing and commercial developments in northern Adams County were drawing residents from Derby, leaving an increased number of vacant and rental properties in the area. Consultants J. Kemper Will and Dana Crawford of Derby District LLC found that Derby is

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ideally located to become a destination: Downtown Denver is a 12 minute drive from Derby while access to Denver International Airport requires only a 20 minute trip. The former Rocky Mountain Arsenal, now the Rocky Mountain Wildlife Refuge, and the Colorado Rapids' soccer stadium are nearby attractions.



Figure IV-27.

This building located at 7220 Highway 2 (5AM3156), constructed in 1962, is an example of a vacant and poorly maintained property in Derby that was addressed as a concern by the 1985 revitalization study team.

The consultants recommended that design guidelines be developed that incorporate the following goals:

1. Respond to the needs and findings of the community and the City as expressed in the 2006 Community Needs Survey.
2. Re-establish Derby as a destination through elegant and cohesive landscaping, a friendlier pedestrian environment, and 24/7 activity.
3. Give Derby greater visibility and identity by providing entry icons at strategic locations, a better definition of the edge or perimeter of Derby, a better defined core as the center

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and focus of Derby for a venue for open-air markets and fairs, and consistent and compatible signage, lighting and landscaping.

4. Use the 1950's era as a unifying architectural foundation for greater identity while still allowing the existing buildings to be an expression of their time, use, and function.
5. Revitalize Derby with greater building density, increased building heights, greater variety of land use, stimulation of a broader business market with a variety of uses and users 24/7, greater environmental awareness in planning and design, and encouragement of multi-functional use of individual spaces to ensure a variety of uses at different times of the day.



Figure IV-28.

The Joe Reilly Park is located at the northeast corner of East 72nd Place and Locust Street. Amenities include benches and bicycle racks.

6. Become an environmental model; environmental design will result in long term benefits and economic efficiencies.
7. Transform Derby into a multi-modal traffic environment, while continuing to support the importance of the automobile, which may be accomplished through wider sidewalks

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near buildings, better pedestrian connections to community assets, street furniture, a bike friendly environment, a greater sense of safety and community, and planning for public transportation.

8. Develop models for change by constructing early phases of revitalization to establish the pattern for Derby’s long-term evolution.

A timeline for Derby’s redevelopment was provided, beginning with the master plan study in 2005 and continuing through November 2007 with capital improvement projects.

Since 2005, the City of Commerce City has implemented several programs, following the consultants’ recommendations, to support the redevelopment of Derby; they include the revitalization of the Joe Reilly Park, located at the northeast corner of East 72nd Place and Locust Street, and the investment of \$1 million in intersection improvements at 72nd Place and Monaco Street. (Refer to Figure IV-28.) In 2007, design guidelines and standards were adopted for the Derby Sub-Area, which includes both commercial and residential structures. A commercial “Catalyst Program” is now available to encourage business and property owners to update building façades, signage and landscaping within the Derby District.

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V. RESULTS

Types of Resources Surveyed

The Historic Derby District Survey resulted in the completion of six (6) intensive level, fifty-six (56) reconnaissance level, and nineteen (19) ancillary reconnaissance survey forms documenting resources in the survey area. Following consultation with the SHF, the OAHP, and the CCHS, the six historic resources selected for intensive level survey included a single dwelling, three multi-tenant commercial buildings, a medical office building, and a bank. A description of each resource in its order of construction follows; their locations are identified on the Resource Map on page 59.



Courtesy, History Colorado (Mazzulla Collection, Scan #10023018) Circa 1942

Figure V-1.

The former buildings located at the north end of Locust Street can be seen in this view looking southwest. The Derby Lumber Company – Younger Brothers Lumber Company located at 6350 E. 72nd Place (5AM3137) is partially visible behind Tipton and Pearl Brewer’s real estate office. Most of the early buildings in Derby were wood-framed with wood shingle roofing and wood siding.

1. The Denver T. and Ida M. Black House is located at 7240 Monaco Street (5AM3182). Denver Truman Black, Sr. acquired ownership of the west half of block 77 in the Town of Derby. Here he not only built his house circa 1935 but also a building for his automobile repair business known as Black’s Garage, located at 7200

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- Monaco Street (5AM3180). Members of the Black family lived at 7240 Monaco Street until circa 1999. The house is one of the earliest homes constructed and still remaining in the historic Derby district.
2. The multi-tenant commercial building located at 7225-7249 Monaco Street (5AM3183) was constructed circa 1955 by Jack R. and Lois T. Williams. Jack Williams' business, Arsenal Supply Company, occupied the tenant space at 7225 circa 1956 to 1957, conveniently located near the Rocky Mountain Arsenal. This resource has had continuous use as a multi-tenant building and possesses a high level of integrity with regard to materials, design, workmanship, association and feeling that can be attributed to Post-World War II commercial architecture. Its significant architectural features include the brick and concrete block construction, the corbelled brick piers defining the building's structural bays and party walls, and the aluminum storefronts and steel casement windows.
 3. Another multi-tenant commercial building is located at 6451-6461 E. 72nd Place (5AM3141). A single dwelling once occupied the lots associated with this property and the two adjacent properties, 6441-6443 E. 72nd Place (5AM3140) and 7253-7255 Monaco Street (5AM3192). Austin K. and Emma Mae Thompson are responsible for the construction of this building as well as other similar buildings in Derby. Its character-defining features include its masonry construction utilizing two colors of brick, the aluminum storefronts, the wood-framed canopy with angled soffit that extends across the full width of the front façade, and the large brick pier at the west end of the canopy.
 4. Tasty Donuts is the earliest known occupant of this building, located at 6441-6443 E. 72nd Place (5AM3140) and constructed circa 1957. A barber has always occupied the adjacent tenant space at 6443. Located in the heart of Derby's central business district and situated among other similar commercial buildings that were constructed during the same time period, the building retains most of its original historic fabric and conveys its significance to a current observer.
 5. The medical office building, originally named "Doctors Clinic", was constructed circa 1959 at 7270 Magnolia Street (5AM3171). In 1957, Dr. Stewart D. Stevens purchased the property and constructed a medical office building here to serve the growing post-World War II population in Derby and Commerce City. The building's design includes an angled entry at the front west façade, a flat roof with deep overhanging eaves, and neon tube lighting mounted on the sheet metal fascia.
 6. Metropolitan State Bank, now Key Bank, was constructed in 1969 at 6565 E. 73rd Avenue (5AM3152). This resource is significant for its continuous use as a local bank and for its local representation of the Modern Movement – New Formalism style of architecture. The building utilizes Classical elements including the expression of the concrete structural frame and the dominant overhanging entablature at the top of the building.

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1. Denver Black House c. 1935
5AM3182 / 7240 Monaco St.



4. Tasty Donuts c. 1957
5AM3140 / 6441-6443 E. 72nd Place



2. Multi-Tenant Comm'l Bldg c. 1955
5AM3183 / 7225-7249 Monaco St.



5. Doctors Clinic c. 1959
5AM3171 / 7270 Magnolia



3. Multi-Tenant Commercial Bldg c. 1955
5AM3141 / 6451-6461 E. 72nd Place



6. Metropolitan State Bank 1969
5AM3152 / 6565 E. 73rd Ave.

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Reconnaissance surveys of the remaining fifty-six (56) resources included six single dwellings, four churches, one post office, one former multi-tenant building now funerary – mortuary, one former single dwelling/professional office now meeting hall, one grocery store, four restaurants, twelve specialty stores, six office buildings (including those for health care professionals), eleven multi-tenant buildings (accommodating specialty stores, offices, and/or restaurants), one bank, five single dwellings converted to specialty stores or offices, one former multi-tenant building now warehouse, one former professional office and grocery store now specialty store, and one former specialty store now professional office. A former garage that was converted to a specialty store at 7238 Locust Street/5AM3163, a parsonage at 6620 E. 72nd Place/5AM3147, and a Post-World War II specialty store addition to Black’s Garage at 7200 Monaco Street/5AM3180 are also described in ancillary reconnaissance forms. All other outbuildings detailed in the remaining 16 ancillary reconnaissance forms function as garages and/or storage buildings.

Approximately 77% of the surveyed resources (48) accommodate commerce and trade, which was expected since the survey was carried out in Derby’s downtown district. As noted above, the intensive and reconnaissance survey also included resources with the following uses:

- 7 domestic buildings (Denver Black House at 7240 Monaco Street/5AM3182, 7211 Magnolia Street/5AM3166, 7229 Magnolia Street/5AM3167, 7249 Magnolia Street/5AM3168, 7261 Magnolia Street/5AM3170, 7271 Magnolia Street/5AM3172, and 7240 Magnolia Street/5AM3182);
- 4 churches (Philadelphia Church at 6551 E. 72nd Avenue/5AM3135, Derby Community Congregational Church at 6610 E. 72nd Place/5AM3147, Iglesia Sirventes Del Rey Jesus Church at 7240 Locust Street/5AM3163, and Maranatha Community Church at 7380 Magnolia Street/5AM3179);
- 1 post office (7351 Magnolia Street/5AM3177);
- 1 mortuary (6580 E. 73rd Avenue/5AM3153); and
- 1 meeting hall (7275 Monaco Street/5AM3188).

Period of Construction

Precise construction dates and subsequent alterations of historic architectural resources were difficult to determine unless a cornerstone or other similar dating device appeared on the building. Estimated construction dates and dates of subsequent alterations were determined by interpolation from chain of title research, plat maps, and newspaper articles. Some building permit records were available from the City of Commerce City but only beginning in 1962 after the City had annexed the Town of Derby. Where no information was available from the above sources, the Adams County Assessor’s recorded date of construction was used. In many cases, dates shown on the Assessor’s records were contradicted by more reliable information and were not used; therefore, many of the dates of construction on the survey forms are indicated as estimated dates. For example, Derby Lumber Company, now known as Younger Brothers Lumber Company, located at 6350 E. 72nd Place/5AM3137 was constructed circa 1913, based upon research in the Brighton

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Blade newspaper, but the Assessor shows the building's date of construction as 1963. This may be the date when modifications were made to the building.

The historic context associated with each resource is indicated in the Survey Log beginning on page 53. Nine resources are associated with two historic contexts because there is a significant ancillary building that was constructed during a different time period or the resource's original use was changed during a later time period. The number of resources associated with each significant time period of Derby's history follows:

- A: The Arrival of the Railroad (1862 – 1889): 0
- B: The Founding of Derby (1889 – 1910): 0
- C: Early Derby (1910 – 1941): 12
- D: Derby and the Rocky Mountain Arsenal (1942 – 1946): 7
- E: Derby's Growth Following World War II (1947 – 1975): 49
- F: Derby after the Building Boom (1976 – Present): 3

In summary, the majority of the resources (49) or 70% are associated with post-World War II development in Derby; five of these resources originally functioned as single dwellings constructed between 1910 and 1941 that were later converted to commercial uses. The next greatest percentage of resources (12) or approximately 17% are associated with Derby's early development between 1910 and 1941; one of these resources at 6601 E. 72nd Avenue/5AM3136 was constructed as a single dwelling but now functions as a specialty store. Another seven resources or approximately 10% were constructed during World War II when the Rocky Mountain Arsenal was fully operational; one resource at 7296 Magnolia Street/5AM3175 was converted from a residential to a commercial use while another resource at 7275 Monaco Street/5AM3188 was constructed as a single family dwelling but now functions as a meeting hall. Therefore, eight resources in the survey area were constructed as single dwellings but have been altered for commercial or social uses. Only three resources have been constructed in the survey area since 1976.

It should also be noted that historic photographs of Derby taken in 1942 and chain of title research reveal that single dwellings were demolished for the construction of post-World War II development. As an example, Tasty Donuts at 6441-6443 E. 72nd Place/5AM3140, La Güera Restaurant at 6451-6461 E. 72nd Place/5AM3141, and Mercadito Latino Grocery Store/Maya's Event Center at 7225-7255 Monaco Street/5AM3192 were constructed on land that was formerly the location of a single dwelling with yard.

Historic and Current Ownership

Determination of building ownership and residency over time for the intensive level surveys was challenging. The surveyors identified the current owner of individual properties through the Adams County Assessor's website and then searched the Adams County Clerk and Recorder's Office for earlier property sales. However, the earliest records available on the County's website date to January 1, 1960. Therefore, it was necessary to research earlier chain of title information at the Clerk and Recorder's Office by searching individual grantor and grantee ledger books; this work was carried out for the intensive-level surveys.

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Business directories for Derby were available beginning in 1911 but, unfortunately, addresses were not provided for individual listings. Once Commerce Town successfully annexed the Town of Derby in 1962, telephone directory listings became available for businesses and residents in Derby. Directories for 1962, 1964, 1971, 1975, and 1992 were consulted.

Another important source of information for historic ownership was the South Adams County Water and Sanitation District Office. Their records provided important information about property owners who requested water taps beginning in 1953 and sewer service in 1957. This information also assisted the surveyors in confirming property ownership that had been identified through chain of title research. Published newspaper articles and books about events occurring in Derby proved helpful, too.

Tipton and Pearl Brewer were early developers of Derby. They purchased land from the Lincoln Land Company and George McCullough, set up a real estate office along Highway 2 at Locust Street, and platted new subdivisions. Most of the early commercial development in Derby was located near the southwest corner of the town, adjacent to Highway 2, and in close proximity to the former railroad depot. Derby Lumber Company was established at 6350 E. 72nd Place/5AM3137 circa 1913 and maintains the same use today. Houses were also constructed in Derby at this time, as evidenced by the 1942 historic photographs and those still remaining today from that time period.

Commercial developers began purchasing land in Derby following the construction of the Rocky Mountain Arsenal in 1942 and the installation of public water and sewer utility lines beginning in 1953. There were a number of developers responsible for the construction of multiple commercial buildings in the core downtown district.

Austin K. and Emma Mae Thompson constructed 6451-6461 E. 72nd Place/5AM3141 (circa 1955); 7253-7255 Monaco Street/5AM3192 (circa 1955), originally known as the "Snack Basket" and "Derby Lanes"; the strip shopping center across the street at 7250 & 7260 Monaco Street/5AM3184 & 5AM3185 (1953); and the grocery store next door, Busley's Supermarket / Hi-Lo Market, at 7290 Monaco Street/5AM3190 (1953). They also owned the land that the Commerce City Branch of the U.S. Post Office was constructed upon at 7351 Magnolia Street/5AM3177 in 1962.

Austin K. Thompson and Wilbur L. Thompson were the original owners of the building located at 6470-6490 E. 72nd Place/5AM3143 (1951), where they operated the Hi-Lo Market before it moved to 7290 Monaco Street/5AM3190 (1953).

Grace and Lee Templeton are associated with 6441-6443 E. 72nd Place/5AM3140, where Tasty Donuts has continuously served the public since the building's construction circa 1957. Their son, Floyd Templeton, purchased 7270 Monaco Street/5AM3186 (1952) and 7280 Monaco Street/5AM3187 (1952) from Austin K. and Emma Mae Thompson. Floyd Templeton was also one of the original founders of Metropolitan State Bank in 1950; the bank was initially located in the Derby

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Professional Building at 6401-6405 E. 72nd Avenue/5AM3132 (1949). It was later acquired by Key Bank and is now located at 6565 E. 73rd Avenue/5AM3152 (1969).

Jack R. and Lois T. Williams constructed the building at 6454 E. 72nd Place/5AM3142 (1951), the former home of a Ben Franklin Variety Store, and 7225-7249 Monaco Street/5AM3183 (circa 1955), a multi-tenant building where Jack Williams' conducted his business, Arsenal Supply Company.

Based upon water and sewer tap research, Frank A. Marrato is responsible for the construction of the multi-tenant building at 6400-6406 E. 72nd Place/5AM3138 (1959) and the building to the east, 6440 E. 72nd Place/5AM3139 (circa 1953), the former location of Wolf's Sporting Goods & Mens Wear.

Business and health care professionals also contributed to commercial development in Derby. They include Attorneys Berger and Gehler, who are responsible for the construction of their former law office at 7201 Monaco Street/5AM3181 (1958); Doctor Stewart D. Stevens, who built his medical clinic at 7270 Magnolia Street/5AM3171 (circa 1959), as well as Floyd Marks and Eugene Zelinger, who conducted a law practice from their building at 7290 Magnolia Street/5AM3174 (1942). Harlow Leeper, a well-known developer of Commerce City, later purchased 7290 Magnolia and established his real estate business, Leeper and Company, from this location.

Single-family residences remain today in Derby but many were converted to commercial use when the core downtown district became developed during and following World War II. A few single-family houses have been retained by the same owner over a significant period of time. Those resources include the Denver T. and Ida M. Black House at 7240 Monaco Street/5AM3182 and the Denver Black, Jr. and Earlea E. Black House at 6526 E. 72nd Place/5AM3145. Only two families have occupied the house at 7261 Magnolia Street/5AM3170 since its construction in 1945.

Architectural Styles

Since most of the resources in the survey area were constructed after World War II, it follows that the majority of the buildings embody the Modern Movement style of architecture. The resources that were built for commercial purposes typically incorporate one or two colors of brick and often utilize a combination of Roman and modular brick, clear anodized aluminum storefront windows and entry doors, brick rowlock window sills, brick piers expressed at party walls/bearing walls between tenant spaces on primary façades, and flat or barrel-vaulted roofs. Where the resource retains most of these character-defining features, its style/type has been described in the survey forms as Modern Movement/Post-World War II. There are five domestic resources that are included in this category with character-defining features of the Minimal Traditional or Ranch Type. The typical small one-story Minimal Traditional type house lacks decorative detailing and incorporates low or intermediate roof pitches with close eaves and rakes, often a front-facing gable, and wood exterior wall finish. Features of the Minimal Traditional type can be found in the houses at 6526 E. 72nd Place/5AM3145, 7261 Magnolia/5AM3170, 7271

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Magnolia Street/5AM3172, and 7296 Magnolia Street/5AM3175. (Refer to Figures V-8 and V-9.) The Ranch is characterized by its asymmetrical one-story design with low-slope roof that incorporates a moderate or wide eave overhang and is clad in wood or brick, similar to the ranch at 7211 Magnolia Street/5AM3166 and 7229 Magnolia Street/5AM3167. Forty resources, out of a total of 65 resources that include the two outbuildings and the building addition described in the ancillary reconnaissance forms, or approximately 62% exhibit the Modern Movement/Post-WW II architectural style/type.



Figure V-2. The original windows at the Save a Lot Food Store at 7290 Monaco Street (5AM3190), constructed in 1953, were replaced. The new windows have wider frames to hold insulated glass and are oriented horizontally instead of vertically like the original units.



Figure V-4. This multi-tenant building at 7291-7295 Monaco Street (5AM3191) was built in 1957. The storefront windows and entry doors appear to be original historic building fabric but stucco was applied to the walls and former brick rowlock sills in 1988.



Figure V-3. Stucco was applied to the south wall of the Derby Professional Building at 6401-6405 E. 72nd Avenue (5AM3132). The east wall retains its original character-defining features from its construction in 1949.



Figure V-5. This vacant building at 6525 E. 72nd Place (5AM3144), formerly the Derby Firestone Store, was constructed in 1954. Although the windows are boarded up, the building still retains most of its Post-World War II architectural features.

Many of the Post-World War II buildings have been altered from their original appearance to improve thermal efficiency or to provide a more “updated” appearance. Original windows

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have been replaced with units containing insulated glass, resulting in wider window frames to support the thicker glass. (Refer to Figures IV-13 and V-2.) Brick walls have been covered with stucco, perhaps to conceal changes in door and window opening locations. (Refer to Figures V-3 and V-4.) Large storefronts have been replaced with wood-framed walls and smaller windows because the commercial use of the building has changed or greater security is desired. Standing seam metal canopies have been added to the front façades to provide customers protection from the weather and to serve as a sign band. Where many of these significant changes have occurred, a resource's style/type is noted in the survey form as Modern Movement/Commercial. Two resources at 7260 Locust Street/5AM3164 and 7270-7272 Locust Street/5AM3165 were modified over the course of this survey. (Refer to Figures V-10 through V-12.) Eleven resources or approximately 17% were identified this way.



Figure V-6. Although altered for commercial purposes, this house at 6601 E. 72nd Avenue (5AM3136) still retains its wood double-hung windows with upper sash containing divided lites.



Figure V-8. This Minimal Traditional type house at 7261 Magnolia Street (5AM3172), constructed in 1945, incorporates a low-pitched front facing gable with close eaves and rakes.



Figure V-7. The house at 7249 Magnolia (5AM3168) serves as a good example of the Craftsman Style with its low-pitched hip-on-gable roof, exposed rafter tails, decorative beams under the porch gable, and partial-width front porch.



Figure V-9. The lack of decorative detailing and low slope roof at 7271 Magnolia Street (5AM3172), built circa 1953, are characteristics of the Minimal Traditional type house.

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Figure V-10. These two resources at 7260 Locust Street (5AM3164) and 7270-7272 Locust Street (5AM3165) retained their Post-World War II character-defining features in August 2013.



Figure V-11. 7270-7272 Locust Street was recently remodeled for a restaurant. Unfortunately, this resource and 7260 Locust Street have lost their Post-WW II features.



Figure V-12. 7260 Locust Street was also remodeled. Unfortunately, both buildings no longer contribute to the proposed historic district due to these changes to the exterior envelope.

Three resources reflect the Late 19th and Early 20th Century American Movement with some Craftsman features, including 6601 E. 72nd Avenue/5AM3136, 7249 Magnolia Street/5AM3168, and 7280 Magnolia Street/5AM3173. (Refer to Figures V-6 and V-7.) These resources are identified as bungalow building types. The hipped roof box building type is represented at the parsonage located at 6620 E. 72nd Place/5AM3147.

Another four resources in the survey area incorporate the Modular Type (6551 E. 72nd Avenue/5AM3135), and the Bungalow Type (6496 E. 73rd Avenue/5AM3150, 7240

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Locust Street/5AM3163, and the Denver T. Black House located at 7240 Monaco Street/5AM3182; refer to Image 1 on page 43.) Six resources were simply classified as “Commercial Type” due to building alterations or lack of architectural features that characterize any particular style of architecture; these resources include 6350 E. 72nd Place/5AM3137, 7270 Highway 2/5AM3157, 7360 Highway 2/5AM3159, 7390 Highway 2/5AM3160, the former garage at 7238 Locust Street/5AM3163, and 7200 Monaco Street/5AM3180.

Building Construction Patterns and Methods

Derby is situated on the Great Plains of northeastern Colorado, east of the Front Range of the Rocky Mountains. The South Platte River flows in a northeasterly direction across the western side of Adams County near Derby. The creation of the Burlington Ditch in 1922, which taps the South Platte River near Riverside Cemetery in Denver, provided irrigation for farmers near the Town of Derby. However, since the town was unincorporated with no formal means to provide public utilities, including water and sewer service, development was slow to start. It was not until the formation of the South Adams County Water and Sanitation District in 1953 and the demand for low-cost single-family housing following World War II that the widespread development of Derby got underway.

Since Derby’s topography is relatively level and the town initially had few trees, the buildings were constructed in a conventional way, with grade remaining level around all sides. The interior floor elevation of commercial buildings was set no more than one step above exterior grade to allow easy access to the first floor spaces. Most of the early buildings were framed in wood with wood shingled roofs and wood siding because these materials were relatively inexpensive, they were readily available at the local lumber company after being transported by rail and unloaded at the Derby depot, and they allowed for fast erection by carpenters. A fewer number of the early buildings in Derby had a stucco exterior finish.

The majority of the commercial buildings built after World War II in Derby were constructed with concrete slabs on grade with brick and concrete block exterior walls. A wider range of building materials became available following the war; masonry was popular because it provided fire resistance in dense commercial areas and projected an appearance of permanence. One single dwelling at 7229 Magnolia Street/5AM3167 was constructed in brick while the remaining houses from the same time period have horizontal wood or synthetic siding.

The houses constructed prior to World War II, which have been converted to commercial uses or retain their domestic function, including 6601 E. 72nd Avenue/5AM3136, 6496 E. 73rd Avenue/5AM3150, 7360 Highway 2/5AM3159, 7240 Locust Street/5AM3163, 7249 Magnolia Street/5AM3168, 7280 Magnolia Street/5AM3173, and 7240 Monaco Street/5AM3182, primarily have a stucco wall finish although asbestos and horizontal wood and synthetic siding were also used. In many cases, the current wall finish is a later addition to an original horizontal wood-sided house.

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National Register Evaluation Criteria

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad pattern of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Local Landmark Criteria

The City of Commerce City does not currently have a process in place for locally designating historic sites in Derby or any other part of the city. It is anticipated that the mechanism for locally designating historic buildings and sites in the City of Commerce City will be incorporated in the Historic Preservation Plan, which is now in its development stages.

Eligibility Assessments

The assessment of the six properties intensively surveyed for this project resulted in the following five resources found to be potentially eligible for individual listing on the State Register of Historic Properties. These resources retain most of their essential physical features to convey their significance.

- | | | | |
|----|---------|-------------------------------------|----------------------------------|
| 1. | 5AM3140 | 6441-6443 E. 72 nd Place | Tasty Donuts |
| 2. | 5AM3141 | 6451-6461 E. 72 nd Place | Multi-Tenant Commercial Building |
| 3. | 5AM3152 | 6565 E. 73 rd Avenue | Metropolitan State Bank |
| 4. | 5AM3171 | 7270 Magnolia St. | Doctors Clinic |
| 5. | 5AM3183 | 7225-7249 Monaco St. | Multi-Tenant Commercial Building |

Another resource, which was surveyed at the reconnaissance level, was also found to be potentially eligible for individual listing on the State Register of Historic Properties:

- | | | | |
|----|---------|--------------------|-----------------------|
| 6. | 5AM3190 | 7290 Monaco Street | Save A Lot Food Store |
|----|---------|--------------------|-----------------------|

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National Register Historic District Evaluation Criteria

The survey results also suggest that there is potential for the formation of a historic district for listing on the Colorado State Register of Historic Properties. National Register Bulletin¹⁵ “How to Apply the National Register Criteria for Evaluation” provides the definition of a district, which “...possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. Resources within a historic district are classified as “contributing” if they were present during the period of significance and possess historic integrity for that period.

Draft Statement of Significance for Potential Historic District

The name of the potentially eligible State Register District is “Downtown Derby Historic District”. The former railroad town potentially meets Criterion A for being associated with an event that has made a significant contribution to the broad pattern of our history with Commerce as the district’s area of significance and with a local level of significance. The contributing resources that comprise Derby’s downtown district are united historically by the town’s physical development, evolving from a supply and residential center for the surrounding farming community into a vibrant commercial center following the construction of the Rocky Mountain Arsenal and the expansion of Stapleton Airport during World War II. The installation of public water and sewer lines beginning in 1953 in combination with a population shift to outlying Denver suburbs following World War II also spurred commercial development in Derby. Given that the majority of the resources that comprise downtown Derby were constructed following World War II, the historic district’s Period of Significance is 1947 to 1975.

Survey Log

The following survey log documents each surveyed resource and its potential eligibility for listing on the National Register of Historic Places or the State Register of Historic Properties. It also indicates the resource’s year of construction, its associated historic context, and a field recommendation of whether the resource is contributing or non-contributing to the potential Downtown Derby Historic District.

The survey found that within the boundaries of the proposed historic district, there are 28 contributing and 19 non-contributing resources. Refer to the Resource Map on page 59, which indicates the boundaries of the proposed historic district, and the Survey Log organized by street address in Section VII of this report.

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	Site No.	Street Address	Year Built – Associated Historic Context(s) (1 below)	N.R. Potentially Eligible - Applicable Criteria (2 below)	S.R. Potentially Eligible - Applicable Criteria (2 below)	Field Recommendation of Contributing to Potential Historic District
1	5AM3131	6361 E. 72 nd Ave.	1977 F	No	No	Contributing
2	5AM3132	6401 E. 72 nd Ave.	1949 E	No	No	Non-Contributing (5)
3	5AM3133	6451 E. 72 nd Ave.	1948 E	No	No	Non-Contributing (5)
4	5AM3134	6461 E. 72 nd Ave.	1960 E	No	No	Contributing
5	5AM3135	6551 E. 72 nd Ave.	1955 E	No	No	Non-Contributing (5)
6	5AM3136	6601 E. 72 nd Ave.	1930 C	No	No	Non-Contributing (5)
7	5AM3137	6350 E. 72 nd Place	1913 C, E (3)	No	No	Non-Contributing (5)
8	5AM3138	6400-6406 E. 72 nd Place	1959 E	No	No	Non-Contributing (5)
9	5AM3139	6440 E. 72 nd Place	1953 E	No	No	Contributing
10	5AM3140	6441-6443 E. 72 nd Place	1957 E	No	Yes (A)	Contributing
11	5AM3141	6451-6461 E. 72 nd Place	1955 E	No	Yes (A)	Contributing
12	5AM3142	6454 E. 72 nd Place	1951 E	No	No	Contributing
13	5AM3143	6470-6490 E. 72 nd Place	1951 E	No	No	Contributing
14	5AM3144	6525 E. 72 nd Place	1954 E	No	No	Contributing
15	5AM3145	6526 E. 72 nd Place	1954 E	No	No	Non-Contributing (5)
16	5AM3146	6537 E. 72 nd Place	1991 F	No	No	Non-Contributing (4)
17	5AM3147	6610 - 6620 E. 72 nd Place	1974 1939 E, C	No	No	Church: Non-Contributing (5) Parsonage: Non-Contributing (5)

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18	5AM3148	6460 E. 73 rd Ave.	1945 D	No	No	Non-Contributing (5)
19	5AM3149	6474-6490 E. 73 rd Ave.	1946 D	No	No	Non-Contributing (5)
20	5AM3150	6496 E. 73 rd Ave.	1936 C, E (3)	No	No	Non-Contributing (5)
21	5AM3151	6551 E. 73 rd Ave.	1955 E	No	No	Contributing
22	5AM3152	6565 E. 73 rd Ave.	1969 F	No	Yes (A,C)	Contributing
23	5AM3153	6580 E. 73 rd Ave.	1955 E	No	No	Contributing
24	5AM3154	6600 E. 74 th Ave.	1960 E	No	No	Contributing
25	5AM3155	7200 Highway 2	1963 E	No	No	Contributing
26	5AM3156	7220 Highway 2	1962 E	No	No	Contributing
27	5AM3157	7270 Highway 2	1918 1923 C, D (3)	No	No	Non-Contributing (5)
28	5AM3158	7350 Highway 2	1971 E	No	No	Contributing
29	5AM3159	7360 Highway 2	1933 C, E (3)	No	No	Non-Contributing (5)
30	5AM3160	7390 Highway 2	1933 C	No	No	Non-Contributing (5)
31	5AM3161	7220 Locust St.	1958 E	No	No	Non-Contributing (5)
32	5AM3162	7230 Locust St.	1962 E	No	No	Contributing
33	5AM3163	7238-7240 Locust St.	1922 C, E (3)	No	No	Non-Contributing (5)
34	5AM3164	7260 Locust St.	1955 E	No	No	Non-Contributing (5)
35	5AM3165	7270-7272 Locust St.	1948 E	No	No	Non-Contributing (5)
36	5AM3166	7211 Magnolia St.	1942 D	No	No	Non-Contributing (5)
37	5AM3167	7229 Magnolia St.	1953 E	No	No	Non-Contributing (5)
38	5AM3168	7249 Magnolia St.	1922 C	No	No	Non-Contributing (5)
39	5AM3169	7250 - 7260 Magnolia St.	1951 E	No	No	Contributing

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40	5AM3170	7261 Magnolia St.	1945 D	No	No	Non-Contributing (5)
41	5AM3171	7270 Magnolia St.	1959 E	No	Yes (A)	Contributing
42	5AM3172	7271 Magnolia St.	1953 E	No	No	Non-Contributing (5)
43	5AM3173	7280 Magnolia St.	1925 C, E (3)	No	No	Non-Contributing (5)
44	5AM3174	7290 Magnolia St.	1942 D	No	No	Non-Contributing (5)
45	5AM3175	7296 Magnolia St.	1947 E	No	No	Non-Contributing (5)
46	5AM3176	7326 Magnolia St.	1974 E	No	No	Contributing
47	5AM3177	7351 Magnolia St.	1962 E	No	No	Contributing
48	5AM3178	7360 Magnolia St.	1954 E	No	No	Non-Contributing (5)
49	5AM3179	7380 Magnolia St.	1969 E	No	No	Non-Contributing (5)
50	5AM3180	7200 Monaco St.	1937 1960 C, E (3)	No	No	Contributing
51	5AM3181	7201 Monaco St.	1958 E	No	No	Contributing
52	5AM3182	7240 Monaco St.	1935 C	No	No	Non-Contributing (5)
53	5AM3183	7225-7249 Monaco St.	1955 E	No	Yes (A)	Contributing
54	5AM3184	7250 Monaco St.	1953 E	No	No	Contributing
55	5AM3185	7260 Monaco St.	1953 E	No	No	Contributing
56	5AM3186	7270 Monaco St.	1952 E	No	No	Contributing
57	5AM3187	7280 Monaco St.	1952 E	No	No	Contributing
58	5AM3188	7275 Monaco St.	1946 D, E (3)	No	No	Non-Contributing (5)
59	5AM3189	7285 – 7287 Monaco St.	1953 E	No	No	Non-Contributing (5)
60	5AM3190	7290 Monaco St.	1953 E	No	Yes (A)	Contributing
61	5AM3191	7291 - 7295 Monaco St.	1957 E	No	No	Non-Contributing (5)

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62	5AM3192	7253-7255 Monaco St.	1955 E	No	No	Contributing
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- (1) Associated Historic Contexts
 A: The Arrival of the Railroad (1862 – 1889)
 B: The Founding of Derby (1889 – 1910)
 C: Early Derby (1910 – 1941)
 D: Derby and the Rocky Mountain Arsenal (1942 – 1946)
 E: Derby’s Growth Following World War II (1947 – 1975)
 F: Derby after the Building Boom (1976 – Present)
- (2) National Register Criteria
 A: Associated with events that have made a significant contribution to the broad pattern of our history
 C: Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
- (3) The resource is associated with more than one historic context because there is an ancillary building that was constructed during a different time period or the resource’s original use was changed during a later time period.
- (4) The resource is non-contributing to the potential historic district due to its date of construction (Post-1975).
- (5) The resource is non-contributing to the potential historic district because, although present during the period of significance, it does not possess historic integrity for that period or it did not function as a commercial building during the POS.

Resources Considered Priority for Future Intensive-level Survey include the following:

5AM3168	7249 Magnolia St.	Mee Residence - Cordova Residence
5AM3176	7326 Magnolia St.	Bank of the West
5AM3177	7351 Magnolia St.	U.S. Post Office – Commerce City Branch
5AM3192	7253-7255 Monaco St.	Snack Basket & Derby Lanes

Conclusion

It was anticipated that 60 historic resources would be recorded, based upon a preliminary count of buildings in the survey area. A total of 62 historic resources were documented, which included 6 intensive-level and 56 reconnaissance-level surveys with 19 outbuildings that were recorded on ancillary reconnaissance inventory survey forms.

Although this survey found that the majority of resources that comprise Derby’s historic district were constructed after World War II, the former railroad town’s historic character is

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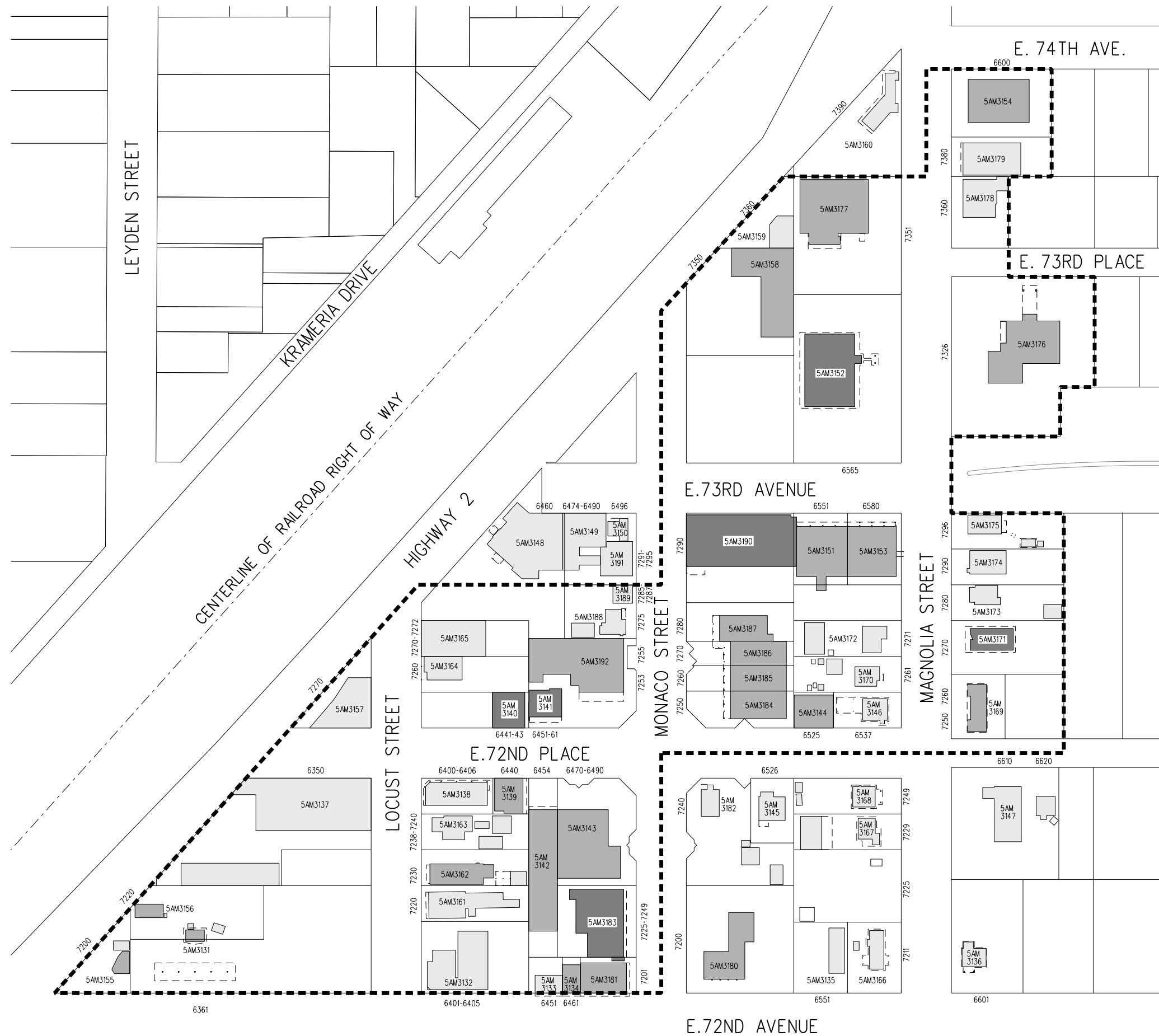
enhanced by the buildings that were constructed during earlier time periods, reflecting the long-term development of the town. The individual buildings in Derby are not high style examples of any particular style of architecture but together they form a significant collection worthy of recognition that reflects Derby's history and platting in 1889. Most of the significant resources in the survey area are those that retain some of their original character-defining features and are associated with the commercial history of the town.

Due to urban renewal trends during the 1960s, changes in taste, and other factors, most of the buildings do not retain all of their original character-defining features. The majority of the modifications to the buildings include the addition of stucco or wood siding to the main façades, the replacement of the original anodized aluminum storefront windows with bulkier framing systems holding insulated glass, the addition of metal canopies that function as sign bands, and the abandonment or infilling of window openings.

Fortunately, at the present time, there have been no "scrape-offs" or demolition in Derby for the construction of replacement commercial buildings or larger homes. Possible reasons for this retention of architectural fabric include property values that cannot support the construction of replacement commercial buildings or larger houses. However, the surveyors witnessed significant changes to 7260 Locust Street/5AM3164 and 7270-7272 Locust Street/5AM3165. (Refer to Figures V-10 through V-12.) There are no zoning restrictions or local ordinances currently in place that would prevent changes to the buildings in the area. In fact, modifications to the buildings are encouraged through the City of Commerce City's "Catalyst Program", which provides financial assistance to building owners who rehabilitate their storefronts. Although many of the modified buildings do not possess materials integrity because they do not retain key exterior materials dating from the period of their historic significance, they still convey their significance through their location, design, setting, feeling, workmanship, and association.

Given all of these factors, there is potential for the creation of a historic district. National Register Bulletin 15 provides the definition of a district, which "...possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties."

One of the primary goals of this cultural resource survey was to assess the eligibility of the Derby district for listing on the National or State Registers. The survey found that although many of the buildings have been altered, there is a sufficient concentration of buildings with historic physical integrity for the creation of a historic district. Given that the majority of the resources that comprise downtown Derby were constructed following World War II, the historic district's Period of Significance is 1947 to 1975. Refer to the Resource Map on page 59 for the location of the proposed district boundary.



HISTORIC DERBY DISTRICT SURVEY

RESOURCE MAP

- PROPOSED HISTORIC DISTRICT BOUNDARY
- NON-CONTRIBUTING RESOURCE
- CONTRIBUTING RESOURCE
- POTENTIALLY ELIGIBLE FOR INDIVIDUAL LISTING ON STATE REGISTER

ADDRESS NUMBERS ARE SHOWN IN STREET RIGHT-OF-WAY

RESOURCE NUMBERS ARE SHOWN ON PROPERTY

SCALE
1"=150'-0"

HOEHN ARCHITECTS PC
PROJECT NO. 1210

HISTORY COLORADO- THE STATE HISTORICAL FUND
PROJECT NUMBER 2013-M2-007

North

VI. RECOMMENDATIONS

The information collected in this combined reconnaissance and intensive level survey of the Historic Derby District in Commerce City provides the necessary information to move forward with a historic district nomination. Derby potentially meets Criterion A for reflecting its historical association with commerce with a local level of significance. This criterion will be substantiated with the preparation of a historic district nomination for listing on the State Register of Historic Properties and consultation with the State Historical Fund staff and the National Register staff at the OAHP. Six resources were also found to be potentially eligible for individual listing on the Colorado State Register of Historic Properties.

In order to enhance preservation planning efforts and heritage tourism within the boundaries of the Historic Derby District, the City of Commerce City, with assistance from the Commerce City Historical Society and building owners, should consider moving forward with the following activities in response to this survey project:

- *Prepare State Register nominations.*
Funding for the preparation of State Register nominations for individual resources and/or the historic district may be available from History Colorado's State Historical Fund. Benefits to listing in the State Register include eligibility for investment tax credits and the availability of grants from Colorado's State Historical Fund for approved rehabilitation projects. However, listing in the State Register does not offer automatic protection of the resource; private owners of these properties using private funds may alter or demolish these properties within existing local building regulations. It will be necessary to obtain the consent of all property owners within the boundary of the historic district for official designation of the district.
- *Provide interpretive plaques or signage at significant buildings and district entry points.*
Interpretive plaques could be installed immediately and would represent a minimal cost to the City of Commerce City and/or individual property owners. A walking tour of the historic district could be developed that highlights its historic significance. The development of a walking tour along with the design and fabrication of associated plaques may be eligible for funding through History Colorado's State Historical Fund.
- *Educate and inform the residents of the historic significance of Derby through public presentations.*
A public meeting to present the results of this survey project will occur in late 2014 at Key Bank in Derby and could serve to kick-off a lecture series. The cost to carry out this recommendation would depend upon the speaker's expenses.
- *Provide a link to this project's survey report and survey forms on the City of Commerce City's Historic Preservation Plan web page.*
This action could occur immediately. It would reach the greatest number of residents and convey the most information about the historic significance of Derby. Communication with the local community should include the benefits of historic

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designation in order to boost private investment in the preservation of historic buildings within the Historic Derby District.

- *Use the survey results for local planning activities.*
The survey can be used to facilitate decision-making about the potential impact of future private and government-funded projects in the Historic Derby District. It can be used by the Derby Review Board, which reviews development applications based upon standards outlined in the Derby design guidelines. Future population growth and development pressures could potentially threaten the architectural resources within Derby.
- *Conduct future intensive-level surveys of additional buildings located within Derby to determine eligibility to the National and/or State Registers.*
Resources considered priority for future intensive-level surveys include the single dwelling at 7249 Magnolia Street/5AM3168, Bank of the West at 7326 Magnolia Street/5AM3176, the Commerce City Branch of the U.S. Post Office at 7351 Magnolia Street/5AM3177, and the multi-tenant building (formerly the Snack Basket and Derby Lanes) at 7253-7255 Monaco Street/5AM3192.

A “Catalyst Program” that provides financial assistance to building owners who rehabilitate their storefronts is currently in place through the City of Commerce City. Eligible façade improvements include exterior painting, awnings, exterior lighting, and window replacements and treatments. It is hoped that the results of this survey will reinforce the importance of retaining original historic fabric and that the Catalyst Program, as well as the Derby design guidelines, will be revised to take this factor into consideration. As noted above, funding for the proper rehabilitation of historically designated buildings may be available from the State Historical Fund and tax credits may be available to individual property owners.

The City of Commerce City may incorporate these survey results into their Historic Preservation Plan and use them as the basis for the creation of an historic preservation ordinance, to educate the public about the benefits of historic preservation, and to provide guidance for further development of a downtown Derby marketing and public relations plan. By accomplishing this survey, the Commerce City Historical Society is taking an important step toward the revitalization of its historic downtown, the heart and soul of the community.

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VII. SURVEY LOG

	Street Address	State ID No.	Year Built – Associated Historic Context(s) (1 below)	N.R. Potentially Eligible - Applicable Criteria (2 below)	S.R. Potentially Eligible - Applicable Criteria (2 below)	Field Recommendation of Contributing to Potential Historic District
1	6361 E. 72 nd Ave.	5AM3131	1977 F	No	No	Contributing
2	6401 E. 72 nd Ave.	5AM3132	1949 E	No	No	Non-Contributing (5)
3	6451 E. 72 nd Ave.	5AM3133	1948 E	No	No	Non-Contributing (5)
4	6461 E. 72 nd Ave.	5AM3134	1960 E	No	No	Contributing
5	6551 E. 72 nd Ave.	5AM3135	1955 E	No	No	Non-Contributing (5)
6	6601 E. 72 nd Ave.	5AM3136	1930 C	No	No	Non-Contributing (5)
7	6350 E. 72 nd Place	5AM3137	1913 C, E (3)	No	No	Non-Contributing (5)
8	6400-6406 E. 72 nd Place	5AM3138	1959 E	No	No	Non-Contributing (5)
9	6440 E. 72 nd Place	5AM3139	1953 E	No	No	Contributing
10	6441-6443 E. 72 nd Place	5AM3140	1957 E	No	Yes (A)	Contributing
11	6451-6461 E. 72 nd Place	5AM3141	1955 E	No	Yes (A)	Contributing
12	6454 E. 72 nd Place	5AM3142	1951 E	No	No	Contributing
13	6470-6490 E. 72 nd Place	5AM3143	1951 E	No	No	Contributing
14	6525 E. 72 nd Place	5AM3144	1954 E	No	No	Contributing
15	6526 E. 72 nd Place	5AM3145	1954 E	No	No	Non-Contributing (5)
16	6537 E. 72 nd Place	5AM3146	1991 F	No	No	Non-Contributing (4)
17	6610 - 6620 E. 72 nd Place	5AM3147	1974 1939 E, C	No	No	Church: Non-Contributing (5) Parsonage: Non-Contributing

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						(5)
18	6460 E. 73 rd Ave.	5AM3148	1945 D	No	No	Non-Contributing (5)
19	6474-6490 E. 73 rd Ave.	5AM3149	1946 D	No	No	Non-Contributing (5)
20	6496 E. 73 rd Ave.	5AM3150	1936 C, E (3)	No	No	Non-Contributing (5)
21	6551 E. 73 rd Ave.	5AM3151	1955 E	No	No	Contributing
22	6565 E. 73 rd Ave.	5AM3152	1969 F	No	Yes (A,C)	Contributing
23	6580 E. 73 rd Ave.	5AM3153	1955 E	No	No	Contributing
24	6600 E. 74 th Ave.	5AM3154	1960 E	No	No	Contributing
25	7200 Highway 2	5AM3155	1963 E	No	No	Contributing
26	7220 Highway 2	5AM3156	1962 E	No	No	Contributing
27	7270 Highway 2	5AM3157	1918 1923 C, D (3)	No	No	Non-Contributing (5)
28	7350 Highway 2	5AM3158	1971 E	No	No	Contributing
29	7360 Highway 2	5AM3159	1933 C, E (3)	No	No	Non-Contributing (5)
30	7390 Highway 2	5AM3160	1933 C	No	No	Non-Contributing (5)
31	7220 Locust St.	5AM3161	1958 E	No	No	Non-Contributing (5)
32	7230 Locust St.	5AM3162	1962 E	No	No	Contributing
33	7238-7240 Locust St.	5AM3163	1922 C, E (3)	No	No	Non-Contributing (5)
34	7260 Locust St.	5AM3164	1955 E	No	No	Non-Contributing (5)
35	7270-7272 Locust St.	5AM3165	1948 E	No	No	Non-Contributing (5)
36	7211 Magnolia St.	5AM3166	1942 D	No	No	Non-Contributing (5)
37	7229 Magnolia St.	5AM3167	1953 E	No	No	Non-Contributing (5)
38	7249 Magnolia St.	5AM3168	1922 C	No	No	Non-Contributing (5)

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39	7250 - 7260 Magnolia St.	5AM3169	1951 E	No	No	Contributing
40	7261 Magnolia St.	5AM3170	1945 D	No	No	Non-Contributing (5)
41	7270 Magnolia St.	5AM3171	1959 E	No	Yes (A)	Contributing
42	7271 Magnolia St.	5AM3172	1953 E	No	No	Non-Contributing (5)
43	7280 Magnolia St.	5AM3173	1925 C, E (3)	No	No	Non-Contributing (5)
44	7290 Magnolia St.	5AM3174	1942 D	No	No	Non-Contributing (5)
45	7296 Magnolia St.	5AM3175	1947 E	No	No	Non-Contributing (5)
46	7326 Magnolia St.	5AM3176	1974 E	No	No	Contributing
47	7351 Magnolia St.	5AM3177	1962 E	No	No	Contributing
48	7360 Magnolia St.	5AM3178	1954 E	No	No	Non-Contributing (5)
49	7380 Magnolia St.	5AM3179	1969 E	No	No	Non-Contributing (5)
50	7200 Monaco St.	5AM3180	1937 1960 C, E (3)	No	No	Contributing
51	7201 Monaco St.	5AM3181	1958 E	No	No	Contributing
52	7240 Monaco St.	5AM3182	1935 C	No	No	Non-Contributing (5)
53	7225-7249 Monaco St.	5AM3183	1955 E	No	Yes (A)	Contributing
54	7250 Monaco St.	5AM3184	1953 E	No	No	Contributing
55	7260 Monaco St.	5AM3185	1953 E	No	No	Contributing
56	7270 Monaco St.	5AM3186	1952 E	No	No	Contributing
57	7280 Monaco St.	5AM3187	1952 E	No	No	Contributing
58	7275 Monaco St.	5AM3188	1946 D, E (3)	No	No	Non-Contributing (5)
59	7285 – 7287 Monaco St.	5AM3189	1953 E	No	No	Non-Contributing (5)
60	7290 Monaco St.	5AM3190	1953 E	No	Yes (A)	Contributing

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61	7291 - 7295 Monaco St.	5AM3191	1957 E	No	No	Non-Contributing (5)
62	7253-7255 Monaco St.	5AM3192	1955 E	No	No	Contributing

- (1) Associated Historic Contexts
 A: The Arrival of the Railroad (1862 – 1889)
 B: The Founding of Derby (1889 – 1910)
 C: Early Derby (1910 – 1941)
 D: Derby and the Rocky Mountain Arsenal (1942 – 1946)
 E: Derby’s Growth Following World War II (1947 – 1975)
 F: Derby after the Building Boom (1976 – Present)
- (2) National Register Criteria
 A: Associated with events that have made a significant contribution to the broad pattern of our history
 C: Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
- (3) The resource is associated with more than one historic context because there is an ancillary building that was constructed during a different time period or the resource’s original use was changed during a later time period.
- (4) The resource is non-contributing to the potential historic district due to its date of construction (Post-1975).
- (5) The resource is non-contributing to the potential historic district because, although present during the period of significance, it does not possess historic integrity for that period or it did not function as a commercial building during the POS.

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