WEST COLFAX AVENUE HISTORIC RESOURCES SURVEY

Cultural Resource Survey Report

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Introduction

In 2013, the 40 West Arts District received a History Colorado State Historical Fund grant for the West Colfax Avenue Historic Resources Survey. Located in northeast Lakewood, anchored by historic West Colfax Avenue (US Highway 40), Rocky Mountain College of Art + Design, and the new Lamar Street Light Rail Station, this emerging, community-oriented, non-profit arts district embraces creativity. Examples of this creativity includes arts of all kinds, from fine arts to digital media, cool jazz to string quarters, square dance to traditional crafts, and everything in between including creative writing and history. In 2013, 40 West Arts District contracted with Morgan, Angel & Associates, LLC to oversee the West Colfax Historic Resources Survey and perform field surveys, organize volunteers, present the aims of the survey project, create databases, and write reports.

The West Colfax Avenue Historic Resources Survey identified and catalogued the architectural resources of West Colfax Avenue. This undertaking was inspired in part by the observations of Denver resident, James Anderson. In 1993-1994, Mr. Anderson conducted a survey of commercial properties along West Colfax from Sheridan Boulevard to Youngfield Street. Anderson's report was comprehensive; however, he did not include buildings in the adjoining neighborhoods. The 2014-2015 survey included all potentially historic properties more than 48 years old one block north and one block south along five miles of West Colfax. The design of the survey corridor recognized that Colfax did not exist in a vacuum. West Colfax Avenue's businesses relied on the local residents, and businesses on the side streets contributed to the growth of commercial districts at major intersections.

40 West Arts District's partners Lakewood-West Colfax Business Improvement District and the West Colfax Community Association, encourage all residents to contribute to the West Colfax neighborhood by supporting local artists, local businesses, and local educational programming. With the arrival of the RTD's W (for West) Line, many discussions concerning West Colfax turn to redevelopment, new business models, and higher density residential development. At the same time, many recognize that any new development should come with the understanding of the present built environment, which represents over 100 years of commerce and entrepreneurship along the West Colfax corridor. Some corridor residents still talk about the sense of loss surrounding commercial properties at the Wadsworth intersection, and many understand that historic preservation can drive economic growth. Several have suggested that an understanding of history might instill a pride of place and encourage people to clean up their property.

Project Area

The project area is within the City of Lakewood, Jefferson County, Colorado, along West Colfax Avenue between Sheridan Boulevard on the east and Youngfield Street on the west. The project corridor extends one block to the north and one block to the south of West Colfax Avenue, covering 88 blocks of residential and commercial buildings. These blocks are not consistent in width or length.

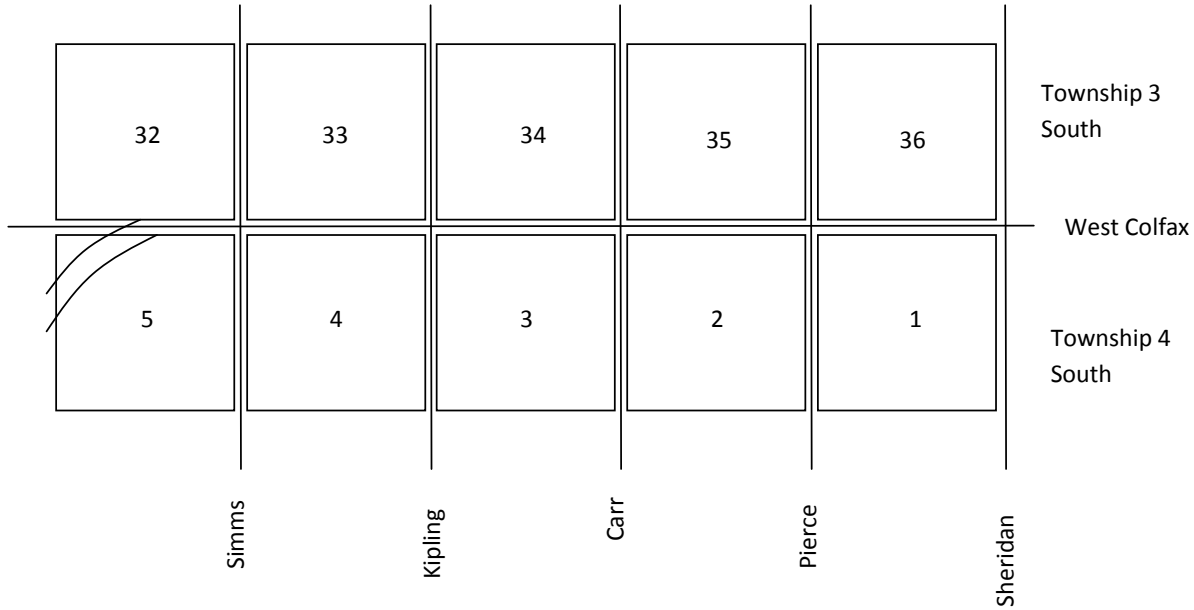
The project area corresponds to Fort Logan and Morrison USGS Quadrangle Maps in the 6th Prime Meridian and contains buildings within Township 3 South, Range 69 West, Sections 32-36 and Township 4 South, Range 69 West, Sections 1-5.

Between Sheridan Boulevard and Simms Street, West Colfax follows the boundary between Townships 3 and 4. West of Simms Street, West Colfax turns south and most properties near Youngfield Street are located in Township 4 South.

Townships are thirty-six miles square and subdivided into thirty-six one mile square sections. Sections are numbered starting in the northeast corner, from east to west on the first, third and fifth rows, and west to east on the second, fourth, and sixth rows. Because West Colfax is a township line, the section numbers to the south are 1-6 and to the north, they are 31-36.

Sheridan Boulevard, Pierce, Carr, Kipling, and Simms streets are all built more or less on section lines. In order to adjust for the curvature of the earth, the northernmost and westernmost tiers of sections in each township is allowed to deviate from one square mile. This creates odd

Figure 1 - Streets on Section and Township Lines



shaped lots as town planners and developers tried to lay perfectly squared suburban lots over the cadastral maps.

Survey Boundaries

The homes standing a block to the north and south of West Colfax reflect the transformation of Jefferson County in the early 20th century from farmland to suburbia, with many residents commuting to downtown Denver. In the Mountair neighborhood southwest of the intersection of Sheridan Boulevard and West Colfax Avenue, for example, the overwhelming majority of the houses that have stood there for the past 75-to-100 years share the physical characteristics of Early 20th Century Movements and the Minimal Traditional Style — horizontal wood framing and a detached garage facing onto an alley along the back of the property line.

According to the OAHP's Compass database, only 27 resources in the proposed project corridor have been evaluated for National Register of Historic Places (NRHP) eligibility. In early 2013, a reconnaissance survey and examination of Jefferson County Assessor records and other sources found that there are 567 potential historic properties (more than 48 years old) within the survey area. As of 2013, there were 352 buildings on West Colfax Avenue, 155 of which were built before 1965; and 55% of these were built before 1950. Of the 402 buildings off

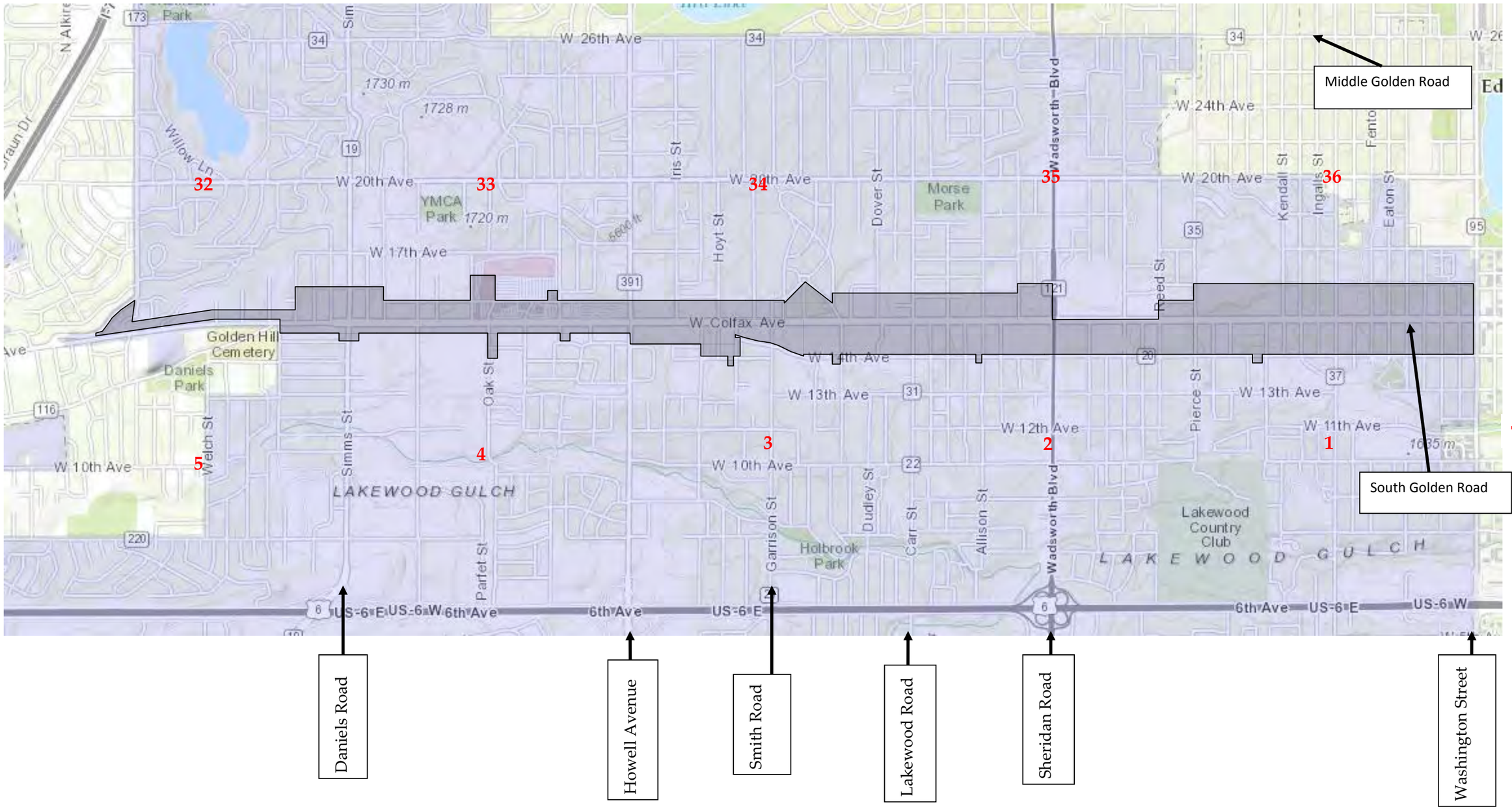


FIGURE 2 – SURVEY BOUNDARIES. Current detail from City of Lakewood EZ Maps, with historic street names and survey area shaded grey. The names Middle Golden Road (West 26th Avenue) and South Golden Road (West Colfax Avenue) refer to where the road enters Golden from Denver. The red numbers are the section numbers. In general, buildings with an address between 1400 and 1600, the north side of West 14th Avenue, and the south side of West 16th Avenue were surveyed. Neither West 14th Avenue nor West 16th Avenue are cut through the entire distance between Sheridan Boulevard and Youngfield Street. Between Reed Street and Wadsworth Boulevard, north of Colfax, there are no buildings remaining from before 2000 so this area was excluded. We excluded Golden Hill Cemetery as we felt it has had sufficient recent study. West of the cemetery and south of Colfax, the buildings are either less than fifty years old or within the corporate boundaries of Golden, Colorado and were excluded. There are four properties south of West 14th Avenue that were surveyed because of their strong associations with West Colfax Avenue and the uncertainty of future survey work. We did not survey all of the qualifying buildings in the Glen Creighton Neighborhood (the Glens) due to strong anti-preservation sentiment, although we feel that is changing. The Glens should be surveyed as a distinct entity.

West Colfax, 350 were built before 1965 and 71% of them date before 1950. These numbers suggest urgency for the production of a more detailed study of Colorado's best-known road.

The OAHP agreed to the boundaries of the survey area for the West Colfax Avenue Historic Survey in 2014. The survey corridor included buildings addressed between 1400 and 1600, the north side of West 14th Avenue, and the south side of West 16th Avenue. Neither West 14th Avenue nor West 16th Avenue cut through the entire distance between Sheridan Boulevard and Youngfield Street. Between Reed Street and Wadsworth Boulevard, north of Colfax, there are no buildings remaining from before 2000, so this area was excluded. We excluded Golden Hill Cemetery as we felt it has had sufficient recent study. West of the cemetery, and south of Colfax, the buildings are either less than fifty years old or within the corporate boundaries of Golden, Colorado. For those reasons, those buildings within those boundaries were excluded.

As the field survey progressed, the survey historians included four properties south of West 14th Avenue and thereby slightly expanding the original survey area. Survey historians added four properties because of their strong associations with West Colfax Avenue and the uncertainty of future survey work along West 14th Avenue. We did not survey all of the qualifying buildings in the Glen Creighton Neighborhood (the Glens) due to strong anti-preservation sentiment, although we feel that is changing. The West Colfax Avenue Historical Survey recommends a future re-survey of The Glens should as a distinct entity. Please refer to Figure 2 - S**urvey B**oundaries.

Street Naming Systems

The importance of agriculture is demonstrated in the use of township and section lines as roads and boundaries. Land for the original farms, homesteads, and ranches were withdrawn from the public domain, and later bought and sold in 40, 80, 160, 320, and 640 acre parcels that were easily divided from townships and sections. Farmers and ranchers, government officials, and private developers built roads on section lines for convenience, and the original farmhouses were often near these lines as well. Roads were logical and rights-of-way easy to establish at these property lines so farming activities remained uninterrupted. In some western states, such as North Dakota, 19th century law granted public rights-of-way to all section lines for roads to encourage settlement and farm-to-market traffic.

In the early 20th century — nearly 70 years before Lakewood incorporated as a city — businesses along West Colfax made it a point to describe where they were located in relationship to Denver. These business owners understood that their economic health was clearly related to traffic coming from the east. Motels and restaurants produced postcards, display ads, and other ephemera that routinely displayed the distance in miles or minutes to “town,” or Denver.

West Colfax Avenue follows a township boundary. As ownership was different to the north and the south, the land was platted separately. The first subdivisions along Lakewood’s

West Colfax were established in 1888 and 1889, on the south side of the avenue. Landowners named streets for themselves and family members. On the north side of the Avenue, the original 1889 Edgewater plat, includes all of Section 36, and used names of presidents for streets. Edgewater filed incorporation papers with Jefferson County in 1901, but excluded the southern half of the section in that incorporation, very likely, because this was still active farmland. In 1902, the new community's street names were changed from the names of presidents to A through P. Residents disliked the new naming system. So the new city administration changed the street names back to the names of presidents when the State recognized Edgewater's incorporation in 1904.[1]

Denver Union Water Company bookkeeper Howard C. Maloney took the brunt of customers' wrath when they received more than one bill for water because their street had more than one name. He attempted to create a logical system for naming streets, including east-west numbered avenues, and alphabetical north-south streets. Phil Goodstein reports in his book, *Denver Streets*, that in the 1890s Denver's 414 designated roads had 832 names. The City of Denver accepted Maloney's system in a February 1897 ordinance. The same problems existed in Jefferson County's growing suburban communities as streets had different names north and south of West Colfax.[2]

In 1906, Edgewater adopted the Maloney System and a standardized east-west road system to correspond with Denver's numbered avenues. Highland Avenue became West 26th Avenue, Emerald Avenue became West 24th and Edgewater Boulevard became West 20th Avenue. This demonstrates not only a close geographical relationship between Edgewater and Denver, but also an understanding in Edgewater that beyond its unique identity as a community it was part of a greater metropolitan area.

Postcard courtesy of Kris Autobee.

Lakewood follows the Maloney System naming conventions that create enhanced connectivity throughout the metropolitan area. Generally, north-south roads are streets, except for some major ones that are boulevards such, as Sheridan and Wadsworth. It would make sense for Kipling to be a boulevard, but it is classified as a street.

In pre-incorporation Lakewood, it was Jefferson County that tried to enforce the Maloney conventions with named north-south streets and east-west numbered avenues. A few notable exceptions cross Metro Denver such as Colfax and Alameda.

Addresses are even numbers on the north and west sides of streets, and odd on the south and east sides of streets. The survey did not include buildings facing 16th Avenue or 14th Avenue, unless there was a clear association with the nearest north-south street or a clear association with West Colfax Avenue.

The streets in the Glen Creighton subdivision are curvilinear and start with "Glen" and end with "Drive," except for the diagonal, one block-long West Glen Moor Parkway. There is a Glen Moor Drive, as well. Numbered avenues do not cut through the Glens. The southern border of the Glens is West Colfax Avenue and the northern border is West 20th Avenue. Buildings were considered within the survey area if the street number was less than 1600. West Glen Moor Parkway, is the exception to this rule — being diagonal its numbers higher than 1600 were included by geography.

In the 1940s under the federal National Resources Planning Board's direction, the north-south streets were standardized across Jefferson County in Lakewood, Wheat Ridge, Edgewater, Arvada, and Broomfield. North-south streets are in alphabetical order east to west. Starting after Sheridan Boulevard, Ames Street begins the first alphabetical series of single streets. The second series begins west of Wadsworth Boulevard and is a double set (two streets with the same first letter) beginning with Allison.

Appendix E lists the streets in the survey area along with their block numbers and previous names and other designations.

Project Goals

West Colfax Avenue is a boundary for both neighborhood organizations and business associations. On the north side of West Colfax, the Applewood Valley Association from west of Youngfield to Simms Street, is mirrored by the Union Corridor Professionals Group on the south side of West Colfax. West Colfax Community Association begins at Simms Street on the north side of West Colfax and at Oak Street on the south side of West Colfax, and ends at Sheridan Boulevard.

West Colfax Community Association overlaps with four neighborhood organizations east of Simms Street. On the north side of the Avenue, Morse Park Neighborhood Organization runs from Kipling Street to Wadsworth Boulevard and Northeast Lakewood Neighborhood Organization between Wadsworth and Sheridan Boulevards. On the south side of West Colfax, the Eiber Neighborhood Association begins at Oak Street and concludes at Wadsworth

Boulevard, where Two Creeks Neighborhood Organization starts. Two Creeks Neighborhood Organizations eastern border is at Sheridan Boulevard.

These business associations and neighborhood organizations serve the community by providing information to residents and creating a forum for dialogue, they present a unified voice for advocacy, and are all concerned with both the economic and physical condition of West Colfax. To varying degrees, they have members interested in the history of West Colfax and their neighborhoods.

One of the principles of the 40 West Arts District is to promote projects that recognize the historic significance of West Colfax Avenue. The West Colfax Avenue Historic Resources Survey (the Survey) accomplishes the aims of both History Colorado and the people who live and work along West Colfax Avenue. 40 West, the City of Lakewood, West Colfax BID, and WCCA are working to draw new audiences, businesses, and customers to the Avenue. To that end, and in the spirit of Main Street America, these organizations started to refer to West Colfax Avenue as "The Avenue" to create a brand for the district.

Over the past two decades, residents have watched the removal of many 19th and 20thcentury buildings along West Colfax. This included the leveling of nearly all of the potentially historic buildings at the intersection of West Colfax and Wadsworth Boulevard. The demolition of Mountain States Telegraph and Telephone Exchange (OAHP Smithsonian No. 5JF.5125) on the south side of West Colfax and Wadsworth made way for a turn lane. The West Colfax Feed and Fuel store (5JF.955) north of the intersection was replaced by a gas station, which was subsequently replaced by a strip mall. The development of the northeast corner of this intersection by Wal-Mart initiated the demolition of the neo-classical Columbia Savings and Loan, the Blu Bow motel, the Pig Parlor restaurant, and a storybook style farmhouse from the 1920s. An observer standing at this intersection today would be hard pressed to find physical evidence of human activity before 1990.

Other commercial properties — Lakewood Lanes, Lane's Tavern (5JF.2984), and the Westland Shopping Center — were altered beyond all recognition or suffered demolition in the 1990s. This trend has continued over the subsequent decade as demolition and new construction never have removed various resources within the project corridor more than 50 years old. Despite efforts to save it, Lane's Tavern was demolished for new construction in 1997, but the new construction never came to fruition and the lot remains undeveloped and for sale as of the present report. Other buildings, although not as old, have suffered the same fate.

With the opening of the W Rail Line in April 2013, the municipal government and citizens of Lakewood have speculated that the neighborhoods along the W Line and West Colfax will benefit from increased economic development. A Historic Resources Survey will ensure the history of the corridor is recorded, and hopefully in most cases, preserve while still allowing for appropriate reinvestment.

If the W Line makes Lakewood, and the entire west light-rail corridor, a better place to live, it also presents the dilemma that this maybe the best — and last — opportunity to catalogue, record, and determine the historic significance of Lakewood's commercial and residential dwellings along West Colfax. In addition to documenting and raising awareness of historic resources, the West Colfax Historic Resources Survey will assist the City of Lakewood in its implementation of its recent historic preservation ordinance. The survey aims to assist to the City of Lakewood as it endeavors to make informed decisions that will affect the heritage of West Colfax Avenue.

This project is the first detailed attempt to record West Colfax's Avenue's historic buildings through Lakewood, and to provide the adjacent neighborhoods a historic context for their development since the late 19th century. There has been great support from residents throughout the city as the project developed over the past two years. The Survey will hold a deep interest to Lakewood and Jefferson County for years to come.

Those involved in the Survey and the writing and production of report discovered an additional purpose for this document. Historic preservation, perhaps unfairly, carries an association that only the upper classes left buildings and a historic legacy worth preserving. Local historians often bemoan Lakewood's lack of historic architecture. A sidebar to this Survey is ongoing documentation of the large homes that stood along the Avenue between 1874 and 1956. The working class built the neighborhoods along West Colfax and mid-century entrepreneurs re-developed the Avenue.

The majority of these "new" and now remaining commercial buildings from the 20th century — motels, trailer parks, diners, and car lots — reflect the liberating influence of the automobile industry had on most middle-class Americans. West Colfax Avenue represents a point from the past that has only recently caught the attention of local historic preservationists. It is a setting where a new economic and social class prospered and left behind their legacy in the materials and facades of their homes and businesses.

Funding

Since the publication of its 2020 Preservation Plan, History Colorado has stressed the importance of Colorado's communities researching, documenting, and celebrating the state's historic neighborhoods and business districts. The project applicant, the 40 West Arts District, (40 West) sponsored this project with the support of the Lakewood-West Colfax Business Improvement District (BID) and the West Colfax Community Association (WCCA). Additionally, the City of Lakewood's Historic Preservation Commission, the Lakewood Historical Society, and corridor businesspeople all expressed their support of this project in writing. As a result, this project was paid for in part by a History Colorado State Historical Fund Grant (SHF#2014-01-010).

Survey Methodology

James Anderson conducted survey work along West Colfax between 1992 and 1994. Mr. Anderson was not a historic preservationist or a historian. He relied on newspaper clippings, business guides, and oral histories to prepare brief descriptions of ownership and occupancy for each address over the past century. Anderson's documentation demonstrates that the West Colfax economic model in the early to mid-20th century had similar sets of independent, specialized businesses at multiple intersections. His work also illustrated that less diverse business types replaced the original entrepreneurs along West Colfax Avenue as the century progressed. Anderson described hundreds of buildings by location and ownership, and most importantly to him, business occupancy.

Anderson did not submit his findings to the Colorado State Historic Preservation Office (SHPO). His work is available for review at the Lakewood Heritage Center and at Jefferson County Public Libraries.

Within four years of Anderson completing his survey a major redevelopment at key intersections such as Wadsworth and West Colfax created a need for additional historical research. One goal of this survey is to update Anderson's work with notations of buildings demolished over the past 20 years.

Anderson's documentation captured the lineage of business ownership along West Colfax during the height of the avenue's period of historic significance (1945-1970). Nearly 50 years after this period of significance, West Colfax still retains representative examples of its motels and small businesses. These properties evoke a time when a community was changing, coming together politically, and developing new characteristics.

Previous Surveys

In 2002 and 2004, Cathleen Norman of Preservation Publishing, conducted a field survey and created a historic context and survey of the Two Creeks and Northeast Lakewood neighborhoods. Two separate State Historical Fund grants funded the research, documentation, and creation of these surveys and reports. These documents, and the associated field survey and research, identify the historic connection between the residential neighborhoods on either side of the Avenue and the commercial activity on West Colfax itself.

Officially incorporated in 1969, the City of Lakewood, Colorado, remains the largest community in Jefferson County. However, throughout the previous century, residents of the area used the name Lakewood when referring to their home. This report will occasionally draw on contemporary sources that use the name East Jefferson County to describe an area now part of Lakewood. East Jefferson County, in general, referred to the populated area of the county east of Golden. The term East Jefferson was in vogue from the late 19th to the mid-20th century.

Lakewood retained its own sense of place despite its association with Wheat Ridge, Arvada, and Edgewater, made by county officials and journalists.

Literature Search and Coordination

Project historians consulted a number of sources to develop the historic context. This includes a review of site files and databases, as well as coordination with the institutions interested in historic resources. The effort coordinated with:

• OAHP/ State Historic Preservation Office (SHPO)

• Jefferson County Archives

• Jefferson County Assessor and Offices of Clerk and Recorder

• Denver Public Library

In addition, the Survey historians reviewed a number of primary source documents. These included:

2002: Diane Lee Rhodes, *An Inventory of Historic Structures along the West Corridor Alternative Routes, Regional Transportation District, Denver and Jefferson Counties.* Parsons Engineering for the Regional Transportation District (RTD).

2002: Cathleen M. Norman, *Survey Report for the 2001 Cultural Resource Survey of Historic Northeast Lakewood, Phase I (May 31, 2002)* for Two Creeks Neighborhood Organization and Edgewater Neighborhood Organization. (Preservation Publishing: 2002).

2004: Cathleen M. Norman, *Survey Report Cultural Resource Survey of Historic Northeast Lakewood, Phase II (SHF 03-M1-016)* for Two Creeks Neighborhood Organization and Edgewater Neighborhood Organization. (Preservation Publishing: 2004).

2008: Dawn Bunyak. *Kipling & Colfax Operational Improvements, US Highway 40/CO-391, Lakewood, CO*. (Bunyak Research for Colorado Department of Transportation: 2008).

Sanborn Fire Insurance Maps held at the Western History Collection of the Denver Public Library also provided key documentation of the commercial and residential properties along West Colfax from the 1930s to the 1960s. It is worth noting that these maps only went as far as the 8500 block of West Colfax (today's intersection of West Colfax Avenue and Dover Street). The maps record as little as West Colfax properties and as much as one block north and south of West Colfax.

The project survey corridor has one building listed on the National Register of Historic Places (Davies' Chuck Wagon Diner/5JF.1112), one National Historic District (JCRS Campus/5JF.178), and one on the State Register (Cason Howell House /5JF.1010). The current

project looks at commercial and residential properties never previously surveyed, and those deemed worthy of re-evaluation from Cathleen Norman's Cultural Resource Survey of Historic Northeast Lakewood from 2002-2004 (funded by the SHF).

Survey Objectives

A Historic Resources Survey of West Colfax Avenue is a component in the City of Lakewood's historic preservation plan. Lakewood adopted a Historic Preservation Plan, resulting in the creation of a Historic Preservation Commission in 2013. The following year, the City of Lakewood received its Certified Local Government (CLG) status. The West Colfax Avenue Historic Resources Survey is the first opportunity to implement the goals of the city's Historic Preservation Plan. Project Managers Robert and Kristen Autobee have worked with the city during the West Colfax Avenue Historic Resources Survey. A long-term goal of the city's plan is to develop a strong historic preservation program celebrating historic neighborhoods across the City of Lakewood. The some of the city's Historic Preservation Commissioners participated in volunteer training and the Commission invited members of the 40 West Arts District and its consultants to present progress reports at study sessions.

The West Colfax Avenue Historic Resources Survey contains many elements beyond the documentation of historic properties along Colorado's most noteworthy road. The project incorporates several of the aims addressed in the Colorado State Preservation Plan platforms by:

1) Educating residents about the history of the West Colfax corridor over the past century;

2) Emphasizing the role of historic preservation as an important mechanism to retain the past;

3) Having volunteers join the recordation process;

4) Working with local businesses and neighborhoods to promote the corridor's history;

5) Attempting to save West Colfax Avenue's most important historic resources by bringing their integrity and uniqueness to the attention of the preservation community and the general public; and,

6) Augmenting state, county, and municipal records and databases of the Avenue's cultural resources in Lakewood.

This current survey has several purposes: to recognize and promote the historic significance of the 40 West Arts District; to document the built environment in advance of development related to the RTD W line; to facilitate and incorporate preservation into future developments; to demonstrate the value of mid-20th century and working class cultural resources to local preservationist and historians; and, hopefully provide an understanding of West Colfax Avenue's role and its significance in the history of Colorado.

National Register of Historic Places Eligibility Criteria

In order to assess the potential NRHP-eligibility for each site, the evaluators used professional judgment and NRHP criteria in assigning a level of historical significance to each of the properties included in this survey. The qualifications of the historians associated with this project meet or exceed the Professional Qualifications Standards set forth by the Secretary of Interior for history and architectural history.

Properties that qualify for inclusion in the NRHP must be significant in American history or prehistory, retain sufficient integrity to convey its significance and to meet one of four following criteria laid out in 36 CFR 60.4:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity, and:

(A) That are associated with events that have made a significant contribution to the broad patterns of our history; or

(B) That are associated with the lives of persons significant in our past; or

(C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that posses high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(D) That have yielded, or may be likely to yield, information important in prehistory or history.

The project historians also followed the NRHP's Criteria for Evaluation regarding a property's integrity, which defined as the ability to convey its historic significance. Seven aspects of integrity are recognized: location, design, setting, materials, workmanship, feeling, and association. Eligibility for the listing in the NRHP requires that a property retain most, if not all, of these aspects.

State Register of Historic Properties Eligibility Criteria

The West Colfax Historic Resources Survey also assessed sites for their eligibility to the State Register of Historic Properties. The following lists the nomination criteria for consideration of properties for nomination and inclusion in the Colorado State Register:

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

(B) The connection of the property with persons significant in history;

(C) The apparent distinctive characteristics of a type, period, method of construction, or artisan;

(D) The geographic importance of the property;

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

Lakewood's Historic Preservation Commission/Local Landmarks

Established in 2013, Lakewood's Historic Preservation Commission is responsible for guiding the City's historic preservation program. The Historic Preservation Commission reviews local landmark designation applications and makes recommendations for designation to City Council based on criteria in the city's Historic Preservation Ordinance. The city's designation criteria are as follows:

- It is associated with events that have made a significant contribution to the broad patterns of the City's history; or
- It is associated with the lives of persons significant in the City's past; or
- It embodies the district characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- It has yielded, or may be likely to yield, information important in history or prehistory; or
- It is culturally significant to the Lakewood community.

As of September 2016, Lakewood has one local landmark, the White Way Grill. Located in the city's Heritage Center, this classic diner was built in 1948. It is a great example of the portable steel sandwich shops created by Valentine Diners.[3]

Pre-Survey

As of early 2014, 68 sites in the project area were previously surveyed and already assigned an OAHP site number. A search of the OAHP Compass database yielded 27 resources recorded with National Register of Historic Places (NRHP) eligibility. Of those resources, the Davies' Chuck Wagon Diner (5JF.1112) and the Hill Section of the Golden Hill Cemetery (5JF.955) are listed on the NRHP. Additionally, the Jewish Consumptives' Relief Society (JCRS) campus (5JF.178) is listed on the NRHP as a National Historic District. Neither 5JF.955 nor 5JF.178 were re-evaluated or surveyed, although 5FJ.178 was used for teaching volunteers about architectural styles.

The historians collected reports by the City of Lakewood staff and their consultants on West Colfax redevelopment. The historians have collected articles from both the *Lakewood Historian*, a quarterly newsletter by the Lakewood Historical Society, and *Historically Jeffco*, an annual journal of the Jefferson County Historical Commission.

Robert Autobee, Karen Zoltenko, and Lyle Miller researching at Jefferson County Archives. *Photo courtesy of Jefferson County Archives.*

The survey team used Sanborn Maps, building permits, city directories, phone books, newspapers, and oral interviews to document the story of each potential historic property. Other resources for the second round of research included the electronic and textural records held by the Jefferson County Assessor's Office, the Jefferson County Appraisers Office, and the Jefferson County Archives.

A partnership developed between Jefferson County Archives staff and the survey historians. Jefferson County Assessor's Office staff informed the historians several times that historic property appraisal cards were transferred to the City of Lakewood, lost, or destroyed. A conversation between Ronda Frazier, Jefferson County Archives Program Manager and Robert Autobee determined that 155 boxes of these cards were actually in the archives but held in eight accessions with overlapping time periods and schedule numbers. Mr. Autobee knew this information was critical in determining the historic significance of the corridor properties. Ms Frazier welcomed the suggestion that survey volunteers might be willing to integrate these accessions. Without integration, Ms Frazier estimated that as many as six to eight bankers' boxes could contain responsive materials for any one property. This corresponding project will reduce county staff's retrieval time; future researchers search time, and help protect the historic record through better-targeted use. Ms Frazier was able to re-house the collection and they were integrated into the catalogue. This re-housing of the cards provides a further benefit to the historic materials.

Volunteers

The West Colfax Avenue Historic Resources Survey owes a great deal of gratitude to its team of volunteers who conducted field surveys, completed survey forms, and represented the project to their neighbors and individuals living and working in the project corridor.

In January 2014, the Autobees and a few volunteers undertook a preliminary survey of the 1400 block of Ames Street south of West Colfax. After a review of this outing with participants, it was determined that to make the best use of a team of volunteers, training materials would be created and a training session planned.

In May 2014, Kristen Autobee completed the *Lakewood Companion to the Field Guide to Colorado's Historic Architecture & Engineering.* It is a Lakewood-centric, non-historian's guide to architecture in Lakewood using the OAHP's *Field Guide to Colorado's Historic Architecture & Engineering*, (*Companion*) as a starting point. Designed as a training document, it includes an introduction to Section 106 of the National Preservation Act of 1966, descriptions of the six architectural features detailed on OAHP Form #1417, architectural styles and forms found using OAHP text with Lakewood images, and a glossary. The Lexicon was not designed or written to be West Colfax specific.

Mrs. Autobee submitted a draft of this document to the State Historical Fund for review during the summer of 2014. A training session was held on June 21, 2014 with 30 people in attendance. These volunteers learned how to record potential historic sites in both a workshop and practice session. Volunteers reviewed jargon and vocabulary and good and bad building photography quality was addressed.

The *Companion* and a subsequent "cheat sheet" especially designed for this training session, helped volunteers identify architectural style, type, form, rooflines, windows and other elements in order to complete OAHP Forms #1417, #1417(b) and #1403. Twelve volunteers participated in one or more field surveys between June and December 2014. Six participated in half or more of the field surveys.

The volunteers worked in teams, and were instructed to examine each potential historic property and evaluate its architectural features, identify and document its architectural style or form. Volunteers also helped with research necessary to describe property ownership on the OAHP Form 1403. Robert Autobee held two informal "on-the-job" trainings at the Jefferson County Archives for volunteers interested in the process.

Denver Public Librarian Bruce Hanson showed researchers Robert Autobee, Ronda Frazier, Joy Falloni, Karen Zoltenko insider tips to researching buildings. *Photo by Kris Autobee.*

In preparation of using OAHP Form 1403 to document 10% of the total sites, a training led by Librarian Bruce Hanson, of the Denver Public Library's Western History/Genealogy Department, gave volunteer attendees a better idea of the resources available in that collection. In later visits, volunteers collected newspaper references, city directory, and state business directory listing for West Colfax businesses.

Volunteer Ken Mulvhill worked to create an Access database that could be used first to populate the #1417 forms and later to house ongoing research on the survey area. Although participants intend to pursue this in the future programmatically, the present data was migrated into Excel to use with a simple mail merge for form production. This data also merged a map and a photo form.

The Survey historians created a numbered bibliography to streamline use of primary and secondary sources. This numbering system is an aid for the database. Sources were numbered as they were used. Names of residents were listed on the OAHP 1417 Survey Forms under Number 21 are preceded by the Source's number. Under number 22, the source was listed with its number. For information taken from directories, occupation follows name in parenthesis. Abbreviation "emp" means employed.

Number	Source
1	1940 XL Suburban Directory
2	1947 Mountain States Telephone Directory
3	Sanborn Maps
4	*West Colfax*, Anderson, 1994
5	*Lakewood Biography*, Wilcox, 1994
6	*Lakewood*, Autobee, 2015
7	*Early Lakewood,* Autobee, 2011
8	1933 XL Suburban Directory

Appendix F contains a list of previously surveyed buildings in the survey corridor demolished between 2013 and 2016.

Scope of Work

Before 40 West Arts District received a State Historical Fund (SHF) grant in early 2013, historians Robert and Kristen Autobee, of Morgan, Angel & Associates, conducted a reconnaissance survey and preliminary research on the number of buildings, build dates, architectural styles and various other information necessary for populating architectural survey site forms. They determined, at that time, that there were approximately 1,000 buildings in the survey area. Of those, an estimated 567 buildings were more than 48 years old. Forty-eight years was selected as the primary criterion for eligibility in the West Colfax Avenue Historic Resources Survey with the understanding that it would take two years to complete the work.

Colorado's Office of Archaeology and Historic Preservation's (OAHP) Historical & Reconnaissance Forms #1417 and #1417(b) were used to record fieldwork data and create a baseline architectural record for resources in the survey area. Survey historians and volunteers used this abbreviated form to collect details about the street facing façade and photographs were taken from at least one street facing perspective. Using this baseline of information, the Form #1417 was used to identify 507 buildings meeting basic NRHP survey requirements of construction date and architectural style. The eligibility of sites surveyed at the reconnaissance level was not determined.

The project's methodology, agreed to by the SHF, involves a second phase that began in January 2015. According to the terms of the SHF grant proposal, about 12 percent of the buildings from the first round were recorded using the OAHP's Architectural Inventory Form #1403. This intensive level survey included full documentation, with maps and photographs. The information gathered on Form #1403 evaluated the eligibility of these properties for designation as a Historic Lakewood Landmark or listing in the National and/or State Register of Historic Places.

Using this two-tiered method, surveyors did not need to obtain owners' permission for access to all 567 properties within the survey boundaries. Both time and money were focused on the 60 properties that made the next round of recordation using Form #1403. At the same time, a record of style, architectural details, and integrity was created for each resource within the survey area.

Project Participants

William Marino, Executive Director of the 40 West Arts District and the Lakewood West Colfax Business Improvement District was the applicant for the SHF grant, and the point of contact for the survey. Historians Robert Autobee, M.A., and Kristen Autobee, M.A., of Morgan, Angel & Associates researched and wrote the historic context and survey report. Mr. Autobee coordinated volunteers and the Jefferson County Archives project. Mrs. Autobee wrote volunteer training materials and managed field survey work product, historic research notes, and

grant reporting. Dr. Jay Brigham, Managing Partner at Morgan, Angel & Associates, reviewed written reports.

Volunteers, led by Mr. Autobee, conducted surveys, took photographs, and provided valuable input on the history of their neighborhoods and the buildings in them. The survey was made possible by dedicated volunteers Joy Falloni, Ronda Frazier, Karen Zoltenko, Thess Walcott, John Hackett, Anita Wenglasz, Maddie Nichols, Leslie Krupa, Tesla Petzler, Richard Eversley, Nancy Whitsel, and J. Bisant. Other volunteers who joined in the assessor card integration, research, and moral support included Ella Weatherall, Nichole Goodman, Alexandre Charron-Trudell, Paul Ditson, Carrie Mesch, Lyle Miller, Joan Howard, Melanie Stover, and Ian Ancelin. Volunteer Ken Mulvhill created the Access database for the #1417 forms.

The Lakewood Heritage Center, City of Lakewood provided several historic photographs for printed materials and survey reports, as did Doug Stieverson, Joe Margotte, Art Rittenhouse, Ken and Faye Milne, Daisy Maisoner, and Lyle Miller. All of the volunteers on the survey took a turn taking photographs, however, J. Bisant enjoyed it more than most, and the survey benefited from the work of professional videographer and artist Richard Eversley.

Preparation of OAHP 1403 Forms

Upon the completion of historical research and field survey, the survey report and the OAHP Architectural Inventory Form #1403 were prepared for the 60 selected properties according to the guidelines in OAHP's Colorado *Cultural Resources Survey Manual* (2007). History Colorado, Office of Archaeology and Historic Preservation, the offices of the 40 West Arts District, and the offices of the City of Lakewood's Planning Department will hold copies of this report.

Architectural and façade descriptions were completed using field notes and photographs. Historic ownership and occupancy drew upon Anderson's work, previous surveys, Greater Denver Suburban XL Directories, Willits Farm Maps, Tax Assessor's Index ledgers, U.S. Census data, newspaper accounts, telephone books, and oral histories. Current ownership, construction dates, square footage, and legal land descriptions were acquired from the Jefferson County Assessor's Office. Footprints were drawn from City of Lakewood EZ Maps, Google Earth, sketches from Appraisal Cards, and field observations.

Field Survey and Photography

As part of the first round of recordation using the 1417 forms, each site was digitally photographed. The photos of private residences included associated garages, coops, trailers, and outbuildings when possible. In most cases, the survey team and volunteers did not have access to photograph all aspects of all properties. Several interested property owners welcomed members of the team onto their property to do more photography.

Property Selection

All properties, within the survey boundary, without regard to condition or integrity, which were greater than 48 years old, were recorded using OAHP Form #1417. Using the directive "When in Doubt Do," volunteers recorded several properties younger than 48. Although they are not counted in the overall numbers, these forms remained in the collection as part of the on-going documentation of the survey area. The information was then entered into the database. The forms were printed for submission to the SHF. In addition to the Commission, an electronic set of photographs will most likely be given to the Lakewood Heritage Center. Interested parties are still discussing the best ways to make this documentation available to the public.

The selection process for the 10% receiving further recordation using the OAHP Form #1403 was a little more complicated. First, survey historians agreed with SHF that the minimum requirement for potential NRHP-eligibility was date of construction, followed by architectural style. Project historians and team of volunteers surveyed a total of 567 buildings. In the fall of 2014, 60 of those buildings were more than 48 years old and found worthy of additional evaluation.

Volunteers met on December 6, 2014, to give their input concerning importance of style, forms, and discussed the importance of a building's historic physical integrity. This was accomplished by arranging buildings by style or form. When known, historians provided additional information concerning occupants or historic trends. Volunteers were asked to talk about their favorites or about buildings that stood out as surprising or unique. Lastly, the volunteers were asked to discuss buildings that had meaning for them or that they related to differently as a result of understanding more about architecture.

The historians had already picked out a few buildings based on architectural style or known associations. Project volunteers also offered suggestions to record some of the 60 buildings using the OAHP Form 1403.

Public Outreach

Throughout 2014, the Autobees spoke at the monthly meetings of the West Colfax Community Association, the Lakewood Historic Preservation Commission, and the Lakewood Historical Society. The survey team spoke to anyone who came out of their house or business while they were in the neighborhood. Residents asked if the survey team was code enforcement, tax assessors, or immigration service.

In 2015, neighborhood organizations, business organizations, community groups, and churches were targeted for public meetings to present the survey to as many residents as

possible. Participants felt that this method would reach a greater and more diverse audience than advertised, single-purpose meetings in the West Colfax corridor.

2015 Saving Places Conference

Additionally, the historians and two volunteers, Jefferson County Archivist Ronda Frazier, and graduate student Leslie Krupa, presented their respective perspectives and participation at the 2015 Colorado Preservation Inc. Saving Places Conference. The presentation was titled "Didn't See that Coming: Results from the West Colfax Historic Survey." Among the volunteers, the phrase "didn't see that coming" was much used as they learned new things about their community's past and present through architecture.

Some of the things participants "didn't see coming" was the diversity of architecture just one block off West Colfax Avenue, the ethnic diversity of their hometown, and alleys and detached garages in a community they considered suburban and modern. No one saw the side project at Jefferson County Archives coming. No one expected to be asked if they were from the tax assessor, police department, or code enforcement. Two teenage boys asked Mrs. Autobee if she was from ICE, because "our mom is worried."

Participants were careful to always wear their bright yellow t-shirts with the survey logo on the front and "Volunteer" and sponsor logos on the back. But, cameras and clipboards are still very official looking. A business card printed in English and Spanish explained that the Survey was not associated with any government agency. The card directed people to phone numbers and websites for more information about the survey.

As participants explained the survey to residents, most residents were positive about the goals. Residents liked the idea of recording the neighborhood's history before there was a crisis or public works project. They liked the idea of architecture as a resource to help understand the past. Several property owners and renters alike expressed the idea that maybe if neighbors knew the area was historic they would keep their yards up or get rid of trash. Participants were surprised to hear that sentiment. On reflection, participants felt their own reactions to this comment were more revealing than the comment itself. Generally, they felt historic preservation focused on neighborhoods and properties that were already "cleaned up" and contained the best architecture, landscaping, and families. Why shouldn't *pride of place* have a practical application in less affluent neighborhoods with smaller houses?

Coordination with Office of Archaeology and Historic Preservation

Morgan Angel staff met with representatives of OAHP's State Historical Fund on three occasions during 2014 to 2016. As of September 2016, Morgan Angel submitted eleven progress reports over the life of the project.

West Colfax Historic Preservation Symposium – The Final Public Meeting

On May 30, 2015, the West Colfax Historic Resources Survey historians shared new knowledge, and several invited experts discussed preservation efforts in and around the West Colfax corridor. The event was held at the Edge Theater in the 40 West Arts District building, 1560 Teller Street. The Lakewood Historic Preservation Commission advertised the event through mailings to residents and business owners in the survey area, and provided a coffee break during the symposium.

Speakers included Joe Saldibar, OAHP, who spoke on Tax Credits for Historic Preservation. Lyle Miller, a volunteer on the survey, presented a short history of the avenue's motels. Jeff Murray, Administrator of the Lakewood Heritage Center, presented the museum's master plan for historic preservation especially as it related to West Colfax. Holly Boehm, City of Lakewood Principal Planner, talked about the Historic Preservation Commission, and the Autobees presented some of the findings from the Historic Context from the West Colfax Avenue Survey.

More than fifty people attended the event. About that half that number were attending their first event at 40 West Arts District.

The project sponsors intend to encourage a wider audience for the information in this historic context and survey report than just the State Historic Preservation Office (SHPO), Lakewood Historic Preservation Commission, and other similarly interested parties. As a result, there are explanations and definitions not generally found in historic contexts and survey reports.

Historic Context

The most celebrated twenty-six miles of road in Colorado — Colfax — is an Avenue built on countless aspirations. Physically linking the state's eastern plains to the Rocky Mountains, Colfax Avenue has stood for everything from a punch line for naughty behavior to metropolitan Denver's economic barometer.

Colfax Avenue is the route followed by wayfarers' on horseback, by wagons, and later by the Model T. That evolution of motion has progressed over the past century-and-a-half. By the early 20th century, an endless parade of newcomers in their automobiles turned farms, ranches, and pleasant streetcar suburban estates into subdivisions and car lots.

Approximately seven miles of Colfax Avenue runs through Colorado's fifth largest city, Lakewood. According to the 2010 census, Lakewood is a city of 142,980 people. As Lakewood has grown since the late 1980s, people have seen many of the older commercial building along West Colfax Avenue disappear either slowly one-by-one or quickly in clusters. Demolition wiped from the map auto courts, motels, restaurants, barbershops, and grocery stores, and even the relatively recent invention – the shopping mall.

Abandoned buildings and undeveloped lots are monuments to the avenue's recent inertia. The residential neighborhoods located one block to the north and south have remained virtually untouched. These homes, apartments, duplexes — and even trailer parks — show various levels of physical integrity depending upon the owner.

Similar to other American communities facing economic uncertainty, the anticipated revitalization of West Colfax Avenue remains just that — anticipated. The opening of the Regional Transportation District's (RTD) W light rail line in April 2013 encouraged city planners, developers, business and home owners to wonder if this will be the spark that will lift West Colfax out of three decades of economic doldrums. By 2015, several multi-story apartment buildings and complexes had opened or were under construction. As of 2016, the majority of zoning along West Colfax places no restrictions on building heights and does not require the design of newly constructed building to included mixed use.

While hopes for the future remain high, there is concern that the remaining architectural elements and settings of West Colfax are on borrowed time as the past few years have seen new residential and business construction. One of the primary aims of this historic context is to look to what remains on West Colfax, and recommend what is worth preserving as this change is in the air.

The road to recognizing the historic significance of West Colfax and its buildings goes back two decades to one man and his obsession.

In the early 1990s, James Anderson of Denver was on a mission to learn all he could about West Colfax's commercial past. Anderson did not possess a degree or have formal training as a historian. Anderson's venture down the avenue sprang from curiosity about the businesses and their owners. In 1992, he began his journey west of the intersection of West Colfax and Sheridan Boulevard. Fueled with a curiosity into finding out who owned these old businesses and buildings, Anderson continued westward before stopping five miles later at the then Lakewood/Golden city limits near Youngfield Street.

Anderson recalled he relied on "public records, personal interviews, personal observations," and publications as his primary source materials. One vital puzzle piece from the past eluded Anderson. For most of the 20th century, none of Jefferson County residents were required to file building permits with the Jefferson County Assessor for modifications to or demolishing of buildings. Jefferson County was established in 1862; nearly a decade-and-a-half before Colorado entered the Union. It would take nearly another century before the County first required construction records in 1952. The City of Lakewood assumed these duties after incorporation as a city in August 1969.[4]

Anderson completed his work, *West Colfax Avenue in Jefferson County and Lakewood , Colorado: An Anecdotal History of the People and Places Located on West Colfax Avenue to 1993* in September 1994. He noted in his preface: "it is admitted that this paper is at best, an outline from which someone may start and develop certain areas in more specific detail."[5] We would like to offer the following historic context in recognition of Mr. Anderson's work and as an attempt by 40 West Arts District, Morgan, Angel & Associates, and those volunteers who conducted field surveys and research over the past year to build on the documentation he first collected two decades ago.

Before Colfax: A General History, 1785-1876

The Land Ordinance of 1785 determined some of Colfax Avenue's linear arrangement long before many colonial North Americans ever considered what was beyond the Ohio River Valley. Legislators in the recently independent United States drafted the Land Ordinance to divide the trans-Appalachian West into townships each measuring six miles square. The Ordinance led to the creation of the General Land Office (GLO), and subsequently, the Bureau of Land Management (BLM).

The GLO used the Public Land Survey System (PLSS) to divide and describe land within the public domain. Typically, land was divided into six-mile square townships, which were divided into 36 one-square-mile sections and further divided into quarter sections. The PLSS represents over 30 individual surveys. Each survey designated a Principal Meridian (P.M.) and a base line perpendicular to the P.M. In 1855, the 40th Parallel was designated the base line for the 6th P. M. which divided Kansas from Nebraska. In Colorado, Boulder‘s Baseline Road is partially aligned on the 40th Parallel. Surveyors measured legal land descriptions in Lakewood from a point near Rulo, Nebraska, on the Kansas-Nebraska state line and just west of Missouri.

As the new nation grew and expanded west beyond the Appalachian Mountains and toward the Mississippi River, it was natural that these lines dividing townships and their sections were soon used by many communities as their main roads. In Lakewood, a long section of Colfax Avenue follows the southern boundary between Township Three South (T3S) and Township Four South (T4S), of Range 69 West (R69W). In western Lakewood, West Colfax Avenue turns to the south and likely follows earthen paths first used by Native groups, later Euro-American miners and settlers. Colfax Avenue was first identified on Colorado Territorial maps from the mid 19th century as Grand Avenue running through the mining camp known as Denver. As the landscape's elevation rose to the west, the first settlers along the Front Range of the Rocky Mountains knew the surveyor’s line as the South Golden Road as it connected Denver to the southern end of the town of Golden.

Federal Homestead Acts of 1841, 1853, and 1862 allowed anyone 21 years and older to opportunity to acquire 160 acres for a filing fee of $15. Other avenues for an individual to

acquire land included Preemption patents, military warrants and bounties, and timber cultures. Few of those pioneers wanted to live West of Denver as most preferred to engage in speculation or rent. Once irrigation crossed certain plots, the value of those lands dramatically increased.[6]

Anecdotal glimpses comprise most of the descriptions of the lives of native groups along Lakewood's foothills of the Rocky Mountains before and after the Euro-American conquest. Lakewood has no natural sources of water except seasonal streams. Generations of the Ute nation crossed the earth where the Euro-American surveyors would align Lakewood's streets. West Colfax's alignment is as unromantic as a mapmakers' survey line — which is how it came to be.

Discoveries of pottery and other artifacts from 8,000 to 10,000 years ago near today's Ken-Caryl Ranch establish the presence of native groups along the foothills. For generations, the Utes lived on land subsequently identified by Euro-Americans as Utah and southern Colorado. Resulting from their acquisition of horses from the Spanish during the 1600s, the Utes became more than hunter/gatherers and increased their chances to encounter other cultures. By the mid 19th century, Euro-Americans threatened Ute traditions and way of life. As late as 1876, members of the tribe visited the Cason Howell house near today's West Colfax and Kipling Street. The Howell family would feed their visitors with biscuits and send them on their way. These impromptu meals came to an abrupt end with the federal government sending the Utes to reservations in Colorado and Utah in the 1880s.[7]

In the days after the Civil War, in Washington, D.C., Speaker of the House Schuyler Colfax counted blood relatives among the pioneers out in Colorado Territory. To honor the speaker, and encourage his support for Colorado statehood, the mining camp on Cherry Creek, known as Denver, renamed Grand Avenue after Colfax's visit in 1865. Colfax, and Republican standard-bearer Ulysses Grant, won the 1868 presidential election. Greed got the better of Colfax and his involvement in various scandals led to his removal as vice president in 1873. In one of those examples of irony that echoes across the centuries, Colfax the Avenue would earn its own notorious reputation in the 20th century.

Homesteading and Manufacturing, West Colfax and Lakewood: 1876-1900

Colorado joined the Union as the 38th state on August 1, 1876. Denver was its economic, cultural, and recognized capital. Mining still dominated, but the majority of its residents fell back on established forms of labor like farming and small business to make a living. Between Denver and the foothills of the Rockies to the west, Colfax Avenue grew as the primary transportation route, bisecting the open spaces, farms, and ranches.

According to GLO documentation, William Lee was one of the first land holders along what would soon become West Colfax Avenue.[8] Lee was one of the Auraria mining camp's first orchardists. Auraria briefly thrived on the opposite bank of Cherry Creek from Denver. Unfortunately, Lee's 1,500 trees (mostly apples) could not withstand the Cherry Creek flood of

1864, and he saved only a few dozen. As a result, Lee moved west to higher ground on parcels of land that correspond at present to the southwest corner of Sheridan Boulevard and West Colfax Avenue. Lee took most of his surviving trees to West 38th Avenue and Ward Street in Wheat Ridge. Lee's brother, Henry, later established an orchard and truck farm on West 26th Avenue. As of 2016, Henry Lee's acreage is Crown Hill Cemetery and a Jefferson County Open Space park.

The open spaces west of Denver and Auraria offered those for some foresight to consider land speculation. Some of the earliest homesteaders obtained their land through Military Warrants and claimed prairie along the south side of West Colfax Avenue (Township 4 South, Range 69 West, and 6th Prime Meridian) in Sections 1 through 6:

Section 1, SE 1/4, Garcia and Harrison (1866)
Section 1, North 1/2 NE 1/4 Davis and Lee (1867)
Section 2, SW 1/4, McIntire and Percidor (1866)
Section 3, SE 1/4, Sims & Nebarro (1866)
Section 4, North 1/2 NE 1/4, Gracq, King and Rolfe (1869)
Section 5, North 1/2, NW 1/4, Cason Howell (1868)
Section 6, North 1/2, SE 1/4, McClelland (1872)

Of this list of pioneers, only the Cason Howell house (OAHP Smithsonian No. 5JF.1010) remains on the plot near West Colfax and Kipling Street.

The following were the first land holders and settlers north of Colfax (Township 3 South, Range 69 West, 6th Prime Meridian) in Sections 32 to 35: None of the following left a lasting legacy in Jefferson County other than getting their patent in first:

Section 35, W 1/2, SW 1/4, Lucy and John Fallis, W 1/2 SW 1/4 and E 1/2 and SE 1/4; Se 1/4 NE 1/4 E 1/2, SE 1/4 (1866)

Section 34, Othniel Coalscott, Richardson Walmsley and George M. Wilson, E 1/2, SE 1/4 (1866)

Section 33, N 1/2, SE 1/4, and N 1/2 and S 1/2, Daniel J. Baldridge, Benjamin Joiner and John M. Lampley (1867)

Section 32, W 1/2, SW 1/4, SW 1/4, NW 1/4, Sylvester Cart and Robert Phillips (1868)

The Willets Farm Map from 1899 is one of the earliest and largest records of farms and subdivisions in the Denver metro area. Figure 3 captures a segment centered on West Colfax Avenue that extends one mile to the north and one mile to the south, with the approximate survey boundaries and modern street names.

R69W T3S Sections 32-36, and T4S Sections 1-5

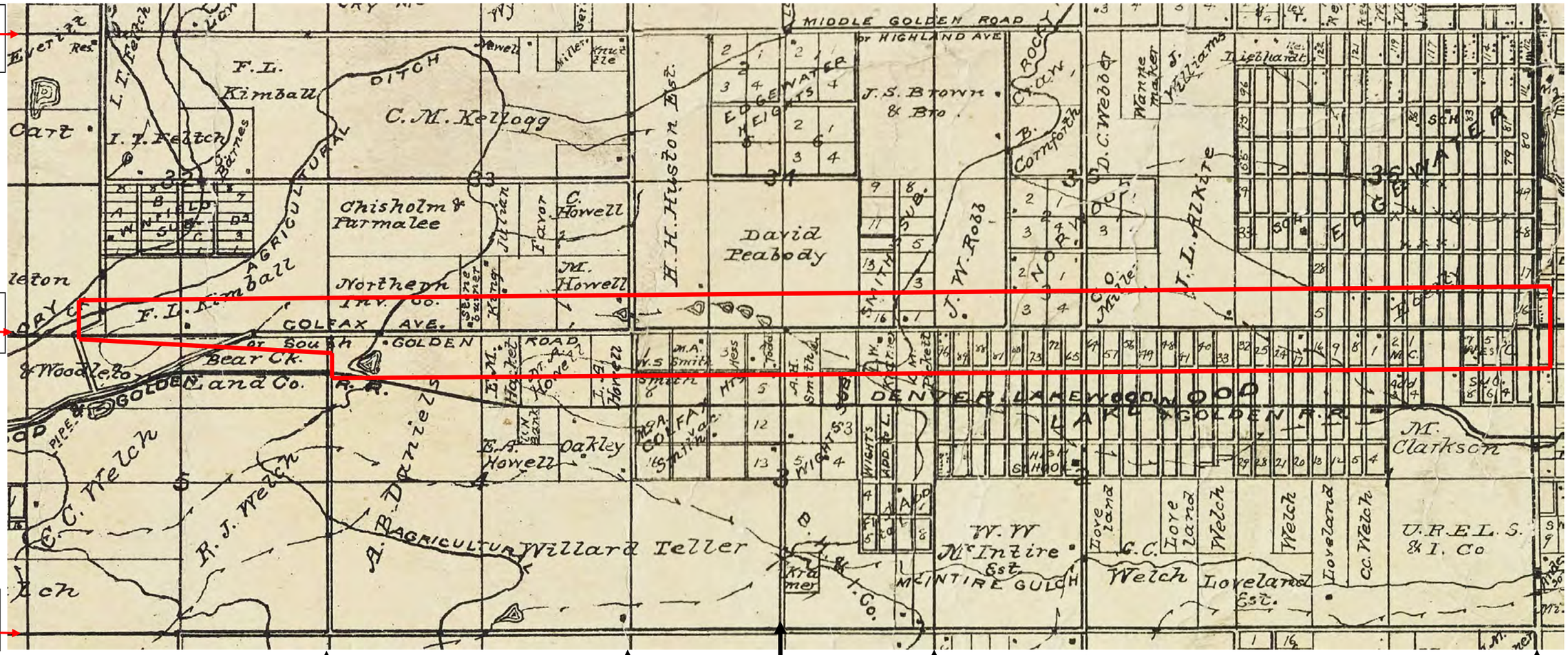


Figure 3 – PROJECT AREA OVERLAID ON A DETAIL OF THE 1899 WILLETS FARM MAP. Double lines are roads, single lines are property boundaries. Street names off the map are the modern names. The project area is outlined in red. The David Peabody farm in the center of the map became "The Glens." Two notable houses, represented here by dots are still standing: The Cason Howell House (5JF.1010) near W. Colfax Avenue and Kipling Street, and the Loveland House (5JF.3605) near W. Colfax Avenue and Harlan Street. (*Courtesy of Denver Public Library-Western History Collection).*

During the 1870s and 1880s, successful farmers along West Colfax built large family homes. The Cason Howell house (5JF.1010), now addressed to 1575 Kipling Street, remains largely intact from 1874. Two years later, Civil War veteran, farmer, miner, and adventurer J.W. Robb built a similar house. The Robbs' soon had new neighbors as orchardist and farmer George Peabody built his home just to the west later in the 1870s. The Robb House stood on West Colfax near Garrison Street and remained in the family until 1956.[9]

The nearest potential urban center — Denver — was slowly shedding its mining and grubstake beginnings as the 19th century reached its conclusion. Symbols of civic growth — sewers, public transportation and the annexation of outlying plats into neighborhoods encouraged others to develop the open spaces beyond the growing city.[10] By the late 1880s, some middle-class families moved to the wide-open land toward the foothills to seek relief from Denver's congestion and to enjoy a country lifestyle.

From 1888 to 1889, developers platted over a dozen residential subdivisions (Norwood; Edgewater; West Colfax; 2nd West Colfax; West Colfax Addition; Wights Subdivision and Wights Resubdivision Blocks 1 & 2; Millers Colfax Avenue Subdivision; Washington Heights and Washington Heights 2nd; Jefferson Heights; Jefferson Gardens, and Belmont Heights) in Lakewood.[11] Two early filings created the West Colfax Subdivision south of the avenue between Sheridan Boulevard and Depew Street in the late winter of 1888. West Colfax's first two subdivisions carried no name until homeowners held a contest in 1912. Mrs. Hensley Shaller submitted the winning entry of "Mountair" and won first prize — a sack of potatoes.[12]

W.A.H. Loveland was one of the thousands who came west during the Gold Rush of the late 1850s. Over the next 35 years, Loveland established the Territory's first railroad (the Colorado Central in 1865) and Jefferson County's first railroad line (the Denver, Lakewood & Golden); managed numerous land transactions and the machinations of local, territorial, and state government and ultimately had his name put into nomination for the presidency before the 1880 Democratic National Convention.

Today, Loveland and his wife Miranda, and their business partner Charles Welch, are the only ones of the first generation of Lakewood's developers of any historic note. The trio paid $2.25 an acre and developed the first two plats, or subdivisions of land, (the Lakewood Subdivision and the Lakewood Addition) with a hope to become a community along West Colfax in 1889. In 1890, the Lovelands and Welch offered the 96-acre, five blocks wide Lakewood subdivision between Harlan and Teller Streets and from Colfax Avenue south to West 10th Avenue to prospective buyers. The partners named the subdivision Lakewood. Their Denver, Lakewood & Golden line ran two blocks south of where W.A.H. and Miranda Loveland built their house in 1888. On Welch's ranchland near present-day Youngfield Street and West Colfax, the DL&G began to parallel West Colfax's alignment into Jefferson County's lone center of population and governmental seat, Golden.[13]

Where the name "Lakewood" came from is uncertain and may have duplicated a community's name two thousand miles to the east. It is possible that the connection was financial. In the early 1890s, most of the financial backing toward the construction of the Denver Hardware Manufacturing Company came from investors living in Lakewood, New Jersey. The factory was next to the DL&G railroad. Loveland was indebted to Jay Gould's Union Pacific for rolling stock and very nearly lost his railroad to Gould. The new factory's success depended on a railroad to transport materials and finished products. It is easy to imagine the Lovelands and Welch courting potential investors with a promise of naming the land where their new investment sat after their old home.[14]

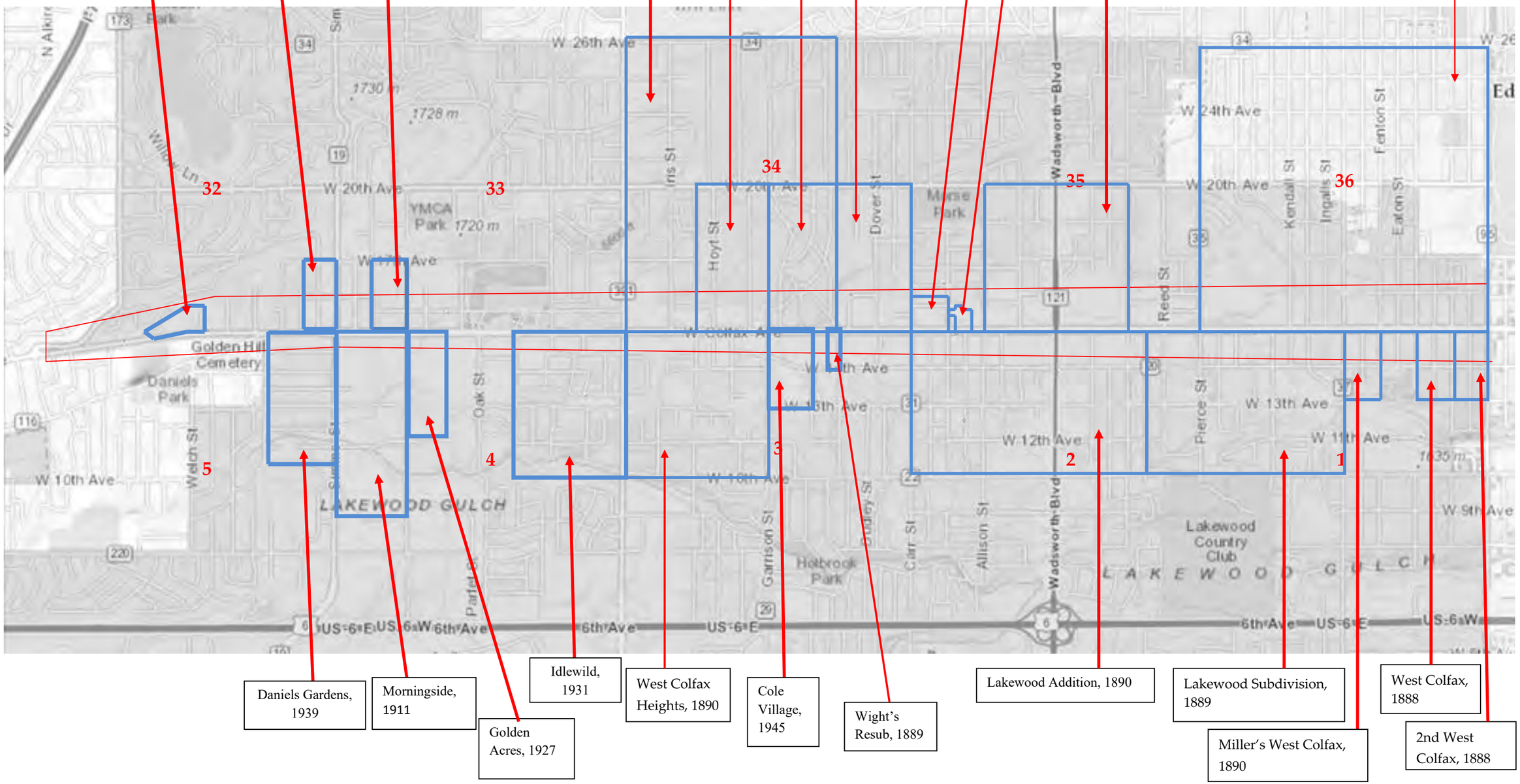
In 1890, the Lovelands and Welch filed an addition to their plat and extended Lakewood's western boundary from Teller to Carr Street. The plat they established was more than just a division of agricultural land into a suburb. The trio's design included a school, church, and parks — a planned subdivision, beyond naming streets, that no one would attempt again in Lakewood until after World War I.[15]

Other subdivisions south of West Colfax and near Sheridan Boulevard included Washington Heights, Cleveland Heights, and Alameda Park. The lots in these subdivisions averaged 25-to-50 feet wide. Initially, there was a shortage of new homeowners due to the distances from office jobs in downtown Denver and the difficulty of traveling on unpaved roads. Charles Failing's subdivision near Washington Heights (in 2016 located approximately along W. 1st Avenue and Sheridan Boulevard) was comprised of five-acre lots housing a cow, chickens, and gardens to supplement the head of the household's salaries. Such was the pre-1899 suburban homesteading/commuter lifestyle.[16]

By December of 1891, Emmet Hicks established the community's first manufacturing plant, the Denver Hardware Manufacturing Company. Located at West 13th Avenue and Balsam and Brentwood Streets, (just to the south of the just outside of the West Colfax Avenue Historic Resources Survey corridor) the factory was comprised of two large brick buildings — a machine shop and a metal foundry that included the local post office.

William Robb worked with Hicks to create the Denver Hardware factory. Robb also petitioned the United States Postmaster General to authorize a post office named "Lakewood" at West 13th Avenue and Brentwood Street, one block east of Lakewood Road (today's Carr Street) in the 1890s. Robb stated on the application that the post office would service a new manufacturing village associated with the Denver Hardware factory. The village featured the factory and dwellings "with 100 settlers now living close by." Robb hoped to have 500 residents within two years time.[17]

The Lovelands and Welch thought the plant was a proposition they could not ignore and agreed to construct a railroad siding to the foundry. Hicks' factory had its own general store, but



Lakewood Subdivisions, 1889-1969

FIGURE 4 – SUBDIVISIONS ALONG WEST COLFAX AVENUE. General Notes. West Colfax between Sheridan Boulevard and approximately Welch Street is the boundary between Townships 3 and 4 South. North-south section boundary streets are approximately Sheridan Boulevard, Pierce Street, Carr Street, Kipling Street, and North Alkire Street. East-west boundary streets are approximately West 26th Avenue and West 6th Avenue. Dark gray area is Lakewood, Edgewater is the light gray in the northeast corner, Denver is east of Sheridan Boulevard, Wheat Ridge is north of West 26th Avenue, and Golden is the on the west end of the map.

after the factory burned down in mid-1896, commercial development shifted two blocks north and a block to the west to the northwest corner of Carr Street and West Colfax Avenue.[18]

Hicks and plant executives William Robb and Joseph Wight built elaborate homes along West Colfax. The hardware firm also constructed more modest homes south of West Colfax. These residences were meant for their employees at the lock and doorknob factory. Because many of the employees were of German origin or descent, the area gained the name among non-Germans as "Baloney End."[19] In the early 1890s, Fessenden was the name of today's Balsam Street. The choice of Fessenden likely indicates that many of the plant's employees and living on this street were ethnic Germans who emigrated from Czarist Russia.[20]

The story of the community's first major entrepreneurs links Loveland and Hicks in tragedy. The financial crash of the early 1890s closed the factory and a majority of its workers moved elsewhere. On a quest to resuscitate his business, Hicks went east looking for financial backing to reopen the foundry when word reached him that sparks from a passing DL&G locomotive ignited straw and set the factory on fire.[21]

The price of silver had been never higher than in the early 1890s. The price of land west of Denver rose as high as $1,000 an acre. Top dollar for real estate went as quickly as it came. By 1893, the nation's economic bubble burst and its citizens drifted toward financial calamity. Loveland never saw his vision of Lakewood take root as he died in the first year of the decade long "Panic." Although W.A.H. Loveland is important in Colorado's history because of his business ventures and political activities, he left little to Lakewood save his home, a financially unstable railroad that moved passengers and freight between Golden and Denver, and a plat named Lakewood. Subsequent to the financial Panic of 1893, Colorado's two decades of economic growth hit a roadblock that lasted for another five years. Between 1893 and 1897, there were no new homes constructed in Lakewood. Empty plots reflected the bad times across Jefferson County.[22]

With the exception of the Loveland House at 1435 Harlan Street, the Cason Howell house (5JF.1010) at 1575 Kipling, and the Joseph Wight house at 8644 West Colfax, the bulk of Lakewood's remaining 19th century homes are clustered around a five-block radius from where Hick's factory once stood (These homes are in the Eiber neighborhood and have not been surveyed). It is no small irony, that business and a railroad development created that neighborhood just south of Colfax, and that the redevelopment anticipated from the reintroduction of passenger service on the old alignment threatens it.

A new century brought new technology and the first steps toward better times. There was a slight revival in new home construction between 1900 and 1910. Homebuilders built twenty homes for owner-occupants and renters in the existing subdivisions adjacent to West Colfax Avenue. The first decade of the 20th century saw a series of minor technological advances that made living easier. Nineteen-four saw the completion of wooden sidewalks from Sheridan Boulevard to Depew Street. In addition, in 1904, Lakewood's first telephone exchange opened at the Kummer Store on West Colfax and Carr Street. The telephone exchange (LA)kewood expanded the area where the name used beyond the boundaries of the Lakewood Addition and the Lakewood subdivision. Edgewater was included in the "Lakewood" exchange by 1931. After World War II, the exchange expanded from Wheat Ridge south to Alameda Avenue. By 1952, Belmont was the new exchange for most of Eastern Jefferson County.

By the 1920s, Lakewood's Mountair neighborhood began to see houses constructed in materials beyond horizontal wood siding. This English Norman style home at 1484 Ames is one of the residences that broke away from the popular Craftsman style from a previous generation. *(Photo: Robert Autobee).*

Not all of the changes associated with the new century involved automobiles, electricity and technologies designed to transform lives. The avenue's first church, The Lakewood Methodist Church at West Colfax and Allison Street, moved out of a rented building in 1904 into its own $1,400 sanctuary. In 1904, Dr. Charles Spivak opened the Jewish Consumptive Relief Society's (JCRS) sanitarium on what was previously a cow pasture. For most of the 20th century, Spivak and his staff helped hundreds of tuberculosis sufferers toward dealing and overcoming the disease.[23]

However, labor saving devices and advances in treating deadly diseases meant little in a place still very much part of the Wild West. Jefferson County's population rose by just 170 people between 1910 and 1919. Lakewood lost nearly 250 residents in the same decade. Lakewood's more forward-thinking residents knew that new roads led to development and growth. The time to start catering to automobiles and their drivers had arrived.

As the only metropolis for hundreds of miles, Denver led the way in road advancements. In 1913, Denver began a widening and construction program in the city's northwest quadrant. In

Wheat Ridge north of Lakewood, Jefferson County Commissioners provided limited funding to improve east-west roads beginning from West 26th Avenue north to West 48th Avenue. The farmers living along these avenues did most of the construction and even adapted their farm equipment to construct safe, automobile-friendly roads.[24]

In 1916, the Colorado Highway Department poured cement over West Colfax's rutted, earthen roadbed. As soon as crews leveled the surface, and allowed the mix to cure, the first of an endless number of automobile traveled the new two-lane highway. The first motorists came back with adventure stories of traffic jams and travel times as long as four hours between Denver and Golden.[25]

Concurrently, the City and County of Denver was wrapping up the construction of the Colfax-Larimer viaduct. Overseen by consulting engineer H.S. Crocker, the Colfax-Larimer Viaduct was the largest reinforced concrete viaduct in the world during construction. The viaduct loomed above railroads and the South Platte River on Denver's outskirts. Over West Colfax, motorists ventured on an improved road through Lakewood.

Homes and Businesses: West Colfax Between the Wars

The United States' entry into World War I in April 1917 put home construction on hold until the decade's end. Lakewood's primary economic activity, agriculture, completed two harvests without any noticeable interruptions from the conflict in Europe.

Immediately after the war, the nation's mania for the automobile showed no signs of slowing down. Denver's *Rocky Mountain News* commented that a new technology in the hands of many caused West Colfax's first traffic jam in November 1919:

> Traffic on the Colfax-Golden road was tied up for two hours yesterday afternoon and fully 1,000 automobiles were stalled, all caused by the enterprises of an apple merchant, who had taken advantage of the opportunity afforded by every other being in a muddy condition to display his wares along the paved roadside. Hundreds of boxes of apples were sold and barrel after barrel of cider was loaded into the automobiles which were lined up along the orchard, two abreast.[26]

Closer to Denver, eastern Jefferson County noticed only slight alterations to the landscape after the war. The Craftsman style duplex at 1475-1477 Ames Street (5JF.3580) is a remaining tangible piece of evidence of the social and economic changes along West Colfax right after the war. This duplex represents a specifically designed multi-family residence in Lakewood and the first attempt at housing density beyond narrow lots.

For many, peacetime's primary objectives were to find a job and to settle down to a regular routine. Not everyone followed that plan. In 1920, Cyrus and Marie Creighton drove west from Washington County, Kansas along the Victory Highway, of which West Colfax

Avenue was a segment, into Lakewood. Armed with a degree from the Kansas State College of Agriculture, Cyrus went through with his intention to farm, but in 1923, he paid $32,000 for 80 acres (farm land and orchards previously owned by George Peabody) to establish a housing development.

Creighton hired Denver's best-known landscape architect, Saco Rink DeBoer, to design a distinctive subdivision with curving lanes branching out from Glen Creighton Park at its center. Through DeBoer, Creighton sought to create an "exclusive residential community of narrow, winding streets and real estate covenants designed to ensure a community of substantial wealth and social status."[27] Located midway between Wadsworth and Kipling and bounded by West Colfax and West 20th Avenues, the Glen Creighton subdivision consisted of roomy irregularly shaped lots intersected with streets reflecting the developer's Hibernian heritage (i.e., Glen Moor, Glen Gyle, and Glen Ayr).

The neighborhood attempted to lure those who rose quickly to the top in America's booming post-war economy. According to a Glen Creighton promotional brochure from the 1920s, prospective owners could buy neighborhood lots at various rates. The high end for a 1.27-acre parcel in Glen Creighton totaled $1,587.50 while $528.00 would get you approximately one half acre. Loan terms mandated the payment of one quarter of the full purchase price upfront, followed by payment of the balance in three years. Cyrus Creighton insisted on a very important "restriction" before joining the neighborhood, requiring that the value of any constructed house must total $4,000 or more "to assure neat, attractive homes." The neighborhood's promotional literature informed potential buyers:

> Glen Creighton is strictly a residence park. No stores or anything of a business nature will be permitted. The winding streets and avenues make a much more beautiful lay-out than the ordinary city platting. It is protected with a building restriction of four thousand dollars, the least possible amount to assume neat, attractive homes . . . one of the greatest inducements for people to live in the suburbs rather than in the incorporation of Denver, is the low taxes. Live in GLEN CREIGHTON and cut your taxes in half.[28]

Despite the economic good times of the 1920s, Glen Creighton attracted only a few interested buyers. The new homeowners constructed a handful of Tudor-style brick homes, but development languished during the Great Depression and World War II. After the war, houses of various sizes and designs similar to those built in less exclusive Lakewood neighborhoods filled "the Glens" blocks. As of 2015, Glen Creighton counts 140 homes and has maintained its secluded character despite its close proximity to West Colfax. Glen Creighton residents still have ditch rights to water yards and gardens.

Almost a century later, resulting from the self-imposed isolation and care taken by subsequent generations of homeowners, the Glen Creighton neighborhood remains a unique example of greater Denver's earliest suburban developments. The Glen Creighton Subdivision

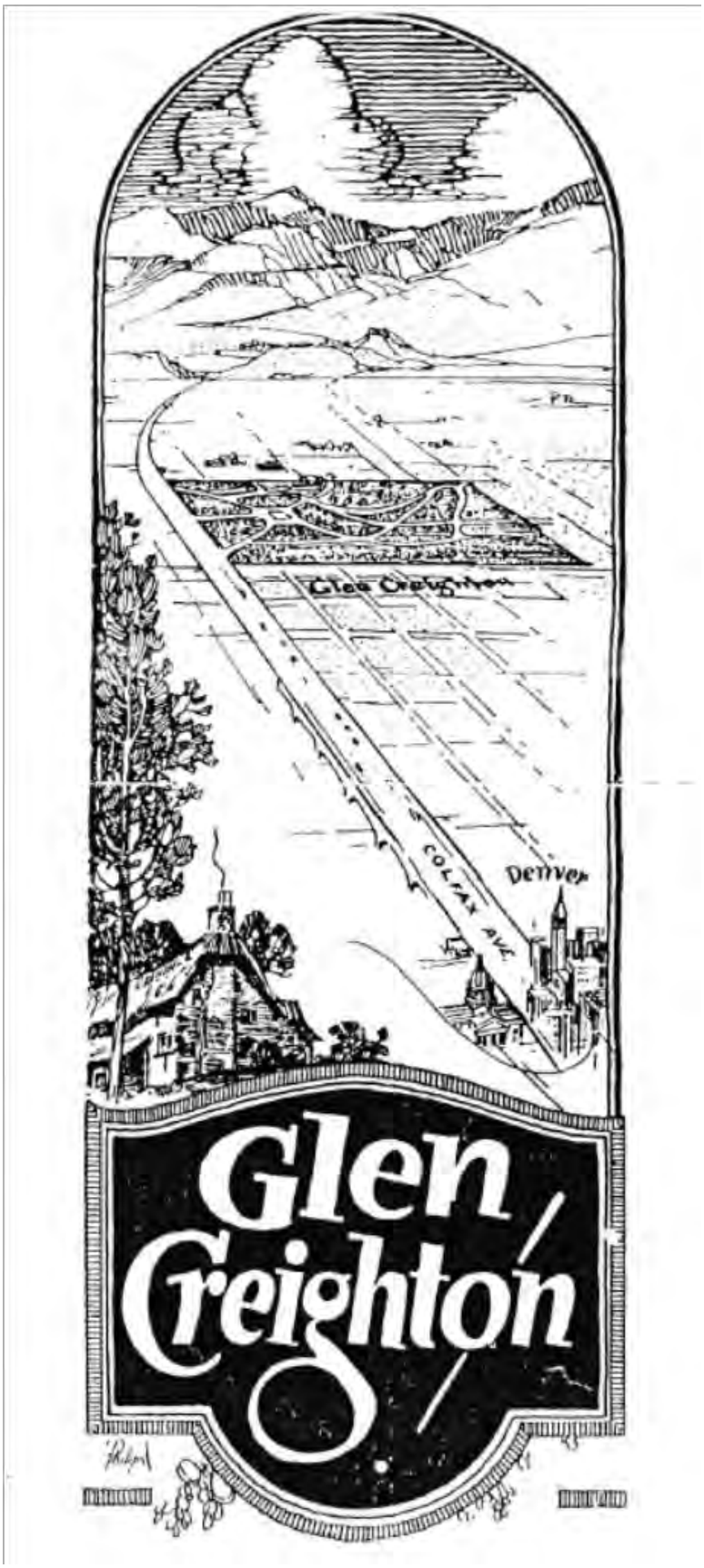
(5JF.850) was listed as officially eligible as a historic district in the National Register of Historic Places in 1992.

Not everything beyond Glen Creighton was idyllic during the 1920s. Many of Denver's Jewish residents formed a community along West Colfax on the Denver side of the county line dating to the late 1890s. Lakewood had a very visible Jewish presence through Dr. Spivak's JCRS. The Ku Klux Klan had become a force unto itself in Colorado after the First World War. The organization controlled much of the state legislature, the governor's office and the mayor of Denver consulted them before making most political decisions. It was not beneath Klan members to occasionally parade down West Colfax, or race in their Model T's, on their way to their regularly scheduled cross-burning events on Table Mountain above Golden. Members of the statehouse standing up to the Klan's legislative agenda diffused their influence. Unfortunately, the Klan's influence on the state's politics during this period has left a stain on Colorado's past. Even Cyrus Creighton when platting his exclusive housing development captured the mood of the times: "no plot at anytime shall be occupied by any person or persons of the Mongolian or Negro race."[29]

In 1926, the U.S. Bureau of Public Roads utilized a numbering system for the nation's roads that we still follow today. No longer known as "The Victory Highway" on the nation's road maps, the Bureau determined that Colorado's Colfax Avenue, as a component in the national highway system, would henceforth be known as US Highway 40. Locals still refer to the road as "Colfax" only adding the direction of "East" or "West" if they are trying to be specific.

At the beginning of the 20th century, streetcar suburbs expanded America's cities out in all directions from the established residential and commercial centers. Public transportation in the form of buses or trolleys, and more significantly, the automobile brought a new phrase into the American lexicon: commuter. In addition to the distances people were willing to travel for work or shopping, the architectural types and styles of houses in which they lived began to adopt new looks and different exterior treatments.

The Bungalow building type, and the designs of the Stickley Brothers, Charles Limbert, and a host of others, launched the Arts and Crafts movement in the United States. The Arts and Crafts influence in housing design and interior decoration placed the bungalow as the most popular housing type for nearly two decades. Nationally, a shift in residential change in taste occured around the mid-1920s when the brick exteriors and fanciful rooflines of the Tudor Revival and English Norman Cottage-style houses make their first appearances in suburbs nationwide. West Colfax's next generation of residences followed this Tudor and English Norman trend with the platting of new subdivisions after World War I.[30]



Glen Creighton Brochure. The popular image of a place in the country and forty acres and a mule drastically changed after World War I. In 1920, Cyrus Creighton and his family headed west from Kansas. In three short years, Creighton established one of metropolitan Denver's earliest exclusive suburban developments, Glen Creighton. In 1992, the subdivision was determined eligible for listing in the National Register of Historic Places. *(Papers of Cathleen Norman).*

In the 1920s, houses like the one at 1450 Reed Street, displayed new uses for older traditional materials presented in slightly more whimsical styles. New homeowners were looking for something different after two decades of bungalows in the Craftsman style. The popularity of the Tudor Revival and English Norman Cottage-styles along West Colfax illustrated a subtle indication by the homeowner to the rest of the neighborhood that someone of stature abided at this address. In Lakewood, the Glen Creighton neighborhood still contains the largest collection of Tudor Revival and English-Norman-Cottage residential architecture. *(Photo by Robert Autobee).*

This change in tastes signaled not only a call for new ideas, but also an opportunity for the next generation of suburbanites to distance themselves from the bungalows and dark interiors of the previous generation. It would be beyond the scope of this context to delve into the economic and political demographics of those who commissioned and lived in these types of houses during the 1920s and 1930s, but the owners of these homes in neighborhoods like Glen Creighton are worthy of recognition for reminding us that there was a shift in popular designs.

Beyond the Tudor Revival homes and English-Norman Cottages scattered along the West Colfax Avenue Historic Resources Survey corridor, the most prevalent housing style remaining from between the World Wars is not a style. The field survey found 180 buildings built between the wars, of which 48 are described as 20th Century Movements with elements of some other form or style. Most of these homes were found north and south of West Colfax along eight blocks from Sheridan Boulevard to approximately Harlan Street. In close second, the generic form Bungalow followed with 36 dwellings built between 1919 and 1940.

Beyond their importance to first time homeowners, these small individualistic homes and the placement of a new architectural element — the garage — illustrates the first taste of freedom the initial generation of American drivers associated with car ownership. Prior to the increase in individual car ownership, the primary mode of transportation was the horse. The horse was kept "out back" on a homeowner's property where the smells and unseemly nature of the beast were hidden from view. The auto may have surpassed the horse as the king of the road, but every night, much like the horse, the driver guided his vehicle through the alley at the back of his property.

The Mountair neighborhood near the Jefferson-Denver County line along Sheridan Boulevard contained dozens of small, wood-sided detached garages facing the alley. After nearly a century of use, hardly any of these buildings continue to keep automobiles safe over night. As manufacturers added more chrome and horsepower to cars, these garages were restricted by the design of automobiles from the previous generation. They now mostly hold the excesses of modern consumerism. Nearly a century later, the remaining miniature monuments to the first generation of car ownership remain in various states of physical integrity in a five-block area west of Sheridan Boulevard and north and south of West Colfax. The Survey noted the enlargement and modernization of at least two garages into housing in the Mountair neighborhood. Although the date of change is uncertain for 5442 W. 14th Avenue, the garage at 1416 Chase was undergoing remodeling during the field survey in the summer of 2014.

An indication of how residents lived in Lakewood's Mountair neighborhood a century ago remains visible in the garages and outbuildings along its alleys. These outbuildings display various stages of physical integrity. An unassuming outbuilding like this one demonstrates the similarity of Lakewood's Mountair to the Denver neighborhoods west of Sheridan Boulevard. They also serve as a reminder of the importance of the automobile in Lakewood's development. *(Photo by Robert Autobee).*

On the Way Somewhere?: West Colfax Goes Commercial, 1920-1945

Concurrent to the pockets of new home construction along West Colfax, the economic prosperity of the 1920s included the beginning of West Colfax's commercial “mom and pop” businesses and the first motels and motor courts aimed to capitalize on an increasing number of tourists coming to Colorado by car. The decade also saw West Colfax's first chain grocery store, diner, and car lot. The avenue's economic template for the rest of the century was set into place.

Business and the automobile occasionally brought bad results. During the first half of the 1920s, Lou “The Fixer” Blonger was Denver’s Al Capone, except Blonger paid his taxes. From the cherry orchard at the southeast corner of West Colfax and Kipling, "The Fixer" masterminded confidence games and swindle operations across Denver. Blonger’s lieutenants would travel from his orchards down West Colfax to Denver and leave bushels of cherries for the city’s judges and government officials. These gifts were reminders that he needed a deal done or a blind eye turned as his organization ran another swindle. Blonger’s control over Denver’s underworld ended during the early 1920s after his arrest and that of most of his gang. He died in the state penitentiary in 1924. In a small parable of a perceived good triumphing over a very real evil, after Blonger's sentencing, Denver's Puritan Pie Company purchased his cherry orchard.[31]

During the 1920s, West Colfax saw other varieties of vice. As the avenue was still wide open during the 1920s, a few outlying “roadhouses” opened up between Lakewood and Golden. The reputation of these isolated points of iniquity comes down to us decades later as places where an adventurous couple could drink, smoke, and dance away from prying parental eyes.

One of the first places that set the standard for food service was Verne's Grill at West Colfax and Sheridan. Under various names, including the Eagle Diner, the diner lasted from the 1920s into the 1940s with a very basic menu of hamburgers, barbecue and a relaxed atmosphere that invited diners to “bring your wife, mother or sweetheart and they will feel right at home.”[32]

Commercial displays by the side of West Colfax have been a both a lure and a problem since the first automobiles made their way along the avenue. In 1928, the State Highway Department notified all persons, companies, or corporations to remove all signs, billboards, blackboards, and other obstructions within a 60-foot right-of-way of Colorado’s roads. A contemporary account found:

> The beauty of the highway as an approach to the mountain parks is slowly being marred by the overzealous suburban resident who seeks to sell his produce, rabbits, foxes, and dogs, etc., and the professional advertiser who uses billboards graduated in size from the small, insignificant sign to the huge board which, in many instances, shuts out a beautiful view.[33]

The *Jefferson County Sentinel* lauded state highway engineer, Major L.D. Blauvelt, for his action: "More power to Major Blauvelt and the county commissioners. May they free this

road from the obnoxious signs and obstructions which detract so much from the beautiful countryside vistas which border this highway."[34]

The perceived good times of the Twenties gave way to the uncertainties of the Thirties, resultant from the stock market crash of 1929. Economic difficulties did not stop Lakewood's business community from trying to put the best face forward. During the 1930s, merchants at Colfax and Wadsworth proclaimed their intersection to be "downtown Lakewood." Local newspapers referred to the crossroads as "The Busy Corner." The telephone exchange and post office were also aware of this fact and found open land to build and expand adjacent to the community's most traveled intersection. Of approximately 10,000 people living in Lakewood during the 1930s, only 618 owned a telephone.[35]

In 2001, historian Cathleen Norman captured some of the recollections of West Colfax residents from the 1930s as part of an oral history project incorporated into a study of Northeast Lakewood. Most respondents remembered the unbroken plots of land, the dairy cows grazing on the grounds of the JCRS, and the smell of cut alfalfa and the sight of tall cottonwoods lining the avenue west to Golden. Flooding after a quick and heavy summer thunderstorm at the intersection of West Colfax and Pierce demanded the installation of a drainage system. It would take an authority greater than the county and a tangle of local irrigation organizations and civic improvement groups to resolve the problem.[36]

There are a few automobile tourism-related commercial buildings still standing in the survey corridor from the earliest days of the 20th century. Many of the tourists' motor courts, the early motels, and the service stations that created a new and very American, vernacular architecture were inconceivable before the existence of drivers and their automobiles. During the 1920s and 1930s, West Colfax, along with countless other American roadways, altered their streetscapes to keep up with the changes. Architects and city planners took a greater interest in where to park a car over the amount of room necessary for the turning around of a horse and wagon. The amount of space needed for an ever-increasing variety of machinery nearly eliminated pedestrians and bicyclists from the average American Main Street. Denver's downtown street grid allowed no room for motor courts and motels. Beyond the city limits held cheaper land and an unimpeded panorama of the Rockies.

Motor courts and camps offered the possibility of a restful night for motorists along South Santa Fe and South Broadway heading toward Pike's Peak. Other motorists followed US Highway 40 (West Colfax) from the east through Aurora on to Lakewood and west toward the Rockies. The first of West Colfax's motels and tourist courts brought new markets to the county's traditional economic base of agriculture. From the 1920s until after World War II, a weary road traveler could purchase fresh eggs, vegetables and fruit from farmers not more than a few feet from the road. The mix of business and automobile traffic meant that not every spot along West Colfax was tranquil. The Blue Bow Cabins on the northeast corner of West Colfax and Wadsworth was an auto court "where cars dart in-and-out at all hours of the day and night

from the narrow lane of traffic." This traffic was in large part caused by the Pig Parlor, a popular restaurant. Many of the avenue's cafes were open past 9 p.m. with several open between 6:00 a.m. and 2:00 a.m. to accommodate the schedules of wartime employees. Local newspapers ran the following ad during the war years for the Pig Parlor restaurant on West Colfax: "For a food thrill, try us."[37]

The Eagle Cafe occupied 5225 West Colfax near Sheridan Boulevard during the initial period of automobile tourism between the wars. Sometime in the 1940s, owners relocated the building, along with a neighboring one, a block north to 1544 Ames and built a new café on West Colfax. This building has been a multi-family residence since relocation. *(Photo by Richard Eversley).*

Continuing the pattern established in the 1920s, construction of dry goods, stores, grocery stores, and service stations carried on into the following decade at intersections with well-traveled farm-to-market roads such as Smith Road (Garrison Street), Lakewood Road (Carr Street) and Wadsworth Boulevard. In the early 1930s, the State of Colorado conducted surveys and found that Colfax Avenue bore the heaviest traffic of any state highway in Colorado. An increasing number of cars annually began to take its toll. As early as 1932, Jefferson County newspapers noticed the "congestion of traffic" along West Colfax and pushed the Colorado Department of Highways to improve West Sixth Avenue as the high-speed route between Denver and the Rockies. Additionally, poor roadway drainage allowed torrents to run down the

street after a storm. The Department of Highways realizing West Colfax's significance to Colorado's economy repaved and re-dedicated the avenue as a four-lane highway in 1937. The highway department focused on improvements to West Sixth Avenue by the start of the following decade.[38]

More cars increased the likelihood of accidents. At the corner of the county's busiest intersection, West Colfax and Wadsworth, the Jefferson County Chapter of the American Red Cross established its first highway emergency First Aid Station at the Mutual Oil Company's Green Fargo Station in the early 1940s. A quartet of medically trained staffers operated the station 24 hours a day. Equipped with a first aid kit, a half-ring leg splint, and a stretcher, the foursome kept busy tending to the daily incidents of fender benders and the occasional serious emergency.[39]

Don't Fence Me In: West Colfax and the Road to War

For Lakewood's first six decades, agriculture initially, and then gradually, small business placed West Colfax as the most important component of Jefferson County's economic well-being. Once the Great Depression of the 1930s took hold and deepened, farmers from Colorado's eastern plains and the mid-west moved off the farm and into Denver and nearby communities like Lakewood. Increasing numbers of school age children pushed Jefferson County to expand its school districts and add more voting precincts and census enumeration districts.[40]

By the late 1930s, the federal government and private industry were preparing for the nation's entry into a global war. In 1939, the U.S. Department of War purchased the Hayden Ranch southwest of West Colfax. The federal government and private industry negotiated the construction of a small arms ammunitions plant near the foothills southwest of West Colfax. The main item of discussion in Jefferson County during late 1940 was the federal government's impending arrival. County newspapers reported that the $25 million plant would only "hire Colorado men" to form an eventual work force of 10,000. That estimate was low by 50 percent as the Remington Arms Plant (named after the ammunitions manufacturer) hired 20,000 people, or 40 percent of the available manufacturing force in Denver. Motivated by patriotism, and enticed by the promise of a never- before-seen economic windfall, county and municipal governments and civic associations spent that winter preparing the populace for forthcoming changes.[41]

The federal government would not have far to look for available men willing to work if they went down West Colfax in 1940. The census of that year counted 157 households along the avenue. Of that number, 54, or almost one third, lived in one of the avenue's many hotels. Twenty-one of those 54 had worked less than 52 weeks during 1939. The remaining 103 households lived in a house, although 49 of the 103 were renters, thus leaving a remaining 54 houses listed as owner-occupied. The figure includes people who owned a business with their

living quarters either behind or above their place of work. Despite almost a decade of financial calamity, half of the families or individuals recorded by the census on West Colfax owned their home in 1940. The census captured the highpoint of residency along West Colfax. Seventy-five years later there are no are no single-family dwellings that face West Colfax Avenue.[42]

In early 1941, regulation and bureaucracy ushered in the most dramatic change in the avenue's history. On January 8, the Jefferson County Board of Commissioners agreed to a zoning ordinance reflecting the Roosevelt Administration's measured mobilization for war. The county was the first in Colorado to organize a zoning plan under a state law passed two years previous. The ordinance zoned most of West Colfax as commercial through detailed regulations such as 30-feet setbacks from the street line for businesses. The regulations also specified that in certain locations, merchants were compelled to provide off-street parking. For the rest of Lakewood, and its neighbor Wheat Ridge to the north, the new residential zoning rules restricted construction to lots with one hundred feet of frontage.[43]

The new munitions plant was the County's first big industrial venture since Emmet Hicks lock and doorknob plant of the 1890s. According to Edward D. Foster, director of the State Planning Commission, the new zoning code would "eliminate the haphazard and mushroom growth in the area of 'hot dog' stands, beer parlors, and unsightly shacks."[44]

For many years, both Jefferson County and the citizens of Lakewood had shown little interest in incorporation. The seriousness of going to war required the presence of a federal agency plucked from President Franklin D. Roosevelt's New Deal alphabet. Directly under Roosevelt's control, the National Resources Planning Board's (NRPB) mission was to study natural resources, industrial structure, technology, and transportation. The NRPB supplied Jefferson County with a full-time employee to co-ordinate federal, state, and county planning. The federal representative would help devise the creation of a munitions plant and improve existing access. The ordinance also codified other details such as widening to eighty feet all of the county's principal east-west highways when funding became available, naming the streets west of Sheridan Boulevard in alphabetical order, and bringing water and sanitation facilities up to standard to meet state board of health requirements.[45]

A few days after approval of the ordinance, state and county representatives met to discuss the construction of a suburb along West Alameda Avenue five miles south of West Colfax. The new community would initially provide housing for workers for the ammunition plant. A January 1941 newspaper report confirmed the federal government's hand in community development: "The new model town properly zoned for business and residential districts would be patterned after such developments as Boulder City, Nevada, site of Hoover Dam, and the new city that has arisen in the construction of the Grand Coulee Dam on the Columbia River in Washington."[46] When the United States entered the war at year's end, both the federal government and the county paid more attention to improving West Sixth Avenue and West Alameda to accommodate plant workers living, and driving, from Denver. The "new model

town" as described by federal government representatives in January 1941 never became a reality. Few remember the circumstances behind the federal government's involvement in the zoning ordinance, but the NRPB's influence is still visible in West Colfax's residential and commercial corridors.

Washington's preparations for war brought the federal government's first sustained interest in the Intermountain and Pacific West since the late 19th century. Historian Gerald Nash wrote that the American West "still occupied a subordinate or colonial status in relation to the older states of the American commonwealth."[47] A New Deal agency shaping the direction of an unincorporated rural outpost "Out West" was commonplace during the Roosevelt Administration. For the first time an outside economic presence – in this case, governmental bureaucracy – took hold in Jefferson County.

The federal government and its involvement in implementing Jefferson County's zoning regulations confirmed that West Colfax would abandon its traditional role as a road out in the country serving farmers and tourists toward becoming a multi-mile storefront for goods and services. The 1941 zoning ordinance established the role of the federal government that gave Lakewood a start toward a municipal identity and defined future growth along West Colfax. Washington did not abandon Lakewood after the war. Various bureaucracies with missions to manage federal interests in the West found a home at the old Remington Arms Plant. Since the early 1950s, the Denver Federal Center, and other federal agencies in the Center's vicinity have grown into a miniature Washington D.C. in the shadow of the foothills. Sixty years later, with a little more than 8,000 people, Lakewood's number one employer is the federal government.[48]

West Colfax's role during the war years was primarily as a diversion for the Remington Arms employees. The avenue was the closest place to get something to eat or to sleep after the shift was over. The war years were good times for the motel owners as a few rented their rooms to plant workers by the shift. Despite gas rationing, used car dealerships could report a brisk trade. The diners offering good, quick, and cheap meals kept busy. During the war years, and immediately after the war, if you ran a diner or hamburger stand there was profit for the taking if you kept open all hours. In 1947, the Lakewood Cafe at 8330 West Colfax opened at 7:00 a.m. and closed at 9:00 p.m. while McHale's Chicken Shack at 9315 West Colfax opened at 5:00 p.m. and closed at 2:00 a.m. the following morning.[49] This scenario changed by the 1950s.

The desire to get back to a perception of a what was normal – three square meals a day, a father who worked, and a mother who stayed home and kept house – is the stereotype handed down to us from the 1950s. An examination of newspaper ads, telephone directories and other documentation from the early 1950s shows that the third shift of labor was increasingly unnecessary in a peacetime economy. Lakewood, and the rest of the nation, had become a five o'clock world.

The private sector-federal government partnership to construct the Remington Arms Plant in 1941 played a primary role in altering West Colfax and how people worked, traveled, and spent money during World War II. *(Courtesy of National Archives and Records Administration, Broomfield, CO., Record Group 121, Public Building Service)*.

The Promise of Something Greater: West Colfax after the War

The lack of decent housing had been an issue in Lakewood during the war. The community was ill equipped to lodge the influx of plant workers. The initials "DOP" which stood for Denver Ordnance Plant covered every inch of the ledgers at each of the avenue's motels. Stories detailing the desperate living conditions of the time, forcing people to convert chicken coops and railroad boxcars into living space. In 1945, open space still abounded, but few could afford property valued at $2,500 an acre.[50]

The City of Denver's governmental departments expanded services to help in Lakewood's development. Though railroad and trolley stops south of West 14th Avenue through east Jefferson County existed since the early 20th century, the ever-increasing number of cars on the road made it very clear that the trolley system was on borrowed time. On April 25, 1946, the city's public transit authority, The Denver Tramway Corporation (DTC), agreed to run buses every 30 minutes along West Colfax from Sheridan to Kipling. The DTC initially opposed the bus route, but the Colorado Public Utilities Commission ordered the corporation to begin service after an outpouring of support by the East Jefferson Chamber of Commerce. The Chamber of Commerce may have pledged its support, but there were not enough riders to keep the route going, and the DTC cancelled the West Colfax the service a few months later. Eventually, the DTC ended its trolley service across metropolitan Denver in June 1950.[51]

The realities of a housing shortage, no public transportation, and mostly a feeling of "Where do we go from here?" motivated Lakewood and the rest of East Jefferson County (referring to Lakewood and Wheat Ridge) to take a good look at itself right after the war. This self-examination took the form of a "training program," organized by The University of Denver School of Government Management that evolved into a study. The study's purpose was to "furnish residents of East Jefferson County with basic information which will help them choose the type of local government that best suits their demand for service contrasted with the amount they are willing to pay." The University's Department of Government Management researched five options examining the merits of: 1) incorporation of a selected area as a self-governing city; 2) annexation to Denver of a particular area; 3) adoption of a metropolitan organization of a selected area; 4) organization of special districts to provide a certain service such as sewage, water, fire protection, and 5) no action taken and the governmental status quo would prevail.[52]

The residents of East Jefferson County gave a variety of reasons for why they were unprepared for city living. The specter of city taxation troubled most of Lakewood's 14,000 residents in spite of the community's $5.5 million assessed valuation. Others saw incorporation as a ruse supported by businesses looking at "cramming stores up against the curbstone on West Colfax." There was some resentment toward two groups of individuals, perceived as demanding, who advocated that Jefferson County schedule as quickly as possible an election over

incorporation. There were others who wanted to vote to incorporate two cities – a Lakewood east of Wadsworth Boulevard and a "West Lakewood" west of Wadsworth.[53]

Published in early January 1947, the "D.U. Report" (as it was known) concluded there was an "advantage" to citizens not having to pay for taxes on water treatment, sewers, and fire and police departments.[54]

Later in 1947, two groups filed separate petitions asking to form a city. Both measures were defeated. However, incorporation as an issue remained important and the people of Lakewood would revisit the matter during the 1950s and 1960s. In January 1947, *The East Jefferson Sentinel* assessed the situation:

> East Jefferson County has passed beyond the stage where a family may come out for a few acres for a few hundred dollars, build a cottage and build a hen house, buy a cow and settle down in pastoral bliss. Lakewood is on her way to becoming a city whether we like it or not. And if the old timers who came out for elbow room still yearn for wide open spaces, they will sell out at a profit and move closer to the mountains.[55]

Concurrently, architect Rolland H. Holbrook envisioned West 14th Avenue (one block south) as Lakewood's residential strip: "West Colfax will always remain a through traffic artery . . . As such it will be as satisfactory as a carrier of the more leisurely type of traffic which residents of a community must have."[56]

Holbrook predicted that West 14th Avenue would one day assume the role of Lakewood's residential "Main Street" with West Colfax already in place as Lakewood's commercial strip. It also did not hurt that Holbrook and his partners (including a local banker and physician) had purchased a plot at the corner of West 14th and Vance Street and considered the creation of a "modern residential development on this corner."[57]

The Yellow Brick Road: West Colfax's Golden Age, 1950-1975

The federal government's establishment of the Denver Federal Center in 1950 brought more people to Jefferson County than any prior social or economic event. This number included a large percentage of military personnel stationed in Colorado during the war that carried fond memories and wanted to build a life along the Rockies. Jefferson County's population leapt from 30,725 in 1940 to 127,520 residents twenty years later. Numbers reflect Lakewood's growth during the 1960s as its population doubled from 45,000 in 1962 to 94,000 in 1969.[58]

Many came to stay, but even more people came to visit. The avenue's merchants took advantage of summer travel and the development of the state's burgeoning ski industry. In the years before the Interstate highway system, West Colfax was the gateway to sportsman's paradise along the Continental Divide. In 1947, there were as many as 37 motor courts and motels and 20 new or used automobile dealers.[59]

An increasing number of businesses found a home in between the motels and gas stations. In the 1950s, people along the avenue saw more grocery and furniture stores, florists and "Five & Dimes." The avenue's first shopping mall did not grow but metamorphosed at the intersection of West Colfax and Carr Street in 1952. Led by Con Becker's Lakewood Market, the jewelers, bakeries, and haberdasheries formed a collective of commerce calling it the "Lakewood Shopping Center." In newspaper ads, these stores took the bold step to refer to themselves as the "Heart of Lakewood."

Having enough business sense to be a part of trend, Denver's local fast food chains all established outposts on West Colfax. Denver's version of White Castle Hamburgers, the Rocky-Bilt at 7801 West Colfax, served its slider hamburgers topped with a secret sauce similar to Thousand Island dressing. The White Spot diner attracted diners for a quick breakfast, sandwiches, or a lingering cup of coffee. The Denver Drumstick entertained adolescent post-war baby boomers with a model railroad and a cardboard boxcar of fried chicken to take home. That spirit of a good time over a good meal still exists at places like Casa Bonita. Rising from the bones of an old department store at the JCRS Shopping Center (known as Lamar Station Plaza since 2014), Casa Bonita has carried an international reputation of family entertainment borne from a Middle American perception of a Mexican village.[60]

In the postwar years along the 7000 to the 8600 blocks of West Colfax Avenue, the American Dream of business ownership came in bits and pieces. Narrow, long buildings mostly featuring brick facades with stationary windows, Lakewood's storefronts found in the 7000 to 7024, 8425 to 8485, and 8789 to 8799 blocks did not march down the avenue in a line. An examination of county records and aerial maps confirms that one storefront, or two, would open at a particular time only to be followed by another store next door a year or eighteen months later. The hair salons, tax preparers, and hardware stores reflected Lakewood's flourishing economic diversification of the post war years. Similar construction patterns from the late 1940s to the mid-1950s remain on the streets adjacent to the survey corridor.

More than a half-century later, it takes diligence to unravel how these storefronts melded together. The importance of this structural infill cannot be underestimated. Modern residents of Lakewood ask the question: "Where is Downtown?" These blocks, and the buildings they contain, are the answer to that question: West Colfax in the 7000 to 8800 blocks is a mid-20th century downtown built in the style and materials of the time.

The commercial storefronts from 8437 to 8485 West Colfax represent the "infill" nature of the avenue's growth after World War II. These storefronts (OAHP site nos. 5JF.6710 -5JF.6713) were constructed relative to when a prospective developed purchased an open area for subsequent commercial development. Construction of these four buildings took place from 1950 to 1953. *(Image: Google Maps. Accessed April 2016).*	

During the 1950s and 1960s, more people spent more of their money on items that had not existed (televisions and hi-fi systems), or were non-essential before World War II. The relatively new concept of "disposable income" was in play at the avenue's three shopping destinations: the Lakewood Shopping Center at West Colfax and Carr, the JCRS Shopping Center at West Colfax and Pierce, and the biggest of the three, Westland near West Colfax and Miller, opening in August 1960. One of the tenets of consumerism is to make it new. West Colfax's Lakewood Shopping Center, JCRS, and Westland all had to contend with a new enclosed mall, Villa Italia. With loose architectural recreation of ancient Rome, "The Villa" opened five miles to the south amid much hoopla and full parking lots in the summer of 1966. Villa Italia was off to a fast start as it had the same number of shops as the Lakewood Shopping Center. Perhaps the greatest difference — and greatest threat to West Colfax merchants — was the high percentage of national chains at Villa Italia, which were non-existent at the Lakewood Shopping Center.[61]

In the 1950s, architects started to use materials other than brick or wood in the design of commercial buildings and it was also the age when architects were not afraid to grab a prospective buyer's attention with an unusual roofline, an exterior created to represent a specific business's theme, or an abundance of neon signage. A coffee shop chain in Southern California, Googie's, lent its name to this non-traditional style of architecture that celebrated the promise of the space age with soaring rooflines and open glass windows. There are touches of the Googie style still visible in the roofline of the Hob Nob Doggie Daycare at 8990 West Colfax (OAHP Smithsonian No. 5JF.6733) and the facade of the former Henry's Hamburgers at 6295 West Colfax (5JF.5667).[62]

Advertising along West Colfax has been both a lure and a distraction since the arrival of the first automobiles. Conveniently forgotten was the 1928 Colorado Department of Highways regulation to maintain an unobstructed 60-foot right-of-way by the 1950s. The period from the early 1950s to the late 1960 is remembered for such high-voltage highlights as the mechanical Leon "the Neon" Giraffe in front of Sachs Furniture. To the west in the 11000 block, Lakewood Fordland's sign shone with enough wattage to convince drivers that the sun had come out after dark. Both commercial landmarks are gone, but the avenue has kept the vista-dominating image of the cowboy towering over Davies' Chuck Wagon Diner. In 1992, the diner and sign were listed in the National Register of Historic Places.[63]

The commercial strip was not the only aspect of urban America undergoing a makeover after the war. In residential suburbs, the garage moved to the front of the residential lot and in most cases became an extension of the house, allowing the driver to turn off the car's engine and walk a few steps to the family's living space. Mostly found in ranch-style homes, this new floor plan confirmed that the car evolved from a piece of machinery to a member of the family with its own bedroom and private entrance. In the West Colfax survey corridor, houses with a garage front, if not exactly center, can be found in the neighborhoods east of Simms Street and for many blocks to the west. Most houses in this area date from the mid-to-late 1950s and represent that moment when the family chariot achieved a strange equality with its owners.

During the same period, the state realized West Colfax's economic importance and increased traffic and authorized a number of improvements. In 1956, the Colorado Department of Highways widened and updated West Colfax Avenue from Sheridan Boulevard to Simms Street. The businessmen's concerns along this corridor drove most of the community's discussion around the topic of economic direction. The *Jefferson Sentinel* polled a handful of West Colfax businessmen about the widening and paving of the county's main street. Everett Keeler of K&K Hardware noted, "If people want to trade here, they will; Lakewood has passed the stage of strict reliance on tourists, and we should be developing into a regular business area." West Colfax's widening, and subsequent elimination of the remaining cottonwoods, elicited hardly any comment among residents.[64]

In the mid-1950s, merchants in the Mountair neighborhood on Lakewood's eastern end asked the highway department to consider narrowing sidewalks rather than to eliminate parking in a four-block strip. The sidewalks remained from Depew Street to Wadsworth Boulevard. The changes were visible in the middle of the road as the center median was widened to 14-feet and the traffic lanes increased to 12 feet wide. Realignment extended curbing along the entire line of construction with "reasonable breaks" for parking in front of businesses. The 35-mile-an-hour speed limit remained in place from Sheridan Boulevard to Simms. New traffic signals located at Lakewood's only major intersection (West Colfax Avenue & Wadsworth Boulevard) provided the only stop.[65] Federal and state governments contributed $670,000 toward completion of Avenue improvements with an additional $80,000 provided by Jefferson County. Despite West

Colfax's new look, the community's general disregard toward the duties of government gave the appearance of an anti-government citizenry. In August 1956, metropolitan Denver's primary power provider, the Public Service Company, offered $16,000 to install 160 streetlights along West Colfax to the Lakewood Chamber of Commerce. The Chamber declined as no party stepped up to pay the monthly $1,000 electricity bill.[66]

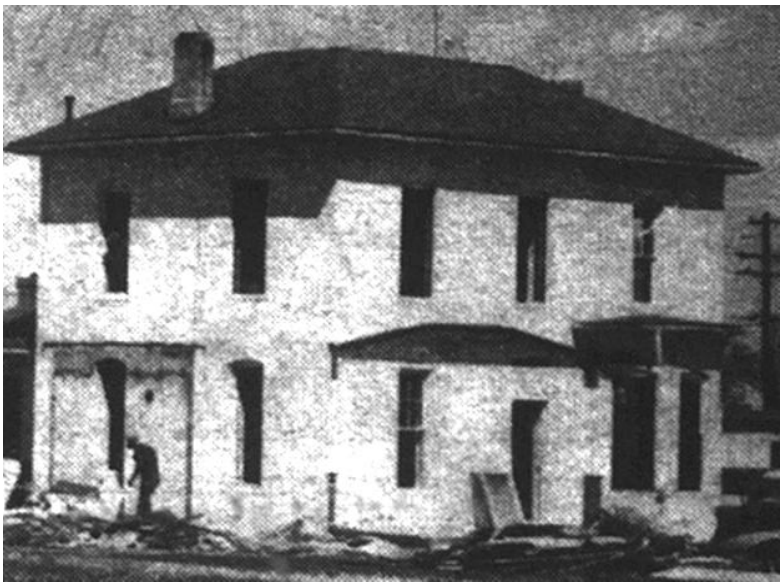
Nineteen fifty-six also witnessed the surrender of some old landmarks along West Colfax to changes demanded by an increasingly consumerist post-war America. April of that year saw the dynamiting of the two-story John Robb House in the 8300 block of West Colfax to make way for a Chevrolet dealership. The Robb family had been farming in Jefferson County since after the Civil War. An account of demolition referred to leveling the house as "progress in action." Most of the people making a living on or living near to West Colfax felt much the same way. Times were good, so why worry about the past?[67]

The completion of improvements to West Colfax coincided with the opening of the JCRS Shopping Center in March 1957. The new center sat on the sanitarium's front lawn. Newspapers exclaimed the Center's opening meant a three-day celebration "which proudly stirred the community with a holiday spirit." It was a community in name only as another referendum on incorporation was defeated in 1958.[68]

At the start of the 1960s, and among the car lots and shopping centers, there remained one last vestige of Lakewood's rural beginnings. The rural route system of house numbering from the early 20th century had never completely gone away and finding the proper address for a building along West Colfax was often daunting. As the decade wore on, the U.S. Postal Service introduced an alphabetical system that pushed "patient postal employees" to "track down locations of some streets which had as many as five names."[69] The *Lakewood Sentinel* summarized the roots of this dilemma:

> People would subdivide a big acreage, put in streets and name them for their wives, kids, uncles and aunts. New buyers would come along and change the names. When the alphabetical system came in, everyone jumped all over but it was actually the work of the County Planning Dept. Street numbers were changed, but some people refused to go along with the new system, and we still have an area on W. Colfax Ave., where buildings next to each other show a difference of 1000 or more in numbering.[70]

When James Anderson began to record and study West Colfax's commercial properties in the early 1990s, he also noted the anarchy of Lakewood's addresses prior to incorporation: "Sometime in the 1940s, the area was numbered in sequence by governmental agencies but many people refused to change the number on their building. As a consequence, street numbers 7109 to 7160 (West Colfax) inclusive, specifically are listed in the 7100 section of this presentation but actually, under the new system, were in the 7200 block."[71]



Workers Saturday demolished the old J. H. Robb home in the 8300 block. Top photo shows the building before the crew got started and photo below shows the roof and walls caving in.

Robb Pioneered Area

Old Landmark Comes Down

A lot of people watched progress in ac- that year were only $18.99.

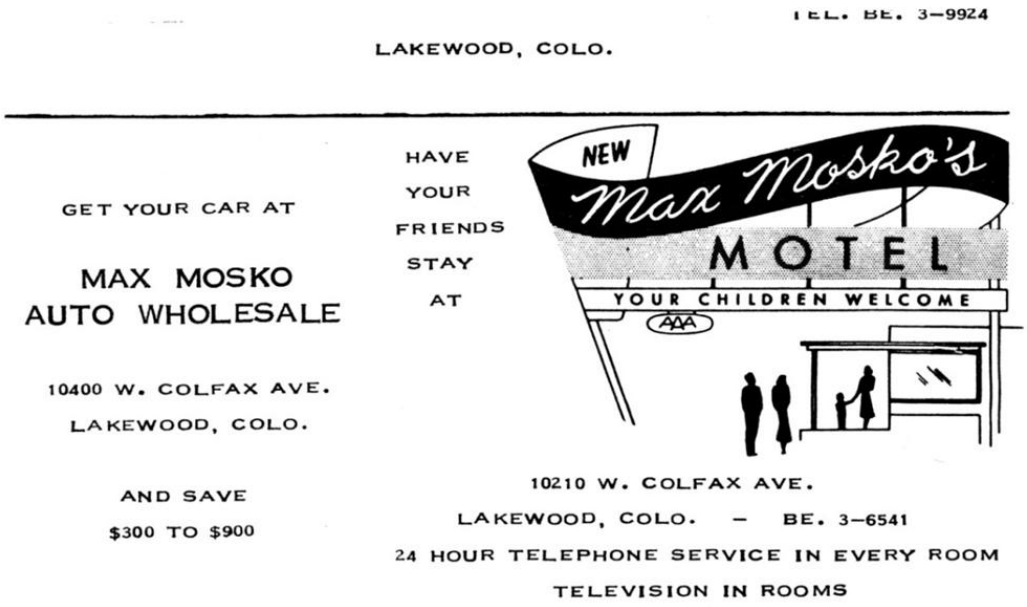
Constructed by Civil War veteran and one of the county's first entrepreneurs John Robb, this 1876 mansion on the 8300 block of West Colfax was one of the more notable victims of the Avenue's commercial trans formation. The destruction of the Robb House in 1956 to make way for a Chevrolet dealership symbolized the changes West Colfax went through after the Second World War. The site is now a Volkswagen dealership. The exterior of the Robb House resembled the still standing, and listed in the State Register of Historic Places, Cason Howell house at 1575 Kipling *(Courtesy of Jefferson County Public Library-Lakewood Branch).*

Unleash the Torrent: Water and West Colfax

In the 19th and early 20th centuries, those who controlled the water directed the colonization and development of much of the Western United States. After World War II, the "Mile High City's" discovery by ex-servicemen and their families recreated Denver from a city inside familiar boundaries to a metropolitan area of housing developments and corporate business models. An ever-increasing number of roads connected this new metropolitan Denver. As the metropolitan area expanded, the demand for water also grew at an alarming pace. In the early 1950s, the Denver Water Board established the "Blue Line" — a marker Denver would and could not cross to supply water to the adjacent and ever expanding suburbs. Growth outside of Denver continued throughout the 1950s. Growth compelled local governments to find and develop of additional water supplies. Successful management of limited amounts of water meant growing communities could continue to expand.[72]

The Consolidated Mutual Water Company (Consolidated) was Lakewood's oldest and primary water supplier. Consolidated was also a major customer of the Denver Water Board. The drought across the eastern plains of Colorado during the 1950s lasted longer than the better remembered Dust Bowl of two decades previous. No one wanted to halt progress, but the specter of water rationing and increased water usage beyond the Blue Line pushed Consolidated to drill the first pair of eight new wells on the north side of West Colfax and west of Kipling Street in 1947. Covering its bets during the post-war years, Consolidated began acquiring surface-water rights on Clear Creek as well as land where the water company would construct a storage reservoir and water treatment plant. By the early 1960s, Consolidated's resources management had paid off with new offices and a 300,000-gallon concrete storage tank where they had drilled wells along West Colfax only a few years previous.[73]

By 1961, the Denver Water Board erased the Blue Line and began to sell water to all irrigation districts in Jefferson County.[74] The Board's decision unleashed a tidal wave of housing construction along Denver's Front Range. Access to Denver's water further spurred the development of new suburbs in southern and western Jefferson County. Where there were acres of open spaces held by well-established farm families as recently as the mid-1950s, tract houses in subdivisions like Green Mountain, marched across landscape by the start of the new decade.



Max Mosko was the mid-century P.T. Barnum of West Colfax. In an attempt to combine the all-in-one attractions American tourists wanted after World War II, Mosko's Motel featured a swimming pool, entertainment for the children and a variety of diversions for a visiting mom while dad was on business elsewhere in the metro area. Mosko also had time to run a car dealership. The Holiday Lanes is the only surviving building from the Mosko complex. *(Courtesy: Kris Autobee).*

Steps on the Road: Lakewood Becomes a City, 1960-1970

What had been a rumor in the 1950s finally became a reality the following decade. During the 1960s, the City and County of Denver annexed land close to its traditional boundaries, or miles out in the country, creating a little piece of Denver in areas referred to as "flagpole" communities. In retrospect, it was not in Denver's best interests to triple in size so quickly and face the possibility of legal action from either Jefferson County or a number of citizen groups and individuals. In the early 1960s, residents along West Colfax and across Lakewood saw annexation by Denver in one of two ways: first, as an infringement on their sovereignty, or second, inevitable. During 1961, every community west of Denver — Lakewood, Wheat Ridge, even the neighborhood of Glen Creighton — entertained ideas of becoming their own cities. That year, all debates culminated in elections to determine whether to form a city in Lakewood, and its neighbor to the north, Wheat Ridge. Both communities voted against incorporation, but the difference was narrower than during previous attempts.[75]

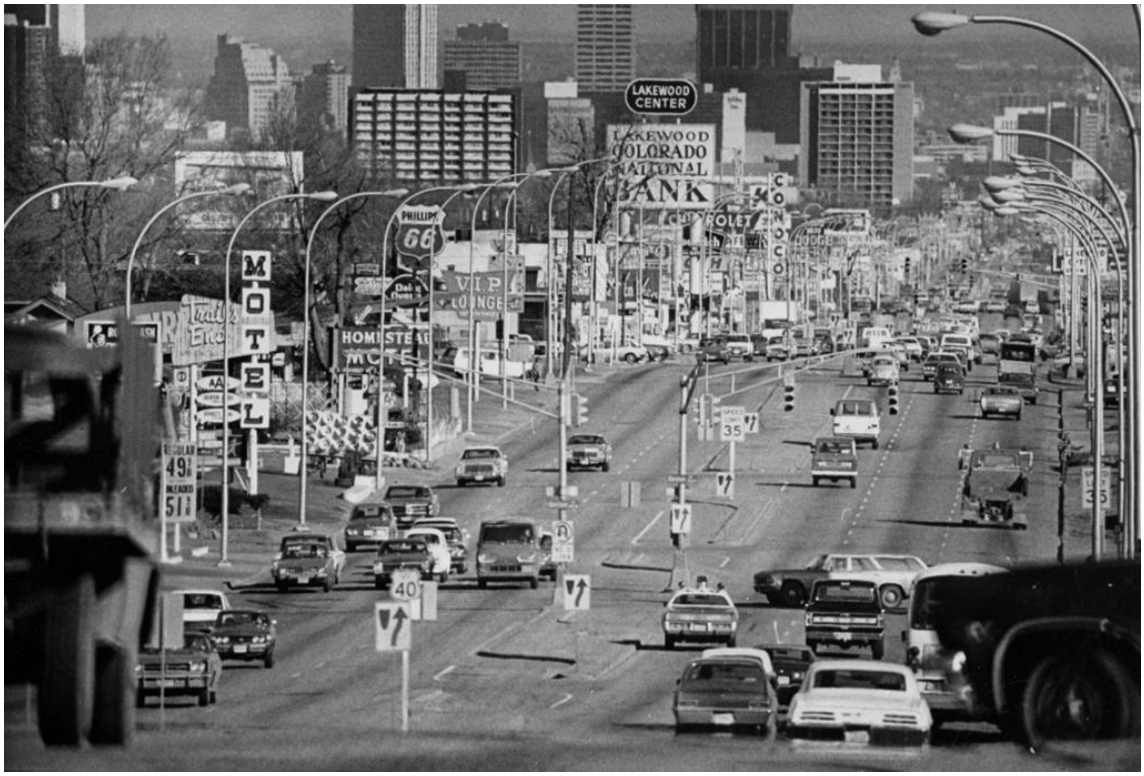
As the 1960s progressed, rumors grew from the east that Denver was mounting a possible annexation of Lakewood and Wheat Ridge. Those stories led residents to form associations favoring incorporation. The decade's last year saw the culmination of more than two decades of discussion and hesitation. Lakewood became Colorado's third largest city after a majority of voters — 8,478 to 3,371 — agreed to incorporation in June 1969. County politicians speculated on what would happen next. Jefferson County Councilman Jack Trezise predicted: "Tremendous growth will take place in the next 10 years with the connection of Interstate 70 . . . Many people

wanted to live in the mountains before, but the travel time was too much for them."[76] Whether he realized it or not, Trezise's cogent observation that faster access between Denver and the Rocky Mountains held ramifications for West Colfax's future.

The newest of Colorado's cities was home to the state's third largest population at just more than 90,000 people in 1970. After decades without a geo-political identity, Lakewood experimented with many unusual ideas in a search to be different from the other "suburbs" encircling Denver. The best remembered was the formation of the Lakewood Police Department. Attired in blazers and slacks, the force featured "agents" trained in resolving situations before making arrests. The new approach lasted three years before the city went back to the tried and true.

Lakewood was successful in enforcing another new idea reflecting the popular sentiment towards pollution of all kinds, including air, water and visual during the 1970s. In 1971, the recently minted City of Lakewood required business owners to dismantle the tangle of moving, neon, and distracting signs along Colfax. Many classics of this unique mid-20th century form of street signage were swept away with the notable exception of the Davies Chuck Wagon Diner cowboy and his horse. Ownership fought the city ordinance all the way to the Colorado Supreme Court. In 1984, the court's justices ruled in favor of the cowboy and horse standing their ground. In 1997, Davies' Diner was listed in the National Register of Historic Places. Forty years later, the sign ordinance remains controversial as it restored the view of the mountains to the west, but scrapped many monuments from West Colfax's neon era of commerce.[77]

Lakewood was now a growing city. People who manage cities are always aware of how best to use its resources in order to anticipate the future needs of its communities. Again, because of fluctuations of the national and state economies and the radical re-routing of the established transportation pattern, Lakewood's main street endured difficulties unthinkable two decades earlier.



(Above) For motorists, the West Colfax of the 1960s and 1970s was a jumble. In 1971, the recently minted City of Lakewood enacted a sign code to reduce visual distractions for drivers. The directive removed or muted the impact of the Avenue's neon signs and coincided with the completion of Interstates 25, 70 and 76 as the rapid routes around metropolitan Denver and between the city and the Rocky Mountains. Decreased automobile traffic signaled the end of West Colfax's mid-century economic good times and the start of three decades of decline and uncertainty. *(Courtesy of the Autobee Collection).* (Below) Forty-five years later, and taken from approximately the same spot at West Colfax west of Garland, trees now frame the streetscape instead of signs. *(Photo by Richard Eversley).*

Running Out of Gas: West Colfax in Decline, 1980 to 2010

The final example of outside forces determining West Colfax's fate over the past 75 years has been the hardest to overcome for most residents. President Dwight Eisenhower signing of the Federal-Aid Highway Act of 1956 brought many benefits to Colorado. The completion of the Eisenhower-Johnson Memorial Tunnels is a monument to overcoming the difficulties of highway and tunnel construction at more than 10,000 feet above sea level. Work on Interstate 70 (I-70) began in the foothills west of Lakewood in the late 1960s. Connecting to the existing West 6th Avenue, I-70 carried drivers through Colorado and away from West Colfax. In 1990, Lakewood City Councilman Harold "Scat" Scatterday captured the reality of the situation: "It (West Colfax) used to be a viable U.S. highway, and all the traffic has been taken away."[78]

The avenue began to atrophy. West Colfax was no longer a destination in which to relax on one's journey, but a place where kids in cars passed time. Nearly every Friday and Saturday night in the 1970s and 1980s, Denver's teenagers hopped into their Mustangs, Camaros, and occasionally Gremlins, and aimlessly drove up-and-down West Colfax. Gas was under 50 cents a gallon, hamburgers and fries were there for the gobbling, and the last of the neon signs covered everything in an eerie glow. Cruising, however, ground slowly to a stop for a handful of reasons – the increasing price of gas, the exasperation of business owners tired of weekend nights filled with petty crime and Sunday morning clean-up of the mess left behind and an increased police presence.

As early as the mid-1970s, Lakewood drafted limited formalized responses to revitalize West Colfax. A 1976 city plan sought to build high-density apartment buildings, townhouses, and businesses. Four years later (and again during the 1990s), the city budgeted for planting trees in raised medians in the middle of the avenue that remain to this day.

The 1980s saw additional piecemeal stabs at renovation. The City of Lakewood upgraded the 8700 block of West Colfax by redesigning parking lots and adding benches, trees and sidewalks. Karen Lind, assistant director of Lakewood's economic development department, said these improvements were also for safety reasons: "We've seen people in wheelchairs in the traffic lanes."[79] By the decade's close, Lakewood's plans to revitalize West Colfax caused the *Denver Post* to muse that West Colfax "looks run down, cluttered with big gaudy signs, and out-of-date buildings that don't add up to marketable old-fashioned charm."[80]

The rot had begun to spread by the 1990s. By 1990, the city's economic development department estimated that fifteen to twenty percent of the buildings were vacant. Expressing his lack of optimism, one West Colfax business owner commented: "There's a lot of vacancies, a lot of dirty parking lots, a lot of dirty business. It needs a face lift."[81]

A January 1993 study prepared by Coley/Forrest Inc. of Denver, "Market Analysis and Revitalization Strategies: Lakewood/Denver Enterprise Zone" was one of the first of many reports addressing the avenue's potential improvements.

The study confirmed the obvious. In the aftermath of construction of the Interstate system through Colorado, West Colfax lost its commercial competitive advantages to newer, outlying suburbs. This was evident in specific markets (motels, automobile-related businesses and tourism) in which West Colfax had been dominant for decades. The study paid particular attention to the restaurant/automobile/tourism economic troika. Coley/Forrest's analysis found that of 66 restaurants in the survey zone, a substantial 44 percent were linked to national chains. From 1986 to 1993, total retail sales among all restaurants declined by 5 percent.

The decline of automobile tourism along West Colfax, and the associated fortunes of the motel industry, also offered no hopeful news. In the early 1990s, West Colfax and South Broadway were the Denver metro area's "main drags" featuring new and used car dealerships. Most new car dealers were aware of limited access and traffic flow on West Colfax and moved away from their traditional base of operation. Though he was not a historian, urban planner, nor prophet, James Anderson predicted in 1994, that a mass migration of car dealerships, restaurants and motels would "result in entire blocks along West Colfax being vacant."[82] Anderson was right. By the middle of the 21st century's first decade, the bigger dealerships, like Fordland, moved to West 6th Avenue and Simms, across from the Denver Federal Center. In 1993, there were 23 motels on the avenue. Many of their owners expressed their belief that they were "forced" to rent to anyone in order to keep their businesses going."[83] That same year, the City of Lakewood provided $9 million in public improvements toward rebuilding Westland Shopping Center. The City also applied for another $2 million in federal loans for additional development.[84]

Not all the news was bad. In fact, some of the news was old. In 1994, Lauren Adkins, a Program Associate for the National Trust for Historic Preservation, told the *Rocky Mountain News* that Colfax Avenue "has got the greatest collection of neon art that I've ever seen."[85] Ms. Adkins had missed the glory days of West Colfax neon by a couple of decades. A cluster of neon signs in front of some of the avenue's older motels were showing their age and reflected the unwillingness of owners to maintain their properties.

The corridor for the West Colfax Avenue Historic Resources Survey includes two trailer parks. Both parks contain trailers and other contributing features more than 50 years old. *(Photos: Robert Autobee).*

The Reality of the Old Faces the Uncertainty of the New: West Colfax in the Early 21st Century

In 2006, the *Rocky Mountain News* brought out another reporter to decry West Colfax's sorry shape: "Many of the decades-old buildings along Colfax sit on crumbling sidewalks and parking lots and are threatened by drainage problems."[86] The City of Lakewood qualified West Colfax for adopted tax increment financing in 2005. Under tax increment financing, there is an increase in the taxable value of a property and the subsequent revenue becomes the "increment" that goes back to a qualified development to offset costs of improving a "blighted" site. The Wal-Mart currently occupying the northeast corner of West Colfax and Wadsworth is the most notable project in the survey area supported by the city's tax increment financing plan.

A new century did not usher in an immediate transformation of West Colfax. However, the arrival of the Rocky Mountain College of Art + Design (RMCAD) deserves credit as one of the first steps in West Colfax's walk back to respectability. The Jewish Consumptive Relief Society had left the scene in the late 1960s and the American Medical Center (AMC) conducted cancer research on the campus. The variety and integrity of the buildings on the JCRS campus earned the site a listing in the National Register as a Historic District in 1980. In 2002, the AMC sold the site to RMCAD and the art college immediately launched a renovation. The following year, the *Rocky Mountain News* marveled over the integrity of the campus's buildings: "This hidden chronicle of 20th century architecture now has found new life." The *News* also noted that the campus contained buildings from five of the first six decades of the 20th century.[87] A little more than a decade later, RMCAD has achieved a greater visibility in the local arts community, bolstered enrollments while preserving the campus as one of metropolitan Denver's best examples of different styles of architecture in one location. It has taken a while, but RMCAD inspired others to reconsider West Colfax as a residential and commercial destination.

For the past few years, the City of Lakewood has been in a state of suspended anticipation waiting for the economic boon it hopes the W-Line will bring. Over the past five years, two organizations, the 40 West Arts District and the Lakewood-West Colfax Business Improvement District, have worked with the city to establish a business-friendly climate on West Colfax while stressing the arts and an appreciation of the avenue's historic significance. In August 2015, the city adopted the West Colfax Vision 2040 Action Plan that included preliminary determinations from the West Colfax Avenue Historic Resources Survey.

By the 2010s, the foundation of West Colfax's tourism economy was undergoing rejuvenation. The avenue's motels had suffered for more than two decades since the completion of the Interstate system through Denver and into the Rocky Mountains. In the aftermath of the "Great Recession" of 2008-09, Colorado and metropolitan Denver were enjoying their first economic uptick of the 21st century. Metropolitan Denver's population base expanded as never before. Rich, poor, and the middle-class came to make new lives for themselves based on Denver's reputation as a "destination city."

For those unable to benefit from active economic times, the motels of East Colfax in Aurora and West Colfax in Lakewood offered an affordable place to stay for a night, a week, or a month. Over the past decade-and-a-half, charitable organizations, established to help the homeless, offered motel owners vouchers to fill their rooms and keep an individual or a family out of the cold for a night. In 2012, the average cost for one night in a West Colfax motel was $50. The following year, rates rose to $65, only to climb to $75 in 2014. Those involved in helping the homeless blame the city's lack of affordable housing claiming it resulted in limited vacancies that encourage a motel owner to drive up what he or she charges for a night's stay.[88]

Denver's older ethnic neighborhoods welcomed newcomers with money and stood silently by as they transformed the character of these communities with new businesses, restaurants, and demographics. Denver neighborhoods like Highlands enjoy the restaurants, services, and energy resulting from economic revitalization. Concurrently, Edgewater and Lakewood to the west of Sheridan Boulevard are just now beginning to see new people and businesses come to their communities.

On April 25, 2013, West Colfax and its surrounding residential neighborhoods witnessed an unusual meeting of the past and present. Sixty-three years previous, metropolitan Denver's authority over public transportation, the DTC ended all trolley service across the city. The DTC saw buses as the future and the only response public transportation could offer in a community where the automobile was king. Two blocks south of West Colfax, the trolley's original rails and tracks sat unattended for more than half-a-century. By the early 1970s, the Regional Transportation District (RTD) replaced the DTC as the public transportation agency for Denver and its expanding suburbs.

RTD was slow in seeing the importance of reintroducing a rail-based transportation network. Following the example of other cities like Portland, Oregon, in 1994, the first "Light Rail" cars made their way through the streets of downtown Denver. RTD's initial reluctance to Light Rail vanished at the start of the 21st century. By the end of the 2010s, the Light Rail system will extend across the northern Front Range to Longmont and out to Denver International Airport.

On West 13th Avenue, the West (or W) Line will carry more than 19,300 riders each day. Much of the route two blocks south of the West Colfax Avenue Historic Resources Survey corridor follows the exact alignment of the DTC trolleys of more than a century ago. In 2011, the City of Lakewood adopted new zoning to capitalize on the W-Line. New construction along West Colfax, West 14th Avenue, and in proximity to public transportation could include residences in the design. The wide-open spaces are gone except for the city's park system. By zoning, only five percent of the land is vacant or under-utilized.[89] The only way to go is up. One of the more telling examples of economics and change was the construction of a new apartment complex on West 14th Avenue across the street from one of the remaining trailer parks. In October 2014, the slightest rumor of a sale of the land the park occupied, or the

presence of an unfamiliar person asking questions, had the residents on edge. There few multi-storey residential and commercial buildings directly facing West Colfax as of the mid-2010s. As metropolitan Denver continues to grow outward and upward it is likely that West Colfax will display an urban look and feel it has never shown before.

Conclusion

In the past decade *The Denver Post* asked, "The future of Colfax is about values. Is creating fancy lofts, swank restaurants and upscale boutiques enough, or is it also important to preserve the soul of this historic avenue that cuts through the heart of the city?"[90]

In 2000, city council member (and later Lakewood mayor from 2007 to 2015) Bob Murphy summed up the relationship between West Colfax Avenue and the city that grew out from it: "When people think of Lakewood, they think of Colfax, for better or worse."[91]

This Survey has identified West Colfax's period of significance from 1945 to 1970. The years after World War II saw an increase in population, the last of the avenue's farms and ranches replaced with motels, diners, and other businesses related to automobile tourism. In the early 21st century, the municipal government, local and outside business interests, and concerned citizens are proceeding to recreate West Colfax once again.

Many of Lakewood's residents admit they have little knowledge of the community's past beyond the anecdotal remembrances of their families. The West Colfax Avenue Historic Resources Survey came at a time when economic change was in the air. One of the benefits of the Survey is to identify and remind long-time residents and newcomers that West Colfax played a very important role in the development of a community and a state.

The next stage in the development of West Colfax Avenue is slow in coming, but it is unfolding before our eyes. The West Colfax Avenue Historic Resources Survey recognizes the significance of a community's past. This survey is a step to incorporate the past as and offer direction to where West Colfax and its people go in the future.

Survey Results

The West Colfax Avenue Historic Survey documented 965 buildings in the January-February 2013 reconnaissance that included 567 buildings built before 1966. Most of these buildings along West Colfax have been commercial properties for many decades. The buildings become predominantly residential in the 88 blocks that face an adjoining street. The residential buildings include private homes, duplexes, triplexes, apartment houses, and a rooming house.

Period	Number of Buildings Surveyed
1877-1899	5
1900-1909	9
1910-1919	23
1920-1929	70
1930-1939	75
1940-1949	134
1950-1959	173
1961-1965	63
1966-1969	8
1970-1979	6
Total	567

Prevalent Architectural Styles, Types, and Forms of the West Colfax Survey Area

STYLE: CRAFTSMAN
Craftsman style stresses comfort and utility using natural materials. Many of the rich details such as rafters, bracing, and multiple gables are less delicate than earlier Victorian details.
Common elements:
- Exposed rafter ends
- Clipped gables
- False half-timbering
- Knee braces at Eaves
- Divided upper Window lights
- Large porch columns, often battered
- Overhanging eves
- Sidelight
- Shutters

STYLE: ENGLISH-NORMAN COTTAGE
Popular in the 20s and 30s, these homes are modest, one-story, versions of the Tudor or Jacobean/ Elizabethan Styles.
Common elements:
- Steeply pitched roof
- Steeply pitched gable entrance
- Decorative brickwork
- Arched entrance
- Stucco exterior
- Casement windows
- Large front picture window
- Multi-light windows

STYLE: GOOGIE
Primarily constructed during the 1950s and 1960s and mostly west of the Mississippi River. Best examples of Googie in Denver include the old White Spot restaurants and the Big Top stores.
Common elements:
- Dramatic roof forms that appear to float, including folded plate and butterfly
- Multiple contrasting modern materials
- Neon
- Bright colors
- Tall neon or integrated sign pylon
- Large plate glass windows

STYLE: INTERNATIONAL
This style, which dates primarily from the 1930s through the 1950s, with a revival in the 1970s. The International style also emphasized light and shadow.
Common elements:
• Smooth, untextured surfaces
• Cantilevers
• Bands of windows
• Solid plane
• Casement windows
• Flat roof

STYLE: MODERNE
Moderne bridged the gap between the flamboyant Art Deco and the functional International style of the 1940s and 1950s.
Common elements:
• Stucco exterior
• Flat roof
• Horizontal emphasis
• Rounded corners
• Smooth surfaces
• Glass block
• Speed lines
• Little ornamentation

FORM: MINIMAL TRADITIONAL
Built before and after WWII, it is a small, one story, with a front facing gable, or a gable covered entry. Generally these houses are a little .greater than 750 square feet.
Common elements:
• Boxy appearance, little detail
• Side gable
• Front-facing gable or gable projection over entry
• Low or intermediate roof pitch
• No overhanging eaves
• Central entry flanked by windows
• Asbestos shingle and Aluminum siding

FORM: BUNGALOW
The Bungalow was popular in Colorado from 1900 to 1930 and can be found in nearly every city and town across the state.
Common elements:
- Front gable roof
- Side gable
- Exposed rafter ends
- Large front porch with battered piers
- Pent-roofed bay
- Clipped gable
- Overhanging eaves

TYPE: COMMERCIAL: EARLY TWENTIETH-CENTURY
Generally, 1 to 5 stores, with little ornamentation except decorative brickwork.
Common elements:
- Flat or low-pitched roof
- Recessed or flush entrance
- Translucent window transom
- Door transom
- Corbelled cornice
- Decorative brickwork

Eligibility Recommendations

The historians used the OAHP form 1403 to record 60 buildings of which 13 are residential properties, and 45 are commercial properties with two neither residential or commercial. Of the remaining properties 57 were determined Eligible for the Local Landmark list, 39 determined Eligible for the State Register, and 29 were determined Eligible for the National Register of Historic Places.

Figure 5 shows the distribution across the project area of the 60 buildings recorded on a OAHP Form 1403.

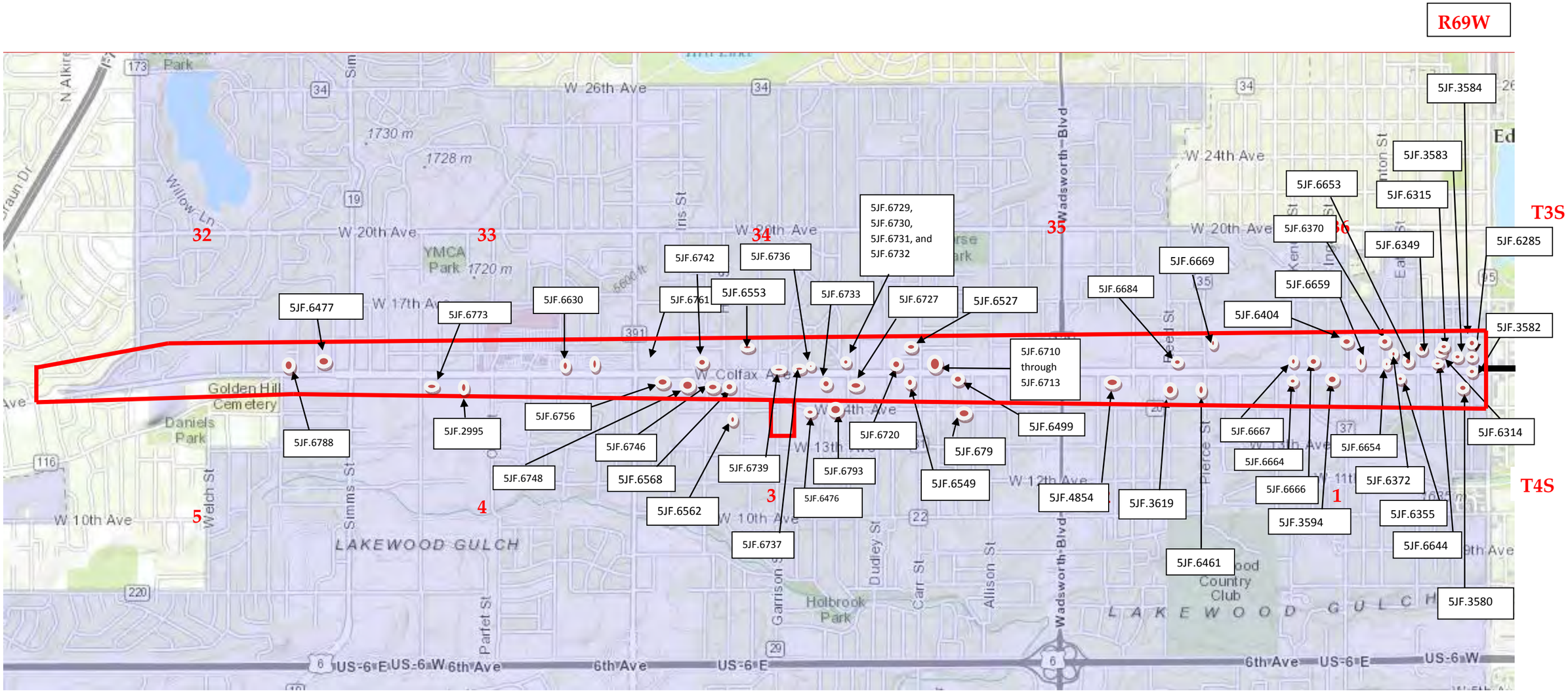


Figure 5 – DISTRIBUTION OF INTENSIVE SURVEYS IN PROJECT AREA. Detail from City of Lakewood EZ Maps. Sixty properties recorded and documented using OAHP Form # 1403.

Eligibility Recommendation Abstracts

1. Philnor Drug/Liquors, 11200-11210 West Colfax (5JF.2995 re-evaluation)

This is the second recordation of this site. In 2002, Diane Lee Rhodes conducted a survey of this building for Parsons Engineering for the Regional Transportation District (RTD). Built in 1947, Philnor Pharmacy was the first drug store to serve the nearby Daniels Gardens neighborhood and the only drug store between Lakewood and Golden on West Colfax Avenue. Ownership added medical offices to the southern exterior in 1970. A previous review found that 5JF.2995 eligible for listing to the NRHP under Criterion A for its association as one of the first businesses in this area of Jefferson County. 5JF.2995 was determined eligible to the State Register under Criterion A for commerce. As of 2016, most of the offices in the addition are empty as the building's western façade is showing signs of neglect. The West Colfax Avenue Historic Survey finds that 5JF.2995 is not eligible for listing in the National Registers under Criteria B and C. This survey has determined that 5JF.2995 would not be eligible to the State Register under Criterion B and C. For its role in fostering commercial development between Lakewood and Golden along West Colfax Avenue, the Lakewood Historic Preservation Commission should consider 5JF.2995 a local landmark.

2. Duncan House, 1475-1477 Ames (5JF.3580 re-evaluation)

Cathleen Norman first surveyed this duplex as part of the Cultural Resource Survey of Historic Northeast Lakewood in 2001. A 2015 review of U.S. Census records indicates that two families lived at these addresses as early as 1919. The Craftsman-style duplex is unusual for Lakewood as the architectural style is associated with older Denver neighborhoods like Washington Park. Research at the Jefferson County Archives and Denver Public Library was unable to associate this building with a historically significant event in Jefferson County history.

The duplex has kept much of its original physical integrity and is a good example of the style. This Craftsman-style duplex was the only one of its kind in the West Colfax survey corridor and maybe the only one of its style and type in Lakewood. It represents the influx of new residents after World War I, and the housing shortage that faced returning veterans. It is the earliest known multiple family dwelling in Lakewood.

In 2001, the building was determined "field-not eligible." The dwelling is unique among Lakewood's buildings from the early 20th century. The duplex is one of the earliest extant examples of a multiple dwelling in Lakewood. The building's integrity remains good due to its well-preserved bricks, doors, and original window treatments. Because 5JF.3580 is unique and represents one of few multiple dwelling properties constructed after World War I, 5JF.3580 is eligible for listing to the NRHP under Criterion A. Despite the association with the Duncan family, 5JF.3580 is not considered eligible for listing to the either the National or State Registers under Criterion B. As a result of its excellent physical integrity, and as a good example of Early 20th Century multiple dwellings, 5JF.3580 is also eligible for listing to the NRHP under Criterion C. 5JF.3580 is also eligible for listing to the State Historic Register under Criteria A and C and for placement by the Lakewood Historic Preservation Commission as a Local Landmark.

3. The Eagle Café, 1540-1544 Ames (5JF.3582 re-evaluation)

Constructed in 1930, contemporary photos indicate the buildings were originally a cafe and beauty salon. 5JF.3582 was initially located near the intersection of West Colfax and Sheridan before relocation in the mid-20th century. The 2014 West Colfax Avenue Historic Survey concurred with Norman's 2002 survey that 5JF.3582 has been a multi-unit housing building for a number of years. The site retains good-to-fair physical and historic integrity due to a lack of changes to the windows, doors, and exterior treatments. There is no association with an important historical event in the community's history or with a significant historical figure. 5JF.3582 is not eligible to the National or State Historic Registers under Criteria A, B, or C. However, the West Colfax Historic Resources Survey historians concur with Norman's determination of Local Landmark status for 5JF.3582.

Eagle Café, Beauty Salon, and Safeway in the 5200 block of West Colfax. *Photo courtesy of Ken and Faye Milne.*

4. Robertson House, 1555 Ames Street (5JF.3583 re-evaluation)

Cathleen Norman of Preservation Publications first recorded this site for the Cultural Resource Survey of Northeast Lakewood in 2002. Norman recommended consideration for 5JF.3583 as a Local Landmark. According to the Jefferson County Assessor, the residence at 1555 Ames was completed in 1939. The 2014-15 West Colfax Avenue Historic Resources Survey found the Minimal Traditional residence displays good physical integrity. Research at the Jefferson County Assessor and the Jefferson County Public Library system was unable to find any association with a significant individual or event in Jefferson County history. Evard and Patience Robertson owned the property from 1947 to 1963. The current owner, Diane Gidusko, has been at this address since 1981. For both of its lack of association with a historically significant event or trend in local history, 5JF.3583 is not eligible for listing in the National Register of Historic Places under Criteria A and C. As one of the Mountair neighborhood's better examples of a brick Minimal Traditional residence, 5JF.3583 is eligible to the State Register of Historic Properties under Criterion C and should be eligible for designation as a Local Landmark by the Lakewood Historic Preservation Commission.

5. Herzig House, 1560 Ames (5JF.3584 re-evaluation)

Cathleen Norman of Preservation Publishing initially recorded this site as part of the Northeast Lakewood Historic Survey in 2003. This English-Norman Cottage was constructed in 1940. Norman determined that 5JF.3584 was eligible for local landmark status. The 2014 West Colfax Avenue Historic Survey concurred with the earlier findings that 5JF.3584 has kept its original physical integrity. Research into the dwelling's history and role in the historic development of West Colfax Avenue was unable to find an association with any potential historic figure or event. Therefore, 5JF.3584 is not eligible for listing in the National Register under Criteria A and B. Since the 2003 survey, the field survey and Jefferson County records indicate there have been no alterations to the dwelling. The house is an excellent example of the popular English-Norman Cottage style from during the 1920s and 1930s. Because of its English-Norman Cottage style, and its excellent integrity, 5JF.3584 is eligible in the National and State Registers under Criterion C. The Survey

historians concur with the earlier determination that 5JF.3584 should be considered for listing as a Local Landmark.

6. White Swan Motel, 6060 West Colfax [5JF.3594 re-evaluation]

Cathleen Norman of Preservation Publishing surveyed this motel for the Cultural Resource Survey of Historic Northeast Lakewood in 2004. Constructed in 1945, the White Swan Motel is one of the many motels from the golden age of automobile tourism that inspired West Colfax Avenue's commercial development during the mid-20th century. The 2014 West Colfax Avenue Historic Survey found the motel and the existing units displaying good physical integrity, but the owner was preparing to build additional units along the southern property line. Research into the history of the building was unable to find an important individual associated with the history of Jefferson County.

J.C. Capelli owned the land from 1937 to 1959 and saw the construction of the motel. The Jefferson County Assessor lists the current owners as White Swan Motel LLC. The Corporation has owned the motel since 2010. As a contributing component to the most significant period in Lakewood's history (1945-1970), and including its association with automobile tourism leading to West Colfax's mid-20th century commercial development, the White Swan Motel is eligible in the National Register of Historic Places (NRHP) under Criterion A. The White Swan Motel should be a component of future studies of mid-20th century motel architecture along West Colfax. A review of photographs and other documentation indicates that the White Swan Motel has altered its entry off West Colfax, removed a neon white swan on top of its sign, and added to and demolished sections of the site. Due to these alterations, 5JF.3594 is not eligible to the NRHP under Criterion C. 5JF.3594 should also be eligible for listing to the State Register of Historic Properties under Criteria A and C, as well as designation as a Landmark by the Lakewood Historic Preservation Commission.

7. Carver House, Lakewood Kennels at 1450 Reed Street (5JF.3619 re-evaluation)

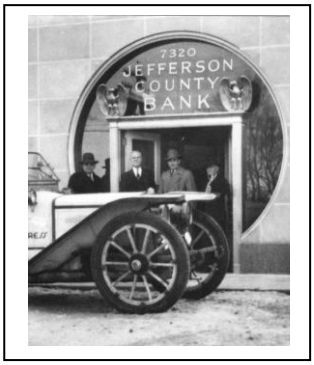
This English Norman Cottage residence was completed in 1931. This site was initially recorded by Cathleen Norman of Preservation Publishing as part of the Northeast Lakewood Historic Survey in 2003. Norman determined that 5JF.3619 was not eligible for listing n the National Register but was eligible for the State Register of Historic Properties and local landmark status. The 2014 West Colfax Avenue Historic Survey concurred with the earlier survey that the building has maintained excellent physical integrity. Survey historians recommend that this site be eligible for listing on the National Register under Criterion C. Of the multiple dog breeders and fox farmers on West Colfax, 5JF.3619 is the last known building associated with non-traditional agriculture on West Colfax.

Carver House and Lakewood Kennels. Photo courtesy of Daisy Maisoner.

Dog breeder and trainer Signe Carlson, was hired by the Carvers to show and breed their AKC award winning Boston terriers. She lived on site. The relationship between local dog kennels and fox farms is known but undocumented. The Carvers and Carlson, along with other breeders, contributed to the economic life and fame of West Colfax Avenue for twenty years. However, there is no remaining indication of this association at this site. For these reasons, 5JF.3619 would not be considered eligible for listing under NRHP Criteria A and B. The Survey historians concur with Norman's determination that 5JF.3619 should be considered for listing on the State Historic Register under Criterion C and as a Local Landmark by the Lakewood Historic Preservation Commission.

8. Reynolds House (Campus Cycles), 7310 West Colfax Avenue (5JF.4854 re-evaluation)

Niwot Archaeological Consultants of Spearfirsh, South Dakota first recorded this commercial site in 2010. 5JF.4854 is a residential building with commercial additions built at different times during the 20th century. On the building's southeast corner is the original house built in 1902. The facade facing West Colfax incorporates an old sporting goods store and a bank, both built in the 1940s. The building currently houses a bicycle dealership. Research indicates there have been many alterations to the building and no known historically significant individual or trend associated with this building. Because of the lack of historic association and fair physical integrity, 5JF.4854 is not eligible under either NRHP Criteria A, B, and C and not eligible for the State Register. Because of various alterations to the original exterior, the building's physical integrity does not enter into a determination of historic significance. However, 5JF.4854 should be considered for designation as a Landmark by the Lakewood Historic Preservation Commission, because as it stands as one of the oldest houses on West Colfax while incorporating the 1940s commercial style into its design.



9. Residence, 1550 Ames (5JF.6285)

This is the first recordation of this building. 5JF.6285 was constructed in 1940 for Kenneth and Ruth Chase. The 2014 West Colfax Avenue Historic Survey found the Minimal Traditional residence displayed good physical integrity. Research at the Jefferson County Assessor and the Jefferson County Public Library system was unable to find any association with a significant individual or event in Jefferson County history. 5JF. 6285 is not eligible for listing in the National Register of Historic Places under Criteria A or B. While 5JF.6285 displays good physical integrity, the building's integrity is not at the level for consideration for eligibility listing to NRHP Criteria C. As one of the Mountair neighborhoods better examples of a Minimal Traditional residence, 5JF.6285 is eligible to the State Register of Historic Properties under Criterion C and as a Landmark by the Lakewood Historic Preservation Commission.

10. Jonke House, 1544 Benton (5JF.6314)

This is the first recordation of this residence. Built in 1919, the residence has retained most of it physical and historic integrity. This was the home of Joseph Jonke and family. Despite the association with Joseph Jonke, an early Lakewood entrepreneur, dairyman, and one of Lakewood's first prominent land holders, the historical significance is not enough for 5JF.6314 to qualify as eligible to the NRHP under Criteria A and B. There is no data regarding the porch enclosure. This enclosure compromises 5JF.6314's historic physical integrity. Therefore, 5JF.6314 is not eligible for listing on the National and State Registers under Criterion C. 5JF.6314 is worthy of consideration as a Local Landmark by the Lakewood Historic Preservation Commission for one of West Colfax's few Bungalow-style residences.

Francis Jonke standing in front of her parents' home at 1544 Benton Street. *Photo courtesy of Ken and Faye Milne.*

11. Residence, 1536 Benton (5JF.6315)

This is the first recordation of this residential property. Constructed in 1947, this residence is a good example of the Modern Movement style. Document research could not find a historically significant individual or trend associated with this residence. Located in Lakewood's oldest neighborhood, Mountair, 5JF.6315 was the first residence of this particular style. 5JF.6315 is eligible for listing in the National Register of Historic Places and the State Register under Criterion C. It is also worthy of consideration as a Local Landmark by the Lakewood Historic Preservation Commission.

12. Mountain Aire Trailer Court, 1550 Depew (5JF.6349)

This is the first recordation of this trailer court. The Mountain Aire mobile home park opened in 1952. It currently houses a two-story apartment, a laundry and 30 trailers and modified trailers. These units are primarily motor trailers. Approximately 23 of the 30 trailers recorded in August 2014 date to the mid-1950s to the early 1960s. A review of county records and an August 2014 visit with the owner and residents indicated that most of the potential contributing units at the site have been there for more than 50 years. The historic physical integrity of most of the contributing components ranges from good to poor. There are a limited number of surveys of trailer courts in Colorado.

The tendency of most trailer owners is to spend a few years at one then move up the economic ladder or on to another trailer park. This is not the case at Mountain Aire as the majority of have stood in this location for over 50 years. More importantly, site management, and the individual owners, considers the trailers to be permanent homes. The trailer court reflects a period in 20th century American history when motorized travel held great importance. The Mountain Aire court as it is today reflects the living situation of a segment of the nation's working class. This is a demographic of the national population often overlooked in historic preservation surveys and by most preservationists because of their economic status and the debate as to whether or not trailer homes are vehicles or houses.

For its association with West Colfax's primary economic force during the 20th Century, the automobile, 5JF.6349 is eligible to the National and State Register of Historic Places under Criteria A. There are no historically significant individuals associated with this lot since it became a trailer park in the early 1950s. Therefore, 5JF.6349 is not eligible for listing under NRHP Criterion B. Research into the individual trailers is primarily based on anecdotal sources. Documentation held by the ownership indicates that more than two-thirds of the 30 units were constructed from the mid-1950s and the early 1960s. The level of physical integrity of these units ranges from good to poor. Overall, there have been minimal alterations to the units from this period beyond the introduction of steps to the trailer's entries and touches of domesticity such HVAC units on the roofs and satellite TV dishes. Because of the good-to-fair physical integrity of many of the contributing features on the site, 5JF.6349 is also eligible for listing to the NRHP under Criterion C. 5JF.6349 is also worthy of listing by the Lakewood Historic Preservation Commission as a Local Landmark. Finally, the question of this trailer park as a National Register Historic District requires further study.

13. Gaylord's Garage, 1451 Depew (5JF.6355)

This is the first recordation of this commercial property. Built in 1932, the concrete building has served as a warehouse and a garage over most of its history. Leslie and Florence Gaylord have owned the property since 1978. The garage features a parapet roofline and a pair of open picture windows with a rolling, metal garage door in the center of the building's eastern façade. Located half a block to the south of West Colfax, the building has a long associated with automobile travel along the avenue. Because of its good physical integrity and association with West Colfax's primary economic force during the 20th Century, 5JF.6355 is eligible to the State Register of Historic Places under Criteria A and C. It is also eligible for designation by the Lakewood Historic Preservation Commission as a Local Landmark.

14. Lancaster House, 1597 Eaton Street (5JF.6370)

This is the first recordation of this dwelling. Research into 5JF.6370's history and role in the historic development of West Colfax Avenue was unable to find an association with any potential historic figure or event. Therefore, 5JF.6370 is not eligible for listing in the National Register under Criteria A and B. There are no records to indicate alterations to the building, but the 2014 field survey found the boxing in of the chimney and addition of a front deck and back porch. Because of this loss of original integrity, 5JF.6370 is not eligible for listing in the National and State Registers under Criterion C. The survey area, and the rest of Lakewood, has very few hip-on-gable roofed buildings from the 1910s. While the original physical integrity has been altered, 5JF.6370 retains its original windows along the western façade and the hip-on-gable roof. The West Colfax Survey historians find that 5JF.6370 should be considered for listing as a Local Landmark.

15. Foos House, 1555 Eaton (5JF.6372)

This is the first recordation of this site. Jefferson County Assessor reports this site was constructed in 1949. The Ranch style residence features a number of unique features - bay window, glass block windows and segmented roofline. The Foos family owned the house from 1950 to 1999. The 2014 field survey found the building retained good physical integrity.

Because of its good physical integrity, and unusual architectural elements, 5JF.6372 is eligible in the National and State Register of Historic Places under Criterion C. It is also worth listing by the Lakewood Historic Preservation Commission as a Local Landmark.

16. East Jefferson County Sanitation District Offices, 1595 Harlan Street (5JF.6404)

This is the first recordation of this commercial building. Completed in 1966, this office building is two identical, International style buildings standing parallel to each other. The building is a less common approach to the International style as the windows are vertical, not horizontal, displays a flat roof without a ledge at the roofline and the façade is symmetrical. A sidewalk and a strip of lawn separate the two buildings. The concrete exterior is fenestrated with open, vertical windows. The overall physical integrity is good. Research was unable to find an association with important individual in Jefferson County history. Because of its lack of association with a historically significant individual or movement, 5JF.6404 is not eligible to the NRHP under Criteria A and B. 5JF.6404's exterior displays good integrity, but not a level for consideration to the NRHP. Therefore, 5JF.6404 is not eligible to the NRHP under Criterion C. Because of its good historic physical integrity and its association with the construction of office buildings along West Colfax during the 1950s and 1960s, 5JF.6404 should be considered eligible for listing to the State Register of Historic Places under Criterion C. 5JF.6404 is also worthy of listing by the Lakewood Historic Preservation Commission as a Local Landmark.

17. Smith House, 1442 Pierce Street (5JF.6461)

The West Colfax Avenue Historic Survey indicates that the residence displays No Style. Research indicates there have been no alterations to the main house since the mid-1940s. There has been no historically significant individual or trends associated with this building. The buildings associated with 5JF.6461 have retained fair physical integrity. Because of the lack of significant historic association and lack of association with the surrounding commercial and residential buildings near the intersection of West Colfax Avenue and Pierce Street, 5JF.6461 is not eligible for listing to the NRHP and State Register under Criteria A and B. The level of integrity does not contribute to 5JF.6461's overall historic significance. Therefore, 5JF.6461 is not eligible to the NRHP and State Register under Criterion C. 5JF.6461 should also be considered for a possible designation as a Local Landmark by the Lakewood Historic Preservation Commission.

18. Original Vitamin Cottage, 8800 W. 14th Avenue (5JF.6476)

This is the first recordation of this site. Philip and Margaret Isley purchased the property in 1970. Since the 1950s, the Isleys had been involved in promoting the benefits of health food and natural living. From this location, the Isleys built the Vitamin Cottage grocery chain. Vitamin Cottage (now known as Natural Grocers) is one of the leading health food supermarket chains across the Western United States. The exterior displays fair physical integrity. The Isleys authorized additions to the residence as a reflection of Vitamin Cottage's expansion in the natural food marketing industry.

The survey has determined that the building possesses no style resulting from these alterations. Because of these alterations, 5JF.6476 is not eligible for listing to the National Register under Criterion C. Due to its association with the Isleys, and the significance of Vitamin Cottage/Natural Grocers in changing how many Americans shop for their food, 5JF.6476 is eligible under NRHP Criteria A and meets the requirements of Criteria Consideration G. This determination is based on the building's period of significance dates to 1970 — less than 50 years ago. Because of Vitamin Cottage's start in Colorado, and the changes Vitamin Cottage brought to mass marketing organic foods, the West Colfax Avenue Historic Survey recommends that 5JF.6476 is eligible to the State Register under Criteria A. The

Lakewood Historic Preservation Commission should consider the property for a Local Landmark status for the reasons listed above.

19. Grace Bible Church, 1545 Tabor (5JF.6477)

This is the first recordation of this site. Built in 1960 and updated during the 1980s, this is one of two churches within the West Colfax Avenue survey area. The building has been a church since original construction. Research at the Jefferson County Archives and the Denver Public Library Western History Department have been unable to determine if there has been a significant individual or event associated with this building.

Because of the lack of historical association and the alterations made over the years, 5JF.6477 is not eligible for listing in the National and State Register of Historic Places. Additionally, 5JF.6477 should not be considered for listing by the Lakewood Historic Preservation Commission as a Local Landmark.

20. Office Building, 1455 Ammons (5JF.6499)

This is the first recordation of this office building. Constructed in 1963, the three-story office building is an excellent example of the International style popular in the mid-20th century. The building has retained its historic and physical integrity. A number of different individuals and groups have owned the building over the years. There are commercial buildings of similar style and type along the West 14th Avenue and West Colfax Avenue, and to a lesser extent West 16th Avenue. The physical integrity of 5JF.6499 is excellent and it appears there have been no alterations or additions over the past fifty years. However, there is no known association with any historically significant individual or event in local history. 5JF.6499 is not eligible for listing on the National Register of Historic Places under Criteria A, B, or C. However, 5JF.6499 represents a change in Lakewood's economic traditions from agricultural to office/commercial. This new economic model introduces multi-story International style buildings between 1962 and 1967. Therefore, 5JF.6499 is worthy of listing on the State Historic Register under Criterion C and for designation as a local Landmark by the Lakewood Historic Preservation Commission. The West Colfax Avenue Historic Survey historians recommend future study of all the International style buildings in an area bounded by West 14th Avenue and West 16th Avenue between Lamar and Miller Streets.

21. Scotch Wash, 1565 Carr Street (5JF.6527)

This is the first recordation of this retail building. Completed in 1959 with its flat roof and large square stationary windows, 5JF.6527 is an excellent example of an International style building. According to City Directories and telephone books, 5JF.6527 has been a laundry since its opening. Research found there was no historically significant individual or event associated with the site. 5JF.6527 is not considered eligible for listing on the NRHP under Criteria A and B. The architectural style and historic physical integrity is at a level where 5JF.6527 should be considered eligible for listing in the NRHP and State Register under Criterion C. 5JF.6527 should also be listed by the Lakewood Historic Preservation Commission as a Local Landmark. The Survey suggests future study of all the International style buildings in the area bounded by West 14th Avenue and West 16th Avenue between Lamar and Miller Streets.

22. Willow Motel (Rockley Studios), 1530 Dover Street (5JF.6531)

This is the first recordation of this commercial site. Records of the Jefferson County Assessor's indicate a 1902 construction date. No elements of the alleged early 20th century aspect of the building are visible. Both Jefferson County and the current owner could not provide any further information about original construction and additions over the 20th century. The 2015 field survey indicates that there have been additions and modifications to site with the past 30 years. The Rockley family has owned the site since the 1960s. Because of the lack of available documentation regarding the history of this building, and the alterations and use, the West Colfax Avenue Historic Survey recommends a "Needs Data" determination to the National Register of Historic Places. The Lakewood Historic Preservation Commission should consider 5JF.6531 for designation as a Local Landmark by the Lakewood Historic Preservation Commission.

23. Con's Lakewood Market (Quality Auto Sound), 8400 West Colfax (5JF.6549)

Conrad Becker contributed to the shift away from the small corner grocery, with associated and specialized shops such as bakeries, and meat markets. He brought in the supermarket, with its departments, and therefore market control of specialized foods, to Lakewood. Although King Soopers and Safeway were moving in that direction, Becker re-imagined the grocery store as a dry goods department store with independent cashier stations, commissions to suppliers, and in-market food service. This experiment sets the stage for Whole Foods' embedded cafeteria's, and Eataly food market/malls with restaurants, food testing labs, bakeries and retail items. In order to compete with Safeway in Lakewood, King Soopers purchased the Lakewood Market in 1953. In 1956, Becker bought Lloyd King's Save-a-Nickel chain.

Beyond the life of his Lakewood Market at 8400 West Colfax, Conrad Becker was influential in the community as a valued member of service organizations and as a developer. Because 5JF.6549's association with a new era of economic development of West Colfax during the mid-20th century, this property should be considered eligible for listing to the NRHP under Criterion A. Because of the role of Con Becker in the commercial development of Lakewood and subsequently all of metropolitan Denver, 5JF.6549 is eligible for listing under NRHP Criterion B. The original physical integrity has been lost resulting from alterations dating from the mid-1980s. Therefore, 5JF.6549 is not eligible for listing under Criterion C. 5JF.6549 is eligible to the State Register under Criteria A and B and should be considered for listing as Local Landmark by the Lakewood Historic Preservation Commission.

24. Mahoney House, 1591 Garland (5JF.6553)

This is the first recordation of this site. Constructed in 1932, 5JF.6553, this is a good example of a brick English Norman with Tudor Revival; notably the end gabling and brick closed entry. Maebelle Mahoney owned the house from 1932 to 1957. Research was unable to find historically significant trends or individuals associated with 5JF.6553. Therefore, 5JF.6553 is not eligible under NRHP Criteria A or B. Unlike most properties in the survey corridor, 5JF.6553 also features a landscaped front and back yard. Due to alterations to the deck, 5JF.6553 is not eligible to the National Register under Criterion C.

As a good example of a Tudor Revival style home, 5JF.6553 is eligible to the State Register under Criterion C. The English Norman with Tudor Revival style home is also worth listing by the Lakewood Historic Preservation Commission as a Local Landmark.

25. Pearson House, 1385 Holland Street (5JF.6562)

This is the first recordation of this property. Built in 1898, the Pearson family has owned the property for nearly a century. The site still displays an association with Lakewood's agricultural beginnings with mature trees, open lot and outbuildings along the property's western boundary. The house's proximity to West Colfax also indicates the site's importance in the development of Lakewood as a community. This is the one of the few remaining farmhouses along West Colfax.

Purchased by Swedish immigrant Joseph Pearson 1921, he almost immediately added the second half story, and enclosed the front porch to accommodate his growing family, making the additions about 90 years old. The only visible alteration to the exterior has been horizontal siding. Even the name Pearson remains on the mailbox. Pearson children fondly remembered selling apples and other farm produce to passing cars on West Colfax Avenue. This is one indicator of the association between this house and West Colfax Avenue. The residence retains good integrity.

Because of its good physical integrity, age, association with Lakewood's agricultural past, as well as its association with West Colfax Avenue's evolution from a farm-to-market road to a major commercial thoroughfare, as well as the issue of water rights, 5JF.6562 is eligible in the National and State Register of Historic Places under Criteria A, B, and C. 5JF.6562 is also worthy of listing by the Lakewood Historic Preservation Commission as a Local Landmark.

26. Masonic Lodge, 1440 Independence (5JF.6568)

This is the first recordation of this site. Constructed in 1950, this International Style building was home to Lakewood's Masonic Temple for 58 years. This temple left in 2008 and the City of Lakewood's Housing Authority is now the primary tenant. The two-story building features a brick exterior with recessed porticos along the western facade. Lakewood's first Masonic Lodge reflects West Colfax's transition from agriculture, and later automobile tourism, during the mid-20th century. This transition to a more middle-class, suburban lifestyle involved offices and organizations, similar to the Masons.

The 2014 field survey determined that the building displays good physical integrity. The role of fraternal societies and service organizations should be recognized as vital to the growth and development of Lakewood.

There have no alterations to the building during its history. Because of its excellent physical integrity and its association with Lakewood's mid-20th century economic transition, 5JF.6568 is eligible to the NRHP and State Registers under Criteria A and C. 5JF.6568 is also worthy of listing by the Lakewood Historic Preservation Commission as a Local Landmark. Future work should recognize this building as contributing to further study of International Style/Modern Movement buildings in a general area bounded by West 14th Avenue and West 16th Avenue, between Lamar and Miller streets.

27. Western Federal Savings/Golden Music, 10395 West Colfax (5JF.6630)

The building at 10395 W. Colfax Avenue is an office completed in the summer of 1961. With the exception of the removal of its rotating, neon sign, the building has retained nearly all of its original physical integrity. The Western Federal Savings building on 10395 W. Colfax remains untouched from its 1961 opening. The building has kept its original integrity, materials and design and remains virtually untouched. For these reasons, the commercial building at 10395 West Colfax is eligible to the National Register of Historic Places under Criterion A. Noted Denver architect Raymond H. Ervin completed the building in August 1961. Ervin transformed the Denver skyline with a number of recognizable, multi-story commercial buildings such as the Western Federal Savings building at 700 17th Street. The commercial property is also eligible to the NRHP under Criterion B. 5JF.6630 was the first multi-story office complex west of Kipling Street and West Colfax Avenue in Lakewood. For its association as one of the few commissions outside of downtown Denver, and as an excellent example of his architectural vision, 10395 West Colfax is eligible to the National Register of Historic Places under Criterion C. 5JF.6630 is also eligible for listing to the State Historic Register under Criteria A through C and as a Lakewood Local Landmark.

28. Offices of Dr. Michael Ryan, 5353 West Colfax Avenue (5JF.6644)

This is the first recordation of 5JF.6644 for National Register eligibility. Constructed in 1950, 5JF.6644 is one of the earliest examples of the International style along West Colfax Avenue. The flat roof, tiered facade facing West Colfax, fixed rectangular open windows, and covered dual entry appears to have been unchanged since construction. The site has also retained a large open parking area to the north and east that reflects a change in parking patterns on West Colfax from on-street to a lot connected to a certain business or service. As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with changes in commercial and residential architectural styles, 5JF.6644 is worthy of consideration as eligible for listing on the NRHP and State Register under Criterion A. There is no historically significant individual associated with 5JF.6644 over the past eight decades. Therefore, the site is not eligible for listing to the National and State Registers under Criterion B. Because of its excellent physical and historic integrity, 5JF.6644 is eligible for listing to the National and State Registers under Criterion C. 5JF.6644 is worthy of consideration as a Local Landmark.

29. Red Wing Cabins (Lakewood Lodge), 5601 West Colfax (5JF.6653)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1937, the Lakewood Lodge represents one of the many motels from the golden age of automobile tourism and commercial development along West Colfax Avenue built during the early to mid-20th century. A 2014 field survey found the motel and its units displaying good physical integrity. The motel complex also incorporates an apartment complex built in the 1930s that predates the establishment of the Red Wing Cabins (and later Lakewood Lodge) in 1937. During World War II and for a decade after, Red Wing Cabins was one of many West Colfax Avenue's motels that served as a home for war workers. After the war, Red Wing provided lodging to those waiting for the completion of a new home elsewhere in Lakewood. By the mid-1950s, 5JF.6653 returned to its original purpose as a place to stay overnight for automobile tourists. As a contributing component to the most significant period in Lakewood's history (1945-1970), and for its association with automobile tourism, the Lakewood Lodge is considered eligible to the NRHP under Criterion A. There is no historically significant

individual associated with 5JF.6653 over the past eight decades. Therefore, the site is not eligible for listing to the NRHP under Criterion B. Because of its good physical and historic integrity, 5JF.6653 is also eligible to the NRHP under Criterion C. The Lakewood Lodge would also be a good subject for further study of mid-20th century motels along West Colfax. 5JF.6653 would also be considered eligible for listing on the State Register of Historic Properties under Criteria A and C as well as designation as a Landmark by the Lakewood Historic Preservation Commission.

30. Westway Motel, 5799 West Colfax (5JF.6654)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1947 and 1956, the Westway Motel buildings represent represents one of the many motels from the golden age of automobile tourism and commercial development along West Colfax Avenue built during the early to mid-20th century. This motel, and others from the mid-20th century, provided much needed lodging as Lakewood underwent a post-World War II housing shortage. A 2014 field survey found the motel and its units displaying good physical integrity. Research into the history of the building was unable to find an important individual associated with the history of Jefferson County.

Jefferson County Assessor's Records give Leslie and Lillian Wolf as the original owners. After the Wolfs, various individuals owned the property over the next five decades. The current owners, the Choi family, purchased the property in 1986. As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with automobile tourism, the Westway Motel is considered eligible to the NRHP under Criterion A. Because of its good historic physical integrity, 5JF.6384 is eligible to the NRHP under Criterion C. The Westway Motel would also be a good subject for further study of mid-20th century motels along West Colfax. 5JF.6384 should also be considered eligible for listing in the State Register of Historic Properties under Criteria A and C as well as designation as a Local Landmark by the Lakewood Historic Preservation Commission.

31. Kelly's Cabins (Rocky Mountain Motel), 6001 West Colfax (5JF.6659)

In 2002, Cathleen Norman recognized this property as having historic significance, but the Rocky Mountain Motel was not included in the Historic Northeast Lakewood Survey of 2003. This is the first recordation of this commercial property for National Register eligibility. Constructed in 1956, the Rocky Mountain Motel represents one of the many motels from West Colfax Avenue's most dynamic age of commercial development related to automobile tourism and a post-World War II economic boom. The Rocky Mountain Motel is a good example of mid-20th century motel architecture remaining along West Colfax Avenue in Lakewood. 5JF.6659 is one of the motels that established West Colfax as a stop for tourists visiting Colorado during the mid-20th century. However, Jefferson County has minimal information on construction, alterations and ownership. For these reasons, the West Colfax Avenue Historical Survey has determined 5JF.6659 as "Needs Data" to make a determination on its historic eligibility to the NRHP and State Register.

32. Bugs Bunny Motel (Hedwig Cottages, Big Bunny Motel), 6218 W. Colfax (5JF.6664)

In 2002, Cathleen Norman recognized this property as having historic significance, but the Rocky Mountain Motel eventually was not included in the Historic Northeast Lakewood Survey of 2003. This is the first recordation of this commercial property for National Register eligibility. Constructed in 1920, as the Hedwig Cottages, the Bugs/Big Bunny is one of only three extant motels on West Colfax Avenue built before World War II. Initial owners George and Matilda Walker owned the entire south side of the 6200 block of West Colfax during the 1920s. Owner Fred Byrnes built the first motel unit in 1952. Additional followed during the 1950s. The Sau family has owned the motel since 1989. A 2014 field survey found the motel and its units displaying good physical integrity. In May 2015, the current owner cast a new sign using elements of the original neon sign. Research into the history of the building and site was unable to find an important individual associated with the history of Jefferson County.

The Bugs/Big Bunny Motel is one of the better-known examples of mid-20th century motel architecture remaining along West Colfax Avenue in Lakewood. The current configuration dates to 1920 and 1953. The Bugs/Big Bunny was one of the motels that established West Colfax as a

stop for tourists visiting Colorado during the mid-20th century. Because of the role it played in the economic development of West Colfax Avenue after World War II, the Bugs/Big Bunny is eligible to the National Register of Historic Places under Criterion A. There is no association with a historically significant individual and therefore 5JF.6664 is not eligible for listing under Criterion B. The iconic sign has recently undergone a major renovation and there appears to have changes made to exterior within the past 30 years. There is no documentation of exterior alterations to the motel's units. The historic physical integrity of those units is fair. For those reasons, 5JF.6664 is not eligible to the NRHP under Criterion C. It is recommended that 5JF.6664 should be considered for listing to the State Register of Historic Places under Criterion A and as a Local Landmark by the Lakewood Historic Preservation Commission.

33. Blue Sky Motel, 6205 West Colfax (5JF.6666)

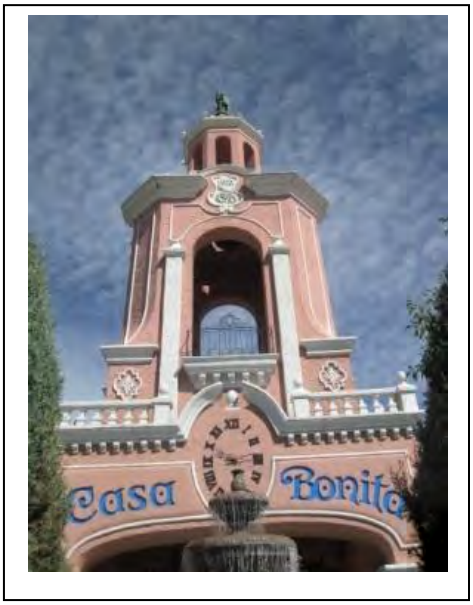
This is the first recordation of this commercial property for National Register eligibility. Constructed in 1934, the Blue Sky Motel represents one of the many motels constructed along West Colfax Avenue that created the initial period of commercial development tied to the rise of automobile tourism during the mid-20th century. A 2014 field survey found the motel and its units displaying good historic physical integrity. Floyd and Anna Berry originally purchased the land in 1914. The Jefferson County Assessor indicates that the motel was converted from residences. Additional units were added in 1939 and 1945. Gong Chul Ye and Yeo Look Ye have owned the building since 1986. Additional research into the history of the building was unable to find an important individual associated with the history of Jefferson County.

As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with West Colfax Avenue's commercial development built on a foundation of automobile tourism, the Blue Sky Motel is considered eligible for listing the National Register of Historic Places (NRHP) under Criterion A. Because of its good historic physical integrity, 5JF.6666 is eligible to the NRHP under Criterion C. 5JF.6666 would also be considered eligible for listing to the State Register of Historic Properties under Criteria A and C as well as designation as a Local Landmark by the Lakewood Historic Preservation Commission. The Big Bunny Motel would also be a good subject as part of a future study of mid-20th century motels along West Colfax.

34. Henry's Hamburgers (HD Auto Sales), 6295 West Colfax (5JF.6667)

This is the first recordation of this property. The commercial building at 6295 West Colfax was originally a Henry Hamburgers. During the early 1960s, Henry's was briefly in national competition with McDonald's for the unofficial crown of America's leading fast food hamburger chain. Henry's corporate architecture was almost identical to the original "Golden Arches" slant roof exteriors of McDonald's. A used car dealership has been at this location for a number of years. Various owners retained the original roof-line and window array along the building's southern facade. Research was unable to find a historically significant individual associated with the development of Jefferson County. Therefore, 5JF.6667 is not eligible for listing on the National or State Register under Criteria A, B and C. However, the building has a historic association with one of West Colfax's important economic forces, car dealerships, from the 1970s forward. For that reason, 5JF6667 is eligible to the State Register under Criterion A. Because of its association with this significant economic driver, and fair historic physical integrity, 5JF.6667 is eligible for designation as a Landmark by the Lakewood Historic Preservation Commission.

35. Casa Bonita, 6601 West Colfax (5JF.6669)



According to the Jefferson County Assessor, Casa Bonita was constructed in 1969. The business itself began in 1974 and soon gained an international reputation for its unique approximation of Mexican food and culture. Two years of reconstruction of building's exterior and interior was necessary as it was converted from a Joslins department store. This included digging a new foundation and the creation of the iconic bell tower.

The exterior of Casa Bonita displays excellent physical integrity. It is a good example of commercial building in the Spanish Colonial Revival style. Since the summer of 2014, BSV Lamont of Bethesda, Maryland has owned the site. From the *Los Angeles Times* Restaurant section to the animated TV show *South Park*, Casa Bonita is a nationally known tourist attraction. It is an excellent example of a theme restaurant and represents trends in American restaurant marketing. 5JF.6669 is considered eligible for listing in the National Register of Historic Places (NRHP) under Criterion A. Because of its excellent physical and

historic integrity, 5JF.6669 is eligible to the NRHP under Criterion C. 5JF.6669 is less than 50 years old. Casa Bonita is Lakewood's only nationally known tourism attraction. The Survey has determined that 5JF.6669 is eligible to the NRHP under Criterion Consideration G.

In March 2015, the Lakewood Historical Society recognized Casa Bonita as one of its local landmarks for its unique architecture and contributions to Lakewood's tourist economy. The Society is private, local organization with no association with the City of Lakewood. 5JF.6669 would also be considered eligible for listing to the State Register of Historic Properties under Criteria A and C as well as designation as a Landmark by the Lakewood Historic Preservation Commission.

36. King's Rest Motel, 7013 West Colfax (5JF.6684)

The King's Rest Motel is an excellent example of 20th century motel architecture remaining along West Colfax Avenue in Lakewood. The King's Rest was one of the motels that established West Colfax as a stop for tourists visiting Colorado during the mid-20th century. Constructed in 1938, the King's Rest Motel played an important role in the economic and development of West Colfax. Because of this role, the King's Rest is eligible for listing on the National Register of Historic Places under Criterion A. There is no association with a historically significant individual and therefore 5JF.6684 is not eligible for listing under Criterion B. The addition of a mansard roof and removal of the original neon sign has severely affected the physical integrity. For those reasons, 5JF.6684 is not eligible for listing on the NRHP under Criterion C. It is recommended that 5JF.6684 should be considered for listing to the State Register of Historic Properties under Criterion A and a Lakewood Landmark listing. The Rocky Mountain Motel would also be a contributing resource for further study of mid-20th century motels along West Colfax.

37. Linke's Hardware (Let It Ride Motorcycles/Peak Performance Power Sports), 8425 West Colfax (5JF.6710)

This is the first recordation of this commercial site. 5JF.6710 sits land initially platted as Smith's Subdivision in 1887. The Linke family owned the property from 1939 to 1979. The Linke's ran a hardware business in Lakewood during the mid-20th century. The

surveyed building was constructed in 1950. Linke's Hardware was part of the Lakewood Shopping Center which proclaimed itself the "Heart of Lakewood" and represented as many as 80 businesses along West Colfax between Dover and Estes Streets. Gerri Von Frelick, developer of Villa Italia Mall and Cinderella City, oversaw the collective advertising for the 60 to 80 stores between Dover and Estes Streets. The storefront held various small businesses over the past two decades. KELK Investments has owned the building since 1983. Research in County Records indicates there have been no alterations the building and there has been no historically significant individuals or trends associated with this building. Because of the lack of historic association and unexceptional historic physical integrity, 5JF.6710 is not eligible for listing on the NRHP and State Register under Criteria A, B, or C. 5JF.6710 should be considered for designation as a Landmark by the Lakewood Historic Preservation Commission because of the importance of the long established Linke businesses, and the association with the Lakewood Shopping Center.

38. Hudson's Shoe Store/Firestone Tire (unoccupied), 8437-8445 W. Colfax (5JF.6711)

Similar to 5JF.6710, the land now occupied by 5JF.6711 was initially platted as Smith's Subdivision in 1887. The Linke family owned the property from 1939 to 1979. The Linke's ran a hardware business in Lakewood during the mid-20th century. 5JF.6711 was constructed in 1950. KELK Investments have owned the building since 1983. Research indicates there have been no alterations to the building and there has been no historically significant individuals or trends associated with this building. Because of the lack of historic association and the similarity to other commercial buildings on West Colfax, 5JF.6710 is not eligible under either NRHP Criteria A, B and C or to the State Register. 5JF.6710 should be considered for designation as a Landmark by the Lakewood Historic Preservation Commission because of its association with a possible historic commercial district in the 8400 and 8500 blocks of West Colfax Avenue.

39. DeLaney Men's Store, 8465-8475 W. Colfax (5JF.6712)

This is the first recordation of this commercial site. Constructed in 1952, the storefront has lost some of its historic physical integrity with the introduction of a four-foot metal roof extending from the southern façade. There is no association with any historically significant individual or event in local history. 5JF.6712 would not be eligible to the National or State Historic Register of Historic Places under Criteria A, B, or C. However, it is recommended that this site be considered for designation as a Landmark by the Lakewood Historic Preservation Commission as a representative example of a commercial business from the mid-20th century and the association with the Lakewood Shopping Center.

40. O'Brien's Shoe Store, 8485 West Colfax (5JF.6713)

This is the first recordation of this commercial site. The Thaete family owned the lot, and subsequently the building, from 1950 to 1964. Colfax Properties LLC has owned the site since 1989. The building's historic physical integrity is fair resulting from the removal of a storefront directly to the west. There is no association with any historically significant individual or event in local history. 5JF.6713 would not be eligible for listing on the National or State Historic Register of Historic Places under Criteria A, B, or C. It is recommended that this site be considered for designation as a Landmark by the Lakewood Historic Preservation Commission as a representative example of a commercial business from the mid-20th century and the association with a possible historic district in the 8400 and 8500 blocks of West Colfax Avenue.

41. Copper Kitchen Restaurant (Rockley Music), 8555-8591 West Colfax (5JF.6720)

This is the first recordation of this commercial site. Constructed in 1955, the store front has lost much of its historic physical integrity. The Rockley family has owned 8555-8591 West Colfax since 1994. There is no association with any historically significant individual or event in local history and the glass blocks on the south side of the building were added in 1994.

5JF.6720 has been determined not eligible in the National Register of Historic Places or to the State Register of Historic Properties under Criteria A, B, or C. It is also recommended that this site be considered for designation as a Landmark by the Lakewood Historic Preservation Commission because of its association with the Lakewood Shopping Center.

42. Lakewood Plaza Building, 8790 West Colfax Avenue (5JF.6727)

This is the first recordation of this commercial site. The building has held a variety of medical offices since its construction in 1957. Over the past 30 years, it has also contained bookstores and arts and craft shops. The ownership, Lakewood Plaza Corporation, added a parapet along the West Colfax facing roofline in the 1990s. A walkway connects this building to a similar style building to the south. This second building was completed in 1958. Research indicates that other than the addition to the roof there have been minimal alterations the building and there has been no historically significant individual or trend associated with this building. Because of the lack of historic association and the similarity to other commercial buildings on West Colfax, 5JF.6727 is not eligible to the NRHP and State Registers under Criteria A, B, or C. Because 5JF.6727 was one of the first medical plazas in Lakewood, and was part of the Lakewood Shopping Center, the Lakewood Historic Preservation Commission should consider the building for designation as a Local Landmark.

43. Brierley Beauty Salon / Fred's Barber Shop, 8789-8791 West Colfax Avenue (5JF.6728)

This is the first recordation of this commercial site. Constructed in 1941, various individuals have run their own businesses from this location over the past 75 years. Research indicates that there have been no alterations the building and there has been no historically significant individual or trend associated with this building. Because of the lack of historic association and the similarity to other commercial buildings on West Colfax, 5JF.6728 is not eligible under either NRHP or State Register Criteria A, B or C. 5JF.6728 should also be considered for designation as a Local Landmark by the Lakewood Historic Preservation Commission as a representative example of a commercial building from the mid-20th century.

44. Lakewood Grocery, 8793-8795 West Colfax (5JF.6729)

This is the first recordation of this commercial site. Constructed in 1941, the storefront has retained much of its historic physical integrity. The historic physical integrity of 5JF.6729 is fair. There is no association with any historically significant individual or event in local history. 5JF.6729 would not be eligible to the National or State Historic Registers under Criteria A, B, or C. However, it is recommended that this site be considered for designation as a Landmark by the Lakewood Historic Preservation Commission as a representative example of a commercial business from the mid-20th century.

45. Colorado School of Trades (My Favorite Things), 8797 West Colfax, (5JF.6730)

This is the first recordation of this commercial site. Constructed in 1941, the storefront has retained much of its original historic and physical integrity. Because of its original recessed main entry, the historic physical integrity of 5JF.6730 is good. There is no association with any historically significant individual or event in local history. The storefront displays some interesting architectural touches (i.e., windows), but not at a level of consideration to the National

Register of Historic Places. 5JF.6730 would not be eligible to the National or State Historic Register of Historic Places under Criteria A, B, or C. However, it is recommended that this site be considered for designation as a Landmark by the Lakewood Historic Preservation Commission as a representative example of a commercial business from the mid-20th century.

46. George's Carpets, building at 8799 West Colfax (5JF.6731)

This is the first recordation of this commercial site. Constructed in 1948, the storefront has lost much of its historic physical integrity through alterations to the exterior. The stucco exterior is similar to other buildings along West Colfax Avenue from the mid-20th century. M.M. & P.L.L. Company has owned the building since 1997. There is no association with any historically significant individual or event in local history. The site is not eligible to either the NRHP or the State Register of Historic Properties. 5JF.6731 is recommended for consideration as a Local Landmark by the Lakewood Historic Preservation Commission as a representative example of a commercial business from the mid-20th century.

47. Lilli Russell (Hob Nob Doggie Daycare), 8990 West Colfax (5JF.6733)

Built in 1961, 5JF.6733 was constructed as Lilli Russell, a women's dress shop. The exterior displays an unusual roof line and a mixture of materials. The building has held the Hob Nob Doggie Daycare since 2002. Research was unable to find a significant historic figure associated with this building. Because of 5JF.6733's good historic physical integrity and as an excellent example of a Googie style building on West Colfax Avenue, 5JF.6733 is eligible for listing in the NRHP and State Historic Register under Criterion C. This property is also eligible for designation as a Local Landmark by the Lakewood Historic Preservation Commission.

48. Babcock Auto Specialists/ Phillips 66, 8811 West Colfax (5JF.6736)

Because of its Batwing roof, and open glass office windows, 5JF.6736 is an excellent example of a mid-20th century gas station/automobile repair facility. The gas station played a significant role in the economic development of West Colfax during this period. Because it represents an architectural example of the importance of the automobile on the Avenue during the mid-20th century, 5JF.6736 is eligible to the National Register of Historic Places under Criterion A. There is no historically significant individual associated with 5JF.6736. Therefore, 5JF.6736 is not eligible to Criterion B. Despite nearly a half-decade of vacancy, the gas station displays excellent physical integrity. It is the only remaining gas station of its style and type remaining on West Colfax. For these reasons, 5JF.6736 is also eligible to the National Register under Criterion C. The building should also be considered for listing to the State Register under Criteria A and C and the Lakewood Local Landmark register.

49. Homestead Motel, 8837 West Colfax (5JF.6737)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1954, the Trail's End Motel represents one of the many motels from the golden age of automobile tourism along West Colfax Avenue during the mid-20th century. A 2014 field survey found the motel and its units displaying good physical integrity. As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with automobile tourism, the Trail's End Motel is considered eligible for listing on the National Register of Historic Places (NRHP) under Criterion A.

Research into the history of the building was unable to find an important individual associated with the history of Jefferson County. There is no association with a historically significant figure in Lakewood history. Therefore, 5JF.6739 is not eligible for listing under NRHP Criterion B. Therefore, 5JF.6739 is not eligible for listing under NRHP Criterion B. Maps held by the Jefferson County Assessor indicates the complex was built in 1954 with the exception of one unit constructed in 1978. Because of its good physical and historic integrity, 5JF.6739 is considered eligible for listing to the NRHP under Criterion C. 5JF.6739 would also be considered eligible for listing to the State Register of Historic Properties under Criteria A and C as well as designation as a Landmark by the Lakewood Historic Preservation Commission.

50. Trail's End Motel, 9025 West Colfax (5JF.6739)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1954, the Trail's End Motel is a contributing component to the most significant period in Lakewood's history (1945-1970), and maintains its association with a key component of West Colfax's economic development, automobile tourism. The Trail's End is eligible to the National Register of Historic Places (NRHP) under Criterion A. A 2014 field survey found the motel and its units displaying good physical integrity. There is no documentation to indicate there has been added construction at the site, but the 2014 field survey identified additional units built after 1954. Research into the history of the building was unable to find an important individual associated with local history.

As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with automobile tourism, the Trail's End Motel is considered eligible for listing in the National Register of Historic Places (NRHP) under Criterion A. Because of its good historic physical integrity, 5JF.6739 is eligible to the NRHP under Criterion C. 5JF.6739 would also be considered eligible for listing to the State Register of Historic Properties under Criteria A and C as well as designation as a Landmark by the Lakewood Historic Preservation Commission. The Trail's End Motel should receive further study as a component of mid-20th century motels along West Colfax.

51. Koch Brunswick/Sporting Goods, 9393 West Colfax Avenue (5JF.6742)

This is the first recordation of this commercial building. The Jefferson County Assessor indicates that 5JF.6742 was initially a low-mid-rise apartment building completed in 1935. The owner constructed a single-story, general retail store in 1945 and added more apartments four years later. Available documentation indicates there have been no historically significant individuals or trends associated with this building. Because of the lack of historic association and fair physical integrity, 5JF.6742 is determined not eligible under either NRHP Criteria A, B, or C or to the State Register. However, 5JF.6742 should be considered for designation as a Landmark by the Lakewood Historic Preservation Commission as one of the oldest standing commercial/residential use- mix building along West Colfax Avenue.

52. Guido's Nickel, 9500 West Colfax (5JF.6746)

This is the first recordation of this property. Constructed in 1959, 5JF.6746 has been a nightclub and bar for most of its existence. Nearly all of West Colfax Avenue bars and taverns dating from the mid-20th century have been demolished or altered over the past six decades. The exterior displays a number of interesting elements of the Googie style (multiple peak roof and decorative concrete block wall). Resultant from the addition of shake shingles along the northern facade, the building has lost some of its historic physical integrity. Because of its lack of association with a significant historic individual or event, 5JF.6746 would not be eligible to the NRHP's Criteria A and B. Alterations to the primary façade have compromised 5JF.6746's to convey significance under NRHP Criterion C. As one of West Colfax's last bars/taverns still displaying many elements of its original Googie style, 5JF.6746 is eligible to the State Register of Historic Properties under Criterion C. As an example of the Googie style of architecture on West Colfax, 5JF.6746 is worthy of consideration as a Local Landmark by the Lakewood Historic Preservation Commission.

53. Mallory Manor Motel, 9600 West Colfax (5JF.6748)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1951, the Mallory Manor Motel represents one of the many motels from the golden age of automobile tourism along West Colfax Avenue during the mid-20th century. A 2014 field survey found the motel and its units displaying fair historic physical integrity due to alterations to the sign and the enclosure of the second story arcade. Since 1978, Jin Young and Ja Chun have owned the motel. Research into the history of the building was unable to find an important individual associated with the history of Jefferson County. Because of the alterations, the association with the original motel has been lost. Therefore, Mallory Manor Motel is considered not eligible in the National Register of Historic Places (NRHP) under Criterion A. Because of its fair historic physical integrity, 5JF.6748 is not eligible to the NRHP under Criterion C. 5JF.6748 would not be considered eligible for listing in the State Register of Historic Properties as well as no designation as a Local Landmark by the Lakewood Historic

Preservation Commission. The Mallory Manor Motel should be considered for inclusion as part of a multiple property documentation featuring mid-20th century motels along West Colfax.

54. Ferguson House (House of Imports), 9720 West Colfax (5JF.6756)

5JF.6756 was demolished on July 18, 2016 to make way for a storage unit. The West Colfax Avenue Historic Survey conducted the first recordation of this residential/commercial site. The house was constructed in 1937 for Paul and Helen Ferguson. The site became a commercial property as a trailer supply in 1955. From 2008 to 2016, P & L Partners operated the site as a car lot with the building as the dealer's office. The exterior features elements of English Norman Cottage and retained good integrity despite its transformation into a commercial property more than five decades ago. A parking lot surrounded 5JF.6756 for many decades. This loss of original setting and feeling impacted 5JF.6756's historic physical integrity. Therefore, 5JF.6756 would not have been eligible for listing on either the State or National Register. However, the house would have been a good candidate for Local Landmark designation by the Lakewood Historic Preservation Commission as the only remaining residence facing West Colfax Avenue.

55. Consolidated Mutual Water, 10075 West Colfax (5JF.6761)

This is the first recordation of this commercial site. Consolidated Mutual was one of many irrigation districts in Jefferson County from the early-to-mid 20th century. Consolidated Mutual first occupied this building in 1962. The site originally included a water tank and an additional office. The building has no association with any historically significant individual in local history. For those reasons, 5JF.6761 should not be considered for listing on the NRHP under Criteria A and B. In 2015, the current owner cut into the building's second floor to install windows. Because of the scale of these alterations, 5JF.6761 is not eligible for listing in the National and State Register under Criterion C. Because of its association with local water history and the building's association with Consolidated Mutual Water role in the development of Jefferson County, and would be eligible as a Local Landmark by the Lakewood Historic Preservation Commission.

56. West 40 Motel, 11100 West Colfax (5JF.6773)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1947, the West 40 Motel is a component of West Colfax Avenue's economic rise tied to automobile tourism along during the mid-20th century. A 2014 field survey found the motel and its units displaying fair physical integrity. Min Yen Wu and Su Yu Wu have owned 5JF.6773 since 1978. Research into the history of the building was unable to find an important individual associated with the history of Jefferson County.

As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with automobile tourism, the West 40 Motel is considered eligible in the National Register of Historic Places (NRHP) under Criterion A. There has never been a historically significant individuals associated with this motel. Therefore, 5JF.6773 is not eligible for listing under NRHP Criterion B. The doors, windows, signage, and other exterior elements show decades of wear. Because of this poor historic physical integrity, 5JF.6773 is not eligible to the NRHP under Criterion C. 5JF.6773 would also be considered eligible for listing to the State Register of Historic Properties under Criterion A as well as designation as a Landmark by the Lakewood Historic Preservation Commission. The West 40 Motel should be considered for inclusion as part of a multiple property documentation featuring mid-20th century motels along West Colfax.

57. A Bar D Motel at 11891 West Colfax (5JF.6785)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1953, the A Bar D Motel represents one of the many motels still standing from the golden age of automobile tourism along West Colfax Avenue during the mid-20th century. These motels, like A Bar D, encouraged subsequent entrepreneurs, to establish car dealerships, diners, bars, and other tourism related businesses. A 2014 field survey found the motel's units displaying good physical integrity. Research into the history of the complex was unable to find an important individual associated with the history of Jefferson County.

As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with automobile tourism, the A Bar D Motel is considered eligible for listing in the National Register of Historic Places (NRHP) under Criterion A. Because of its good physical historic integrity, 5JF.6785 is eligible to the NRHP under Criterion C. 5JF.6785

would also be considered eligible for listing to the State Register of Historic Properties as well as Landmark designation by the Lakewood Historic Preservation Commission. The A Bar D Motel should be considered for inclusion in a future study of mid-20th century motels along West Colfax.

58. Stonewall Motel, 12111 West Colfax (5JF.6788)

This is the first recordation of this commercial property for National Register eligibility. Constructed in 1942, 1952, and 1955, the Stonewall Motel is a component of West Colfax Avenue's economic rise tied to automobile tourism along during the mid-20th century. The addition of a chalet front office in 1971 and reflects a favorite theme of Colorado architects from the late 1960s-early 1970s. A 2014 field survey found the motel and its units displaying good physical integrity. Research into the history of the building was unable to find an important individual associated with the history of Jefferson County.

As a contributing component to the most significant period in Lakewood's history (1945-1970), and to its association with automobile tourism, the Stonewall Motel is considered eligible in the National Register of Historic Places (NRHP) under Criterion A. Because of its good physical and historic integrity, 5JF.6788 is eligible to the NRHP under Criterion C. The introduction of the chalet front office in 1971 also qualifies 5JF.6788 for eligibility under NRHP Criteria Consideration G. 5JF.6788 would also be considered eligible for listing to the State Register of Historic Properties under Criteria A and C as well as Landmark designation by the Lakewood Historic Preservation Commission. The Stonewall Motel should be considered as a component in a future study of mid-20th century motels along West Colfax.

59. Office Building, 6464 W. 14th Street (5JF.6793)

The Denver metro area has lost many International style offices from the mid-20th century over the past few years. 5JF.6793 is an excellent example of the International Style. The impression of two buildings is achieved by exaggerated corner pillars supporting a heavy and cantilevered roof over dark colored glass in set in vertical metal bands. Depending on the location of light, it is difficult to see the central horizontal glass band. The architect juxtaposed light and dark colored materials with their visual weight. The light colored materials, being the heavily massed corners and roof, are set against the more

delicate, dark metal and glass vertical banding, as if one building were hiding under another. The main entry is hard to spot on first glance, but the eye is lead to it by the concrete sidewalk.

5JF.6793 is a good candidate for listing on the NRHP and the State Register under Criterion C due to its excellent historic physical integrity and as an excellent example of the Modern Movements style from the last third of the 20th century. Among the International style buildings surveyed for this project, 5JF.6793 is unique for its use of materials, massing, and subtle vertical rather than horizontal emphasis. The building should also be considered for listing by the Lakewood Historic Preservation Commission as a Local Landmark. The Survey recommends further study of this building and other commercial properties in an area bounded by West 14th Avenue and West 16th Avenue, between Lamar and Miller streets.

60. Office Building, 8000 West 14th Avenue (5JF.6798)

This is the first recordation of this commercial site. Built in 1962, this office building is good example of the Modern Movement style founded along West 14th Avenue and to the south of West Colfax. Because of the proximity to West Colfax, Lakewood saw the construction of a number of office buildings along West 14th Avenue during the mid-20th century. These buildings are recognizable for their flat roofs, open glass windows and entries, and use of other materials like plaster and metal to provide a visual counterpoint to the exterior. The building has housed a number of different tenants over its history. Research indicated none of these tenants had contributed significantly to Jefferson County's history. While there is nothing specific in the building's history that would make it eligible to the National or State Registers under Criteria A and B. 5JF.6798 is a good candidate for listing under Criteria C because of its glass façade and flat roof. As a good example of the Modern Movement style, 5JF.6798 is eligible to the National and State Registers under Criterion C. The building should also be considered for listing by the Lakewood Historic Preservation Commission as a Local Landmark. 5JF.6798 would merit further study as part of a mid-20th century office building survey along West 14th Avenue.

Recommendations

Ongoing Preservation Planning

Survey

- The Survey historians, Kristen and Robert Autobee, have met with the Lakewood Historic Preservation Commission frequently from 2014 to the present to advance the suggestions found in this section.

- Resulting from changes concurrent with redevelopment along the W Line, we recommend a reconnaissance survey using the 1417 Form from West 16th Avenue to West 20th Avenue and from Sheridan Boulevard to Simms Street to identify potentially eligible properties.

- A survey of citywide resources built before 1920 to record all of our oldest resources. There are nearly 200 buildings standing and many of these sites are in neighborhoods undergoing redevelopment or will see redevelopment in the next decade.

- The Glen Creighton subdivision should be re-evaluated perhaps including the Beverly Heights and Kawanee Gardens subdivisions for their eclectic early 20th century housing styles. COMPASS notes that the Glen Creighton subdivision (5JF.850) was found officially eligible in 1992. A re-survey is called for. These neighborhoods remain good candidates as historic districts and many of the dwellings in these neighborhoods would qualify as Local Landmarks. In the case of Glen Creighton, the West Colfax Avenue Survey historians found residents divided on the topic of the neighborhood's historic significance.

- There are buildings in the 1400 to 1500 blocks of Carr Street, and the 8300 to 8700 blocks of West Colfax that would contribute to a potential National Register District in either or both locations. Beginning in the 1930s, this area was a well known shopping district. By the late 1950s, the intersection of West Colfax and Carr was billed as the "Heart of Lakewood." In 1966 when Villa Italia opened near Wadsworth and Alameda a few miles to the south, there were as many shops at Colfax and Carr, and all of them were locally owned businesses, and most of them one-of-a kind. The survey historians recommend further study of the architecture and historic significance of this potential district.

- Consider the Mountair neighborhood west of Sheridan Boulevard, and particularly the 1400 and 1500 blocks of Ames and Benton, as a potential National Register District for its role as one of Lakewood's first residential neighborhoods and for the variety of

architectural styles (i.e., Minimal Traditional, English Norman Cottages, and Bungalow) dating from the first third of the 20th century.

- Further research should be made into the role of Chinese and Koreans and Chinese - Americans and Korean-Americans in the long ownership of West Colfax motels like 5JF.6773.

Planning

- The City of Lakewood Planning Department, and other city offices, have planned to use the findings from the West Colfax Avenue Historic Resources Survey as a guide to understand the commercial and residential history of Lakewood along West Colfax.

- Continue to build the database of properties recorded during the West Colfax Avenue Historic Resources Survey. Much of the information gathered during the Survey is linked to the City of Lakewood EZMaps website.

- Build the database to allow for citywide data not linked to an actual survey. For example, include all build dates and styles. Refer to the Discover Denver program as a model.

- Target surveys in areas where growth is happening or expected to happen. Denver Regional Council of Governments (DRCOG) expects that Lakewood could double its population in over the next 25 years. Lakewood is 95% built, so older neighborhoods with larger lots, and neighborhoods near transportation corridors will be the first to see multi-story, multi-family developments.

- Use these non-public works and non-development surveys to instill and encourage *pride in place* and encourage neighborhood clean-up days or other place-making, community-building activities.

Educational Outreach

- Translate SHF Brochures, Lakewood Historic Preservation Commission materials, and other historic preservation documents such as this survey report and historic context into Spanish and other languages, such as Korean, that are spoken in surveyed neighborhoods.

- Sponsor a teacher-training program to use historic buildings as a means to teach local history, language arts (essays, creative writing), art (painting, drawing, photography, collage), and math skills. Math might seem unusual here, but architectural scale is just fractions and can be taught to 3rd and 4th graders. Other math skills used in quantitative history include statistics and concepts like median versus average.

- Create a school program and curriculum to teach about Lakewood's history through its built environment and historic architecture.

- Prepare and install interpretive signage along West Colfax Avenue.

- Collaborate with local partners to develop a walking, biking, or driving tour of local architecture that includes smart phone content and downloadable audio that tells not only details about the buildings, but also stories about the people, places, and activities that took place in the area. The tour would integrate well with interpretive signage.

- Collaborate with local partners who already gather and encourage oral histories. Use these oral histories in the interpretive signage and walking, biking, or driving tours. Create a space, such as an old phone booth, where oral histories can be listened to or recorded. The telephone book would have listings such as "LA(kewood) 182 to record a West Colfax Memory." or "BE(lmont) 348 to hear West Metro Fire Department's Captain Dean Wahl describe the fire that destroyed Beach Lumber."

- Use social media to disseminate the history of Lakewood's historic architecture and the history of West Colfax Avenue.

- Continue to encourage collaboration between 40 West Arts District, the Lakewood Historic Preservation Commission, neighborhood organizations, and Lakewood Heritage Center to sponsor an annual one-day West Colfax / Lakewood-centric symposium during Historic Preservation Month.

Historic Preservation

- Encourage the Lakewood Historic Preservation Commission to continue to work with owners to list their properties, offer state tax credits to homeowners for historic preservation of commercial properties, and record and make public Lakewood's architectural history.

- The eventual creation of a prioritized list of individual National and State Register nominations that are good candidates for State Historic Fund or Certified Local Government Grant Funding.

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Appendix A: Survey Log (OAHP Form 1417) - Sorted by Site Number

5JF.	1002	7011	W. Colfax Avenue
5JF.	1010	1575	Kipling Street
5JF.	1112	9495	W. Colfax Avenue
5JF.	2954	10485	W. 14th Avenue
5JF.	2979	11500	W. Colfax Avenue
5JF.	2980	11520	W. Colfax Avenue
5JF.	2981	11528	W. Colfax Avenue
5JF.	3575	1400	Ames Street
5JF.	3576	1435	Ames Street
5JF.	3577	1420	Ames Street
5JF.	3578	1444	Ames Street
5JF.	3579	1447	Ames Street
5JF.	3581	1484	Ames Street
5JF.	3586	1408	Benton Street
5JF.	3587	1421	Benton Street
5JF.	3588	1550	Benton Street
5JF.	3589	1554	Benton Street
5JF.	3591	1400	Chase Street
5JF.	3592	5530	W. Colfax Avenue
5JF.	3593	5637	W. Colfax Avenue
5JF.	3595	6885	W. Colfax Avenue
5JF.	3598	1448	Depew Street
5JF.	3605	1435	Harlan Street
5JF.	3607	1538	Ingalls Street
5JF.	3608	1406	Jay Street
5JF.	3623	1583	Sheridan Boulevard
5JF.	3911	5246	W. Colfax Avenue
5JF.	3912	5300	W. Colfax Avenue
5JF.	4400	11503	W. Colfax Avenue
5JF.	4403	11598	W. Colfax Avenue
5JF.	4625	1420	Kipling Street
5JF.	4630	9885	W. Colfax Avenue
5JF.	4631	9895	W. Colfax Avenue
5JF.	4632	9901	W. Colfax Avenue
5JF.	4634	10040	W. Colfax Avenue
5JF.	6280	1565	Sheridan Boulevard
5JF.	6281	1545	Sheridan Boulevard
5JF.	6282	1590	Ames Street
5JF.	6283	1576	Ames Street
5JF.	6284	1570	Ames Street
5JF.	6286	1472	Ames Street
5JF.	6287	1466	Ames Street
5JF.	6288	1460	Ames Street
5JF.	6289	1454	Ames Street
5JF.	6290	1448	Ames Street
5JF.	6291	1440	Ames Street
5JF.	6292	1426	Ames Street
5JF.	6293	1424	Ames Street
5JF.	6294	1414	Ames Street
5JF.	6295	1595	Ames Street
5JF.	6296	1585	Ames Street
5JF.	6297	1573	Ames Street
5JF.	6298	1565	Ames Street
5JF.	6299	1553	Ames Street

5JF. 6300	1547 Ames Street
5JF. 6301	1535 Ames Street
5JF. 6302	1515 Ames Street
5JF. 6303	1471 Ames Street
5JF. 6304	1465 Ames Street
5JF. 6305	1455 Ames Street
5JF. 6306	1451 Ames Street
5JF. 6307	1445 Ames Street
5JF. 6308	1441 Ames Street
5JF. 6309	1437 Ames Street
5JF. 6310	1401 Ames Street
5JF. 6311	1590 Benton Street
5JF. 6312	1560 Benton Street
5JF. 6313	1556 Benton Street
5JF. 6316	1460 Benton Street
5JF. 6317	1456 Benton Street
5JF. 6318	1452 Benton Street
5JF. 6319	1428 Benton Street
5JF. 6320	1422 Benton Street
5JF. 6321	1414 Benton Street
5JF. 6322	1404 Benton Street
5JF. 6323	1461 Benton Street
5JF. 6324	1459 Benton Street
5JF. 6325	1455 Benton Street
5JF. 6326	1445 Benton Street
5JF. 6327	1427 Benton Street
5JF. 6328	1417 Benton Street

5JF. 6329	1415 Benton Street
5JF. 6330	1407 Benton Street
5JF. 6331	1401 Benton Street
5JF. 6332	1460 Chase Street
5JF. 6333	1450 Chase Street
5JF. 6334	1444 Chase Street
5JF. 6335	1426 Chase Street
5JF. 6336	1422 Chase Street
5JF. 6337	1416 Chase Street
5JF. 6338	1410 Chase Street
5JF. 6339	1595 Chase Street
5JF. 6340	1589, 1591, 1593 Chase Street
5JF. 6341	1469 Chase Street
5JF. 6342	1461 Chase Street
5JF. 6343	1455 Chase Street
5JF. 6344	1449 Chase Street
5JF. 6345	1441 Chase Street
5JF. 6346	1437 Chase Street
5JF. 6347	1435 Chase Street
5JF. 6348	1407 Chase Street
5JF. 6350	1520 Depew Street
5JF. 6351	1462 Depew Street
5JF. 6352	1432 Depew Street
5JF. 6353	1595 Depew Street
5JF. 6354	1555 Depew Street
5JF. 6356	1437 Depew Street

5JF. 6357	1435 Depew Street
5JF. 6358	1580 Eaton Street
5JF. 6359	1570 Eaton Street
5JF. 6360	1560 Eaton Street
5JF. 6361	1544 Eaton Street
5JF. 6362	1472 Eaton Street
5JF. 6363	1466 Eaton Street
5JF. 6364	1458 Eaton Street
5JF. 6365	1450 Eaton Street
5JF. 6366	1444 Eaton Street
5JF. 6367	1438 Eaton Street
5JF. 6368	1432 Eaton Street
5JF. 6369	1410 Eaton Street
5JF. 6371	1575 Eaton Street
5JF. 6373	1545 Eaton Street
5JF. 6374	1550 Eaton Street
5JF. 6375	1471 Eaton Street
5JF. 6376	1461 Eaton Street
5JF. 6377	1457 Eaton Street
5JF. 6378	1435 Eaton Street
5JF. 6379	1425 Eaton Street
5JF. 6380	1407 Eaton Street
5JF. 6381	1405 Eaton Street
5JF. 6382	1401 Eaton Street
5JF. 6383	1590 Fenton Street
5JF. 6384	1550 Fenton Street
5JF. 6385	1460 Fenton Street

5JF. 6386	1450 Fenton Street
5JF. 6387	1440 Fenton Street
5JF. 6388	1430 Fenton Street
5JF. 6389	1411 Fenton Street
5JF. 6390	1470 Gray Street
5JF. 6391	1450 Gray Street
5JF. 6392	1430 Gray Street
5JF. 6393	1410 Gray Street
5JF. 6394	1453 Gray Street
5JF. 6395	1433 Gray Street
5JF. 6396	1429 Gray Street
5JF. 6397	1411 Gray Street
5JF. 6398	1403 Gray Street
5JF. 6399	1401 Gray Street
5JF. 6400	1432 Harlan Street
5JF. 6401	1416 Harlan Street
5JF. 6402	1408 Harlan Street
5JF. 6403	1400 Harlan Street
5JF. 6405	1561 Harlan Street
5JF. 6406	1559 Harlan Street
5JF. 6407	1539 Harlan Street
5JF. 6408	1537 Harlan Street
5JF. 6409	1535 Harlan Street
5JF. 6410	1533 Harlan Street
5JF. 6411	1427 Harlan Street
5JF. 6412	1425 Harlan Street
5JF. 6413	1415 Harlan Street

5JF. 6414	1401 Harlan Street
5JF. 6415	1598 Ingalls Street
5JF. 6416	1590 Ingalls Street
5JF. 6417	1570 Ingalls Street
5JF. 6418	1560 Ingalls Street
5JF. 6419	1550 Ingalls Street
5JF. 6420	1548 Ingalls Street
5JF. 6421	1400 Ingalls Street
5JF. 6422	1481 Ingalls Street
5JF. 6423	1445 Ingalls Street
5JF. 6424	1441 Ingalls Street
5JF. 6425	1439 Ingalls Street
5JF. 6426	1437 Ingalls Street
5JF. 6427	1435 Ingalls Street
5JF. 6428	1425 Ingalls Street
5JF. 6429	1405 Ingalls Street
5JF. 6430	1474 Jay Street
5JF. 6431	1472 Jay Street
5JF. 6432	1470 Jay Street
5JF. 6433	1440 Jay Street
5JF. 6434	1430 Jay Street
5JF. 6435	1408 Jay Street
5JF. 6436	1555 Jay Street
5JF. 6437	1553 Jay Street
5JF. 6438	1549 Jay Street
5JF. 6439	1475 Jay Street
5JF. 6440	1473 Jay Street

5JF. 6441	1469 Jay Street
5JF. 6442	1445 Jay Street
5JF. 6443	1435 Jay Street
5JF. 6444	1425 Jay Street
5JF. 6445	1510 Kendall Street
5JF. 6446	1450 Kendall Street
5JF. 6447	1440 Kendall Street
5JF. 6448	1441 Kendall Street
5JF. 6449	1425 Kendall Street
5JF. 6450	1410 Lamar Street
5JF. 6451	1450 Lamar Street Bldg C
5JF. 6452	1460 Lamar Street
5JF. 6453	1450 Lamar Street
5JF. 6454	1445 Lamar Street
5JF. 6455	1455 Newland Street
5JF. 6456	1425 Newland Street
5JF. 6457	1420 Otis Street
5JF. 6458	1400 Otis Street
5JF. 6459	1427 Otis Street
5JF. 6460	1460 Pierce Street
5JF. 6462	1426 Pierce Street
5JF. 6463	1400 Pierce Street
5JF. 6464	1485 Pierce Street
5JF. 6465	1475 Pierce Street
5JF. 6466	1461 Pierce Street
5JF. 6467	1455 Pierce Street
5JF. 6468	1435 Pierce Street

5JF. 6469	1429	Pierce Street
5JF. 6470	1411	Pierce Street
5JF. 6471	1538	Reed Street
5JF. 6472	1528	Reed Street
5JF. 6473	1460	Reed Street
5JF. 6474	1440	Reed Street
5JF. 6475	1400	Reed Street
5JF. 6478	1597	Reed Street
5JF. 6479	1551	Reed Street
5JF. 6480	1435	Reed Street
5JF. 6481	1401	Reed Street
5JF. 6482	1400	Saulsbury Street
5JF. 6483	1597	Wadsworth Boulevard
5JF. 6484	1585	Wadsworth Boulevard
5JF. 6485	1571	Wadsworth Boulevard
5JF. 6486	1580	Yarrow Street
5JF. 6487	7815	16th Avenue
5JF. 6488	Unused	Number
5JF. 6489	1495	Zephyr Street
5JF. 6490	1405	Zephyr Street
5JF. 6491	1585	Allison Street
5JF. 6492	1575	Allison Street
5JF. 6493	1555	Allison Street
5JF. 6494	1409	Allison Street
5JF. 6495	1492	Ammons Street
5JF. 6496	1480	Ammons Street
5JF. 6497	1450	Ammons Street
5JF. 6498	1457	Ammons Street
5JF. 6500	1401	Ammons Street
5JF. 6501	1590	Balsam Street
5JF. 6502	1550	Balsam Street
5JF. 6503	1446	Balsam Street
5JF. 6504	1430	Balsam Street
5JF. 6505	1495	Balsam Street
5JF. 6506	1475	Balsam Street
5JF. 6507	1465	Balsam Street
5JF. 6508	1455	Balsam Street
5JF. 6509	1435	Balsam Street
5JF. 6510	1480	Brentwood Street
5JF. 6511	1460	Brentwood Street
5JF. 6512	1450	Brentwood Street
5JF. 6513	1440	Brentwood Street
5JF. 6514	1410	Brentwood Street
5JF. 6515	1475	Brentwood Street
5JF. 6516	1425	Brentwood Street
5JF. 6517	1492/1494	Carr Street
5JF. 6518	1480/1490	Carr Street
5JF. 6519	1470	Carr Street
5JF. 6520	1460	Carr Street
5JF. 6521	1440	Carr Street
5JF. 6522	1430	Carr Street

5JF. 6523	1410	Carr Street
5JF. 6524	1400	Carr Street
5JF. 6525	1601	Carr Street
5JF. 6526	1595	Carr Street
5JF. 6528	1477	Carr Street
5JF. 6529	1415	Carr Street
5JF. 6530	1550	Dover Street
5JF. 6532	1585	Dudley Street
5JF. 6533	1549	Dudley Street
5JF. 6534	1446	Estes Street
5JF. 6535	1439	Estes Street
5JF. 6536	1435	Estes Street
5JF. 6537	1429	Estes Street
5JF. 6538	1550	Glen Ayr Drive
5JF. 6539	1510	Glen Ayr Drive
5JF. 6540	1533	Glen Ayr Drive
5JF. 6541	1585	Glen Bar Drive
5JF. 6542	1570	Glen Dee Drive
5JF. 6543	1560	Glen Dee Drive
5JF. 6544	Unused	Number
5JF. 6545	1520	Glen Dee Drive
5JF. 6546	1575	Glen Dee Drive
5JF. 6547	1555	Glen Dee Drive
5JF. 6548	1525	Glen Dee Drive
5JF. 6550	1654	Glen Moor Parkway
5JF. 6551	1600	Glen Moor Parkway
5JF. 6552	1601	Garland Street

5JF. 6554	1450	Holland Street
5JF. 6555	1420	Holland Street
5JF. 6556	1495	Holland Street
5JF. 6557	1485	Holland Street
5JF. 6558	1457	Holland Street
5JF. 6559	1445	Holland Street
5JF. 6560	1425	Holland Street
5JF. 6561	1405	Holland Street
5JF. 6563	1480	Hoyt Street
5JF. 6564	1450	Hoyt Street
5JF. 6565	1410	Hoyt Street
5JF. 6566	1404	Hoyt Street
5JF. 6567	1429	Hoyt Street
5JF. 6569	1430	Independence Street
5JF. 6570	1455	Independence Street
5JF. 6571	1520	Iris Street
5JF. 6572	1515	Iris Street
5JF. 6573	1460	Kipling Street
5JF. 6574	1480	Miller Street
5JF. 6575	1420	Quail Street
5JF. 6576	1410	Quail Street
5JF. 6577	1595	Robb Street
5JF. 6578	1565	Robb Street
5JF. 6579	1570	Routt Street
5JF. 6580	1560	Routt Street
5JF. 6581	1550	Routt Street
5JF. 6582	1540	Routt Street

5JF. 6583	1530 Routt Street
5JF. 6584	1520 Routt Street
5JF. 6585	1575 Routt Street
5JF. 6586	1563 Routt Street
5JF. 6587	1541 Routt Street
5JF. 6588	1535 Routt Street
5JF. 6589	1525 Routt Street
5JF. 6590	1515 Routt Street
5JF. 6591	1590 Simms Street
5JF. 6592	1580 Simms Street
5JF. 6593	1572 Simms Street
5JF. 6594	1604 Garland Street
5JF. 6595	1560 Simms Street
5JF. 6596	1540 Simms Street
5JF. 6597	1530 Simms Street
5JF. 6598	1520 Simms Street
5JF. 6599	1510 Simms Street
5JF. 6600	1470 Simms Street
5JF. 6601	1400 Simms Street
5JF. 6602	1625 Simms Street
5JF. 6603	1585 Simms Street
5JF. 6604	1565 Simms Street
5JF. 6605	1555 Simms Street
5JF. 6606	1485 Simms Street
5JF. 6607	1580 Swadley Street
5JF. 6608	1576 Swadley Street
5JF. 6609	1570 Swadley Street

5JF. 6610	1550 Swadley Street
5JF. 6611	1540 Swadley Street
5JF. 6612	1595 Swadley Street
5JF. 6613	1577 Swadley Street
5JF. 6614	1575 Swadley Street
5JF. 6615	1565 Swadley Street
5JF. 6616	1555 Swadley Street
5JF. 6617	1590 Tabor Street
5JF. 6618	1580 Tabor Street
5JF. 6619	1570 Tabor Street
5JF. 6620	1560 Tabor Street
5JF. 6621	1550 Tabor Street
5JF. 6622	1590 Taft Street
5JF. 6623	1580 Taft Street
5JF. 6624	1570 Taft Street
5JF. 6625	1560 Taft Street
5JF. 6626	1550 Taft Street
5JF. 6627	1500 Taft Street
5JF. 6628	1565 Youngfield Drive
5JF. 6629	1566 Youngfield Street
5JF. 6631	1560 Youngfield Street
5JF. 6632	1540 Youngfield Street
5JF. 6633	1530 Youngfield Street
5JF. 6634	6200 W. 16th Avenue
5JF. 6635	7800 W. 16th Avenue
5JF. 6636	7860 W. 16th Avenue
5JF. 6637	9550 W. 15TH Place

5JF. 6638	11620 W. 16th Avenue
5JF. 6639	11690 W. 16th Avenue
5JF. 6640	6890 Lakewood Place
5JF. 6641	6898 Lakewood Place
5JF. 6642	6900 Lakewood Place
5JF. 6643	5390 W. Colfax Avenue
5JF. 6645	5400 W. Colfax Avenue
5JF. 6646	5480 W. Colfax Avenue
5JF. 6647	5522 W. Colfax Avenue
5JF. 6648	5505 W. Colfax Avenue
5JF. 6649	5535 W. Colfax Avenue
5JF. 6650	5555 W. Colfax Avenue
5JF. 6651	5600 W. Colfax Avenue
5JF. 6652	5660 W. Colfax Avenue
5JF. 6655	5806 W. Colfax Avenue
5JF. 6656	5830 W. Colfax Avenue
5JF. 6657	5900 W. Colfax Avenue
5JF. 6658	6000 W. Colfax Avenue
5JF. 6660	6091 W. Colfax Avenue
5JF. 6661	6111 W. Colfax Avenue
5JF. 6662	6173 W. Colfax Avenue
5JF. 6663	6212 W. Colfax Avenue
5JF. 6665	Unused Number
5JF. 6668	6560 W. Colfax Avenue
5JF. 6670	6700 W. Colfax Avenue
5JF. 6671	6715 W. Colfax Avenue
5JF. 6672	6800 W. Colfax Avenue

5JF. 6673	6808 W. Colfax Avenue
5JF. 6674	6801 W. Colfax Avenue
5JF. 6675	6851 W. Colfax Avenue
5JF. 6676	Unused Number
5JF. 6677	6905 W. Colfax Avenue
5JF. 6678	6955 W. Colfax Avenue
5JF. 6679	6999 W. Colfax Avenue
5JF. 6680	7010 W. Colfax Avenue
5JF. 6681	7001 W. Colfax Avenue
5JF. 6682	7007 W. Colfax Avenue
5JF. 6683	7150 W. Colfax Avenue
5JF. 6685	7620 W. Colfax Avenue
5JF. 6686	7700 W. Colfax Avenue
5JF. 6687	7785 W. Colfax Avenue
5JF. 6688	7801 W. Colfax Avenue
5JF. 6689	7833 W. Colfax Avenue
5JF. 6690	7999 W. Colfax Avenue
5JF. 6691	8000 W. Colfax Avenue
5JF. 6692	8020 W. Colfax Avenue
5JF. 6693	8090 W. Colfax Avenue
5JF. 6694	8001 W. Colfax Avenue
5JF. 6695	8007 W. Colfax Avenue
5JF. 6696	8025 W. Colfax Avenue
5JF. 6697	8035 W. Colfax Avenue
5JF. 6698	8100 W. Colfax Avenue
5JF. 6699	8190 W. Colfax Avenue
5JF. 6700	8101 W. Colfax Avenue

Appendix A

5JF. 6701	8125 W. Colfax Avenue
5JF. 6702	8195 W. Colfax Avenue
5JF. 6703	8200 W. Colfax Avenue
5JF. 6704	8390 W. Colfax Avenue
5JF. 6705	8410 W. Colfax Avenue
5JF. 6706	8420 W. Colfax Avenue
5JF. 6707	Unused Number
5JF. 6708	8460 W. Colfax Avenue
5JF. 6709	8490 W. Colfax Avenue
5JF. 6714	8500 W. Colfax Avenue
5JF. 6715	8550 W. Colfax Avenue
5JF. 6716	8560 W. Colfax Avenue
5JF. 6717	8580 W. Colfax Avenue
5JF. 6718	8590 W. Colfax Avenue
5JF. 6719	8525 W. Colfax Avenue
5JF. 6721	Unused Number
5JF. 6722	8600 W. Colfax Avenue
5JF. 6723	8630 W. Colfax Avenue
5JF. 6724	8642 W. Colfax Avenue
5JF. 6725	Unused Number
5JF. 6726	8700 W. Colfax Avenue
5JF. 6729	8791 W. Colfax Avenue
5JF. 6732	8800 W. Colfax Avenue
5JF. 6734	8807 W. Colfax Avenue
5JF. 6735	8809 W. Colfax Avenue
5JF. 6738	9009 W. Colfax Avenue
5JF. 6740	9201 W. Colfax Avenue

5JF. 6741	Unused Number
5JF. 6743	9400 W. Colfax Avenue
5JF. 6744	9421 W. Colfax Avenue
5JF. 6745	9485 W. Colfax Avenue
5JF. 6747	9595 W. Colfax Avenue
5JF. 6749	9680 W. Colfax Avenue
5JF. 6750	9690 W. Colfax Avenue
5JF. 6751	9605 W. Colfax Avenue
5JF. 6752	9625 W. Colfax Avenue
5JF. 6753	9629 W. Colfax Avenue
5JF. 6754	9655 W. Colfax Avenue
5JF. 6755	9699 W. Colfax Avenue
5JF. 6757	9701 W. Colfax Avenue
5JF. 6758	9713 W. Colfax Avenue
5JF. 6759	9800 W. Colfax Avenue
5JF. 6760	10005 W. Colfax Avenue
5JF. 6762	10310 W. Colfax Avenue
5JF. 6763	10380 W. Colfax Avenue
5JF. 6764	10345 W. Colfax Avenue
5JF. 6765	10403 W. Colfax Avenue
5JF. 6766	10405 W. Colfax Avenue
5JF. 6767	10700 W. Colfax Avenue
5JF. 6768	10790 W. Colfax Avenue
5JF. 6769	10785 W. Colfax Avenue
5JF. 6770	10795 W. Colfax Avenue
5JF. 6771	11080 W. Colfax Avenue
5JF. 6772	11090 W. Colfax Avenue

5JF. 6774	11190 W. Colfax Avenue
5JF. 6775	11475 W. Colfax Avenue
5JF. 6776	11510 W. Colfax Avenue
5JF. 6777	11526 W. Colfax Avenue
5JF. 6778	11712 W. Colfax Avenue
5JF. 6779	11716 W. Colfax Avenue
5JF. 6780	11720 W. Colfax Avenue
5JF. 6781	11730 W. Colfax Avenue
5JF. 6782	Unused Number
5JF. 6783	11799 W. Colfax Avenue
5JF. 6784	11810 W. Colfax Avenue
5JF. 6786	Unused Number
5JF. 6787	11949 W. Colfax Avenue
5JF. 6789	12655 W. Colfax Avenue
5JF. 6790	5623 W. 14th Avenue
5JF. 6791	6399 a W. 14th Avenue
5JF. 6792	6399 b W. 14th Avenue
5JF. 6794	6695 W. 14th Avenue
5JF. 6795	6715 W. 14th Avenue
5JF. 6796	6805 W. 14th Avenue
5JF. 6797	7675 W. 14th Avenue
5JF. 6799	8141 W. 14th Avenue
5JF. 6800	8181 W. 14th Avenue
5JF. 6801	8195 W. 14th Avenue
5JF. 6802	8201 W. 14th Avenue
5JF. 6803	8291 W. 14th Avenue
5JF. 6804	8585 W. 14th Avenue

5JF 6805	Unused Number
5JF. 6806	5427 W. 14th Avenue
5JF. 6807	Unused Number
5JF. 6808	Unused Number
5JF. 6809	Unused Number
5JF. 6810	Unused Number
5JF. 6811	8725 W. 14th Avenue
5JF. 6812	8755 W. 14th Avenue
5JF. 6813	8885 W. 14th Avenue
5JF. 6814	9493 W. 14th Avenue

Appendix B: Survey Log (OAHP Form 1417) - Sorted by Address

5JF.	6487	7815	16th Avenue
5JF.	6491	1585	Allison Street
5JF.	6492	1575	Allison Street
5JF.	6493	1555	Allison Street
5JF.	6494	1409	Allison Street
5JF.	3575	1400	Ames Street
5JF.	3576	1435	Ames Street
5JF.	3577	1420	Ames Street
5JF.	3578	1444	Ames Street
5JF.	3579	1447	Ames Street
5JF.	3581	1484	Ames Street
5JF.	6282	1590	Ames Street
5JF.	6283	1576	Ames Street
5JF.	6284	1570	Ames Street
5JF.	6286	1472	Ames Street
5JF.	6287	1466	Ames Street
5JF.	6288	1460	Ames Street
5JF.	6289	1454	Ames Street
5JF.	6290	1448	Ames Street
5JF.	6291	1440	Ames Street
5JF.	6292	1426	Ames Street
5JF.	6293	1424	Ames Street
5JF.	6294	1414	Ames Street
5JF.	6295	1595	Ames Street
5JF.	6296	1585	Ames Street
5JF.	6297	1573	Ames Street
5JF.	6298	1565	Ames Street
5JF.	6299	1553	Ames Street
5JF.	6300	1547	Ames Street
5JF.	6301	1535	Ames Street
5JF.	6302	1515	Ames Street
5JF.	6303	1471	Ames Street
5JF.	6304	1465	Ames Street
5JF.	6305	1455	Ames Street
5JF.	6306	1451	Ames Street
5JF.	6307	1445	Ames Street
5JF.	6308	1441	Ames Street
5JF.	6309	1437	Ames Street
5JF.	6310	1401	Ames Street
5JF.	6495	1492	Ammons Street
5JF.	6496	1480	Ammons Street
5JF.	6497	1450	Ammons Street
5JF.	6498	1457	Ammons Street
5JF.	6500	1401	Ammons Street
5JF.	6501	1590	Balsam Street
5JF.	6502	1550	Balsam Street
5JF.	6503	1446	Balsam Street
5JF.	6504	1430	Balsam Street
5JF.	6505	1495	Balsam Street
5JF.	6506	1475	Balsam Street
5JF.	6507	1465	Balsam Street
5JF.	6508	1455	Balsam Street
5JF.	6509	1435	Balsam Street
5JF.	3586	1408	Benton Street

5JF.	3587	1421	Benton Street
5JF.	3588	1550	Benton Street
5JF.	3589	1554	Benton Street
5JF.	6311	1590	Benton Street
5JF.	6312	1560	Benton Street
5JF.	6313	1556	Benton Street
5JF.	6316	1460	Benton Street
5JF.	6317	1456	Benton Street
5JF.	6318	1452	Benton Street
5JF.	6319	1428	Benton Street
5JF.	6320	1422	Benton Street
5JF.	6321	1414	Benton Street
5JF.	6322	1404	Benton Street
5JF.	6323	1461	Benton Street
5JF.	6324	1459	Benton Street
5JF.	6325	1455	Benton Street
5JF.	6326	1445	Benton Street
5JF.	6327	1427	Benton Street
5JF.	6328	1417	Benton Street
5JF.	6329	1415	Benton Street
5JF.	6330	1407	Benton Street
5JF.	6331	1401	Benton Street
5JF.	6510	1480	Brentwood Street
5JF.	6511	1460	Brentwood Street
5JF.	6512	1450	Brentwood Street
5JF.	6513	1440	Brentwood Street
5JF.	6514	1410	Brentwood Street
5JF.	6515	1475	Brentwood Street
5JF.	6516	1425	Brentwood Street
5JF.	6517	1492/1494	Carr Street
5JF.	6518	1480/1490	Carr Street
5JF.	6519	1470	Carr Street
5JF.	6520	1460	Carr Street
5JF.	6521	1440	Carr Street
5JF.	6522	1430	Carr Street
5JF.	6523	1410	Carr Street
5JF.	6524	1400	Carr Street
5JF.	6525	1601	Carr Street
5JF.	6526	1595	Carr Street
5JF.	6528	1477	Carr Street
5JF.	6529	1415	Carr Street
5JF.	3591	1400	Chase Street
5JF.	6332	1460	Chase Street
5JF.	6333	1450	Chase Street
5JF.	6334	1444	Chase Street
5JF.	6335	1426	Chase Street
5JF.	6336	1422	Chase Street
5JF.	6337	1416	Chase Street
5JF.	6338	1410	Chase Street
5JF.	6339	1595	Chase Street
5JF.	6340	1589, 1591, 1593	Chase Street
5JF.	6341	1469	Chase Street

5JF.	6342	1461	Chase Street
5JF.	6343	1455	Chase Street
5JF.	6344	1449	Chase Street
5JF.	6345	1441	Chase Street
5JF.	6346	1437	Chase Street
5JF.	6347	1435	Chase Street
5JF.	6348	1407	Chase Street
5JF.	3598	1448	Depew Street
5JF.	6350	1520	Depew Street
5JF.	6351	1462	Depew Street
5JF.	6352	1432	Depew Street
5JF.	6353	1595	Depew Street
5JF.	6354	1555	Depew Street
5JF.	6356	1437	Depew Street
5JF.	6357	1435	Depew Street
5JF.	6530	1550	Dover Street
5JF.	6532	1585	Dudley Street
5JF.	6533	1549	Dudley Street
5JF.	6358	1580	Eaton Street
5JF.	6359	1570	Eaton Street
5JF.	6360	1560	Eaton Street
5JF.	6361	1544	Eaton Street
5JF.	6362	1472	Eaton Street
5JF.	6363	1466	Eaton Street
5JF.	6364	1458	Eaton Street
5JF.	6365	1450	Eaton Street
5JF.	6366	1444	Eaton Street
5JF.	6367	1438	Eaton Street
5JF.	6368	1432	Eaton Street
5JF.	6369	1410	Eaton Street
5JF.	6371	1575	Eaton Street
5JF.	6373	1545	Eaton Street
5JF.	6374	1550	Eaton Street
5JF.	6375	1471	Eaton Street
5JF.	6376	1461	Eaton Street
5JF.	6377	1457	Eaton Street
5JF.	6378	1435	Eaton Street
5JF.	6379	1425	Eaton Street
5JF.	6380	1407	Eaton Street
5JF.	6381	1405	Eaton Street
5JF.	6382	1401	Eaton Street
5JF.	6534	1446	Estes Street
5JF.	6535	1439	Estes Street
5JF.	6536	1435	Estes Street
5JF.	6537	1429	Estes Street
5JF.	6383	1590	Fenton Street
5JF.	6384	1550	Fenton Street
5JF.	6385	1460	Fenton Street
5JF.	6386	1450	Fenton Street
5JF.	6387	1440	Fenton Street
5JF.	6388	1430	Fenton Street
5JF.	6389	1411	Fenton Street
5JF.	6552	1600	Garland Street
5JF.	6538	1550	Glen Ayr Drive

5JF.	6539	1510	Glen Ayr Drive
5JF.	6540	1533	Glen Ayr Drive
5JF.	6541	1585	Glen Bar Drive
5JF.	6542	1570	Glen Dee Drive
5JF.	6543	1560	Glen Dee Drive
5JF.	6545	1520	Glen Dee Drive
5JF.	6546	1575	Glen Dee Drive
5JF.	6547	1555	Glen Dee Drive
5JF.	6548	1525	Glen Dee Drive
5JF.	6550	1654	Glen Moor Parkway
5JF.	6551	1600	Glen Moor Parkway
5JF.	6390	1470	Gray Street
5JF.	6391	1450	Gray Street
5JF.	6392	1430	Gray Street
5JF.	6393	1410	Gray Street
5JF.	6394	1453	Gray Street
5JF.	6395	1433	Gray Street
5JF.	6396	1429	Gray Street
5JF.	6397	1411	Gray Street
5JF.	6398	1403	Gray Street
5JF.	6399	1401	Gray Street
5JF.	3605	1435	Harlan Street
5JF.	6400	1432	Harlan Street
5JF.	6401	1416	Harlan Street
5JF.	6402	1408	Harlan Street
5JF.	6403	1400	Harlan Street
5JF.	6405	1561	Harlan Street
5JF.	6406	1559	Harlan Street
5JF.	6407	1539	Harlan Street
5JF.	6408	1537	Harlan Street
5JF.	6409	1535	Harlan Street
5JF.	6410	1533	Harlan Street
5JF.	6411	1427	Harlan Street
5JF.	6412	1425	Harlan Street
5JF.	6413	1415	Harlan Street
5JF.	6414	1401	Harlan Street
5JF.	6554	1450	Holland Street
5JF.	6555	1420	Holland Street
5JF.	6556	1495	Holland Street
5JF.	6557	1485	Holland Street
5JF.	6558	1457	Holland Street
5JF.	6559	1445	Holland Street
5JF.	6560	1425	Holland Street
5JF.	6561	1405	Holland Street
5JF.	6563	1480	Hoyt Street
5JF.	6564	1450	Hoyt Street
5JF.	6565	1410	Hoyt Street
5JF.	6566	1404	Hoyt Street
5JF.	6567	1429	Hoyt Street
5JF.	6569	1430	Independence Street
5JF.	6570	1455	Independence Street
5JF.	3607	1538	Ingalls Street
5JF.	6415	1598	Ingalls Street
5JF.	6416	1590	Ingalls Street

5JF.	6417	1570	Ingalls Street
5JF.	6418	1560	Ingalls Street
5JF.	6419	1550	Ingalls Street
5JF.	6420	1548	Ingalls Street
5JF.	6421	1400	Ingalls Street
5JF.	6422	1481	Ingalls Street
5JF.	6423	1445	Ingalls Street
5JF.	6424	1441	Ingalls Street
5JF.	6425	1439	Ingalls Street
5JF.	6426	1437	Ingalls Street
5JF.	6427	1435	Ingalls Street
5JF.	6428	1425	Ingalls Street
5JF.	6429	1405	Ingalls Street
5JF.	6571	1520	Iris Street
5JF.	6572	1515	Iris Street
5JF.	3608	1406	Jay Street
5JF.	6430	1474	Jay Street
5JF.	6431	1472	Jay Street
5JF.	6432	1470	Jay Street
5JF.	6433	1440	Jay Street
5JF.	6434	1430	Jay Street
5JF.	6435	1408	Jay Street
5JF.	6436	1555	Jay Street
5JF.	6437	1553	Jay Street
5JF.	6438	1549	Jay Street
5JF.	6439	1475	Jay Street
5JF.	6440	1473	Jay Street

5JF.	6441	1469	Jay Street
5JF.	6442	1445	Jay Street
5JF.	6443	1435	Jay Street
5JF.	6444	1425	Jay Street
5JF.	6445	1510	Kendall Street
5JF.	6446	1450	Kendall Street
5JF.	6447	1440	Kendall Street
5JF.	6448	1441	Kendall Street
5JF.	6449	1425	Kendall Street
5JF.	1010	1575	Kipling Street
5JF.	4625	1420	Kipling Street
5JF.	6573	1460	Kipling Street
5JF.	6640	6890	Lakewood Place
5JF.	6641	6898	Lakewood Place
5JF.	6642	6900	Lakewood Place
5JF.	6450	1410	Lamar Street
5JF.	6452	1460	Lamar Street
5JF.	6453	1450	Lamar Street
5JF.	6454	1445	Lamar Street
5JF.	6451	1450	Lamar Street Bldg C
5JF.	6574	1480	Miller Street
5JF.	6455	1455	Newland Street
5JF.	6456	1425	Newland Street
5JF.	6594	Unused	Number
5JF.	6665	Unused	Number
5JF.	6676	Unused	Number
5JF.	6707	Unused	Number

5JF.	6721	Unused	Number
5JF.	6725	Unused	Number
5JF.	6741	Unused	Number
5JF.	6782	Unused	Number
5JF.	6807	Unused	Number
5JF.	6808	Unused	Number
5JF.	6809	Unused	Number
5JF.	6810	Unused	Number
5JF.	6457	1420	Otis Street
5JF.	6458	1400	Otis Street
5JF.	6459	1427	Otis Street
5JF.	6460	1460	Pierce Street
5JF.	6462	1426	Pierce Street
5JF.	6463	1400	Pierce Street
5JF.	6464	1485	Pierce Street
5JF.	6465	1475	Pierce Street
5JF.	6466	1461	Pierce Street
5JF.	6467	1455	Pierce Street
5JF.	6468	1435	Pierce Street
5JF.	6469	1429	Pierce Street
5JF.	6470	1411	Pierce Street
5JF.	6575	1420	Quail Street
5JF.	6576	1410	Quail Street
5JF.	6471	1538	Reed Street
5JF.	6472	1528	Reed Street
5JF.	6473	1460	Reed Street
5JF.	6474	1440	Reed Street
5JF.	6475	1400	Reed Street
5JF.	6478	1597	Reed Street
5JF.	6479	1551	Reed Street
5JF.	6480	1435	Reed Street
5JF.	6481	1401	Reed Street
5JF.	6577	1595	Robb Street
5JF.	6578	1565	Robb Street
5JF.	6579	1570	Routt Street
5JF.	6580	1560	Routt Street
5JF.	6581	1550	Routt Street
5JF.	6582	1540	Routt Street
5JF.	6583	1530	Routt Street
5JF.	6584	1520	Routt Street
5JF.	6585	1575	Routt Street
5JF.	6586	1563	Routt Street
5JF.	6587	1541	Routt Street
5JF.	6588	1535	Routt Street
5JF.	6589	1525	Routt Street
5JF.	6590	1515	Routt Street
5JF.	6482	1400	Saulsbury Street
5JF.	3623	1583	Sheridan Boulevard
5JF.	6280	1565	Sheridan Boulevard
5JF.	6281	1545	Sheridan Boulevard
5JF.	6591	1590	Simms Street
5JF.	6592	1580	Simms Street
5JF.	6593	1572	Simms Street
5JF.	6595	1560	Simms Street

5JF.	6596	1540	Simms Street
5JF.	6597	1530	Simms Street
5JF.	6598	1520	Simms Street
5JF.	6599	1510	Simms Street
5JF.	6600	1470	Simms Street
5JF.	6601	1400	Simms Street
5JF.	6602	1625	Simms Street
5JF.	6603	1585	Simms Street
5JF.	6604	1565	Simms Street
5JF.	6605	1555	Simms Street
5JF.	6606	1485	Simms Street
5JF.	6607	1580	Swadley Street
5JF.	6608	1576	Swadley Street
5JF.	6609	1570	Swadley Street
5JF.	6610	1550	Swadley Street
5JF.	6611	1540	Swadley Street
5JF.	6612	1595	Swadley Street
5JF.	6613	1577	Swadley Street
5JF.	6614	1575	Swadley Street
5JF.	6615	1565	Swadley Street
5JF.	6616	1555	Swadley Street
5JF.	6617	1590	Tabor Street
5JF.	6618	1580	Tabor Street
5JF.	6619	1570	Tabor Street
5JF.	6620	1560	Tabor Street
5JF.	6621	1550	Tabor Street
5JF.	6622	1590	Taft Street
5JF.	6623	1580	Taft Street
5JF.	6624	1570	Taft Street
5JF.	6625	1560	Taft Street
5JF.	6626	1550	Taft Street
5JF.	6627	1500	Taft Street
5JF.	2954	10485	W. 14th Avenue
5JF.	6790	5623	W. 14th Avenue
5JF.	6791	6399 a	W. 14th Avenue
5JF.	6792	6399 b	W. 14th Avenue
5JF.	6794	6695	W. 14th Avenue
5JF.	6795	6715	W. 14th Avenue
5JF.	6796	6805	W. 14th Avenue
5JF.	6797	7675	W. 14th Avenue
5JF.	6799	8141	W. 14th Avenue
5JF.	6800	8181	W. 14th Avenue
5JF.	6801	8195	W. 14th Avenue
5JF.	6802	8201	W. 14th Avenue
5JF.	6803	8291	W. 14th Avenue
5JF.	6804	8585	W. 14th Avenue
5JF.	6806	5427	W. 14th Avenue
5JF.	6811	8725	W. 14th Avenue
5JF.	6812	8755	W. 14th Avenue
5JF.	6813	8885	W. 14th Avenue
5JF.	6814	9493	W. 14th Avenue
5JF.	6637	9550	W. 15TH Place
5JF.	6634	6200	W. 16th Avenue
5JF.	6635	7800	W. 16th Avenue

5JF.	6636	7860	W. 16th Avenue
5JF.	6638	11620	W. 16th Avenue
5JF.	6639	11690	W. 16th Avenue
5JF.	1002	7011	W. Colfax Avenue
5JF.	1112	9495	W. Colfax Avenue
5JF.	2979	11500	W. Colfax Avenue
5JF.	2980	11520	W. Colfax Avenue
5JF.	2981	11528	W. Colfax Avenue
5JF.	3592	5530	W. Colfax Avenue
5JF.	3593	5637	W. Colfax Avenue
5JF.	3595	6885	W. Colfax Avenue
5JF.	3911	5246	W. Colfax Avenue
5JF.	3912	5300	W. Colfax Avenue
5JF.	4400	11503	W. Colfax Avenue
5JF.	4403	11598	W. Colfax Avenue
5JF.	4630	9885	W. Colfax Avenue
5JF.	4631	9895	W. Colfax Avenue
5JF.	4632	9901	W. Colfax Avenue
5JF.	4634	10040	W. Colfax Avenue
5JF.	6643	5390	W. Colfax Avenue
5JF.	6645	5400	W. Colfax Avenue
5JF.	6646	5480	W. Colfax Avenue
5JF.	6647	5522	W. Colfax Avenue
5JF.	6648	5505	W. Colfax Avenue
5JF.	6649	5535	W. Colfax Avenue
5JF.	6650	5555	W. Colfax Avenue
5JF.	6651	5600	W. Colfax Avenue

5JF.	6652	5660	W. Colfax Avenue
5JF.	6655	5806	W. Colfax Avenue
5JF.	6656	5830	W. Colfax Avenue
5JF.	6657	5900	W. Colfax Avenue
5JF.	6658	6000	W. Colfax Avenue
5JF.	6660	6091	W. Colfax Avenue
5JF.	6661	6111	W. Colfax Avenue
5JF.	6662	6173	W. Colfax Avenue
5JF.	6663	6212	W. Colfax Avenue
5JF.	6668	6560	W. Colfax Avenue
5JF.	6670	6700	W. Colfax Avenue
5JF.	6671	6715	W. Colfax Avenue
5JF.	6672	6800	W. Colfax Avenue
5JF.	6673	6808	W. Colfax Avenue
5JF.	6674	6801	W. Colfax Avenue
5JF.	6675	6851	W. Colfax Avenue
5JF.	6677	6905	W. Colfax Avenue
5JF.	6678	6955	W. Colfax Avenue
5JF.	6679	6999	W. Colfax Avenue
5JF.	6680	7010	W. Colfax Avenue
5JF.	6681	7001	W. Colfax Avenue
5JF.	6682	7007	W. Colfax Avenue
5JF.	6683	7150	W. Colfax Avenue
5JF.	6685	7620	W. Colfax Avenue
5JF.	6686	7700	W. Colfax Avenue
5JF.	6687	7785	W. Colfax Avenue
5JF.	6688	7801	W. Colfax Avenue

5JF.	6689	7833	W. Colfax Avenue
5JF.	6690	7999	W. Colfax Avenue
5JF.	6691	8000	W. Colfax Avenue
5JF.	6692	8020	W. Colfax Avenue
5JF.	6693	8090	W. Colfax Avenue
5JF.	6694	8001	W. Colfax Avenue
5JF.	6695	8007	W. Colfax Avenue
5JF.	6696	8025	W. Colfax Avenue
5JF.	6697	8035	W. Colfax Avenue
5JF.	6698	8100	W. Colfax Avenue
5JF.	6699	8190	W. Colfax Avenue
5JF.	6700	8101	W. Colfax Avenue
5JF.	6701	8125	W. Colfax Avenue
5JF.	6702	8195	W. Colfax Avenue
5JF.	6703	8200	W. Colfax Avenue
5JF.	6704	8390	W. Colfax Avenue
5JF.	6705	8410	W. Colfax Avenue
5JF.	6706	8420	W. Colfax Avenue
5JF.	6708	8460	W. Colfax Avenue
5JF.	6709	8490	W. Colfax Avenue
5JF.	6714	8500	W. Colfax Avenue
5JF.	6715	8550	W. Colfax Avenue
5JF.	6716	8560	W. Colfax Avenue
5JF.	6717	8580	W. Colfax Avenue
5JF.	6718	8590	W. Colfax Avenue
5JF.	6719	8525	W. Colfax Avenue
5JF.	6722	8600	W. Colfax Avenue

5JF.	6723	8630	W. Colfax Avenue
5JF.	6724	8642	W. Colfax Avenue
5JF.	6726	8700	W. Colfax Avenue
5JF.	6729	8791	W. Colfax Avenue
5JF.	6732	8800	W. Colfax Avenue
5JF.	6734	8807	W. Colfax Avenue
5JF.	6735	8809	W. Colfax Avenue
5JF.	6738	9009	W. Colfax Avenue
5JF.	6740	9201	W. Colfax Avenue
5JF.	6743	9400	W. Colfax Avenue
5JF.	6744	9421	W. Colfax Avenue
5JF.	6745	9485	W. Colfax Avenue
5JF.	6747	9595	W. Colfax Avenue
5JF.	6749	9680	W. Colfax Avenue
5JF.	6750	9690	W. Colfax Avenue
5JF.	6751	9605	W. Colfax Avenue
5JF.	6752	9625	W. Colfax Avenue
5JF.	6753	9629	W. Colfax Avenue
5JF.	6754	9655	W. Colfax Avenue
5JF.	6755	9699	W. Colfax Avenue
5JF.	6757	9701	W. Colfax Avenue
5JF.	6758	9713	W. Colfax Avenue
5JF.	6759	9800	W. Colfax Avenue
5JF.	6760	10005	W. Colfax Avenue
5JF.	6762	10310	W. Colfax Avenue
5JF.	6763	10380	W. Colfax Avenue
5JF.	6764	10345	W. Colfax Avenue

5JF.	6765	10403	W. Colfax Avenue
5JF.	6766	10405	W. Colfax Avenue
5JF.	6767	10700	W. Colfax Avenue
5JF.	6768	10790	W. Colfax Avenue
5JF.	6769	10785	W. Colfax Avenue
5JF.	6770	10795	W. Colfax Avenue
5JF.	6771	11080	W. Colfax Avenue
5JF.	6772	11090	W. Colfax Avenue
5JF.	6774	11190	W. Colfax Avenue
5JF.	6775	11475	W. Colfax Avenue
5JF.	6776	11510	W. Colfax Avenue
5JF.	6777	11526	W. Colfax Avenue
5JF.	6778	11712	W. Colfax Avenue
5JF.	6779	11716	W. Colfax Avenue
5JF.	6780	11720	W. Colfax Avenue
5JF.	6781	11730	W. Colfax Avenue
5JF.	6783	11799	W. Colfax Avenue
5JF.	6784	11810	W. Colfax Avenue
5JF.	6786	11897	W. Colfax Avenue
5JF.	6787	11949	W. Colfax Avenue
5JF.	6789	12655	W. Colfax Avenue
5JF.	6483	1597	Wadsworth Boulevard
5JF.	6484	1585	Wadsworth Boulevard
5JF.	6485	1571	Wadsworth Boulevard
5JF.	6486	1580	Yarrow Street
5JF.	6628	1565	Youngfield Drive
5JF.	6629	1566	Youngfield Street
5JF.	6631	1560	Youngfield Street
5JF.	6632	1540	Youngfield Street
5JF.	6633	1530	Youngfield Street
5JF.	6489	1495	Zephyr Street
5JF.	6490	1405	Zephyr Street

Appendix C: Previously Recorded Properties - Sorted by Site Number

Site Number	Street Name	Eligibility / Criteria if recorded with OAHP Form 1403	Previous Eligibility	Previous Surveyor
5JF.1002	7011 W. Colfax Avenue		Not Eligible	HUD, 1995
5JF.1010	1575 Kipling Street		Not Eligible	UCD-Denver, 2004; Lakewood Historical Society 1996
5JF.1112	9495 W. Colfax Avenue		NRHP Listed	Lakewood Historical Society, Inc, 1997
5JF.2954	10485 W. 14th Avenue		Not Eligible	Parsons, 2002
5JF.2979	11500 W. Colfax Avenue		Not Eligible	Parsons, 2002
5JF.2980	11520 W. Colfax Avenue		Not Eligible	CDOT, 2006
5JF.2981	11528 W. Colfax Avenue		Not Eligible	CDOT, 2006
5JF.2995	11200 W. Colfax Avenue	Not Eligible	Not Eligible	Parsons, 2002
5JF.3575	1400 Ames Street		Not Eligible	Norman, 2003
5JF.3576	1435 Ames Street		Not Eligible	Norman, 2003
5JF.3577	1420 Ames Street		Not Eligible	Norman, 2003
5JF.3578	1444 Ames Street		Not Eligible	Norman, 2003
5JF.3579	1447 Ames Street		Not Eligible	Norman, 2003
5JF.3580	1475-1477 Ames Street	NRHP A, C / State / Local	Not Eligible	Norman, 2003
5JF.3581	1484 Ames Street		Not Eligible	Norman, 2003
5JF.3582	1540 Ames Street	Local	NRPH -No / Local yes	Norman, 2003
5JF.3583	1555 Ames Street	State C / Local	NRPH -No	Norman, 2003
5JF.3584	1560 Ames Street	NRHP C / State / Local	NRPH -No / Local yes	Norman, 2003
5JF.3586	1408 Benton Street		Not Eligible	Norman, 2003
5JF.3587	1421 Benton Street		Not Eligible	Norman, 2003
5JF.3588	1550 Benton Street		Not Eligible	Norman, 2003
5JF.3589	1554 Benton Street		Not Eligible	Norman, 2003
5JF.3591	1440 Chase Street		Not Eligible	Parsons, 2002 not eligible, Norman, 2003 yes
5JF.3591	5427 W. 14th Avenue		Not Eligible	
5JF.3592	5530 W. Colfax Avenue		Not Eligible	Norman, 2003
5JF.3593	5637 W. Colfax Avenue		Not Eligible	Norman, 2003
5JF.3594	6060 W. Colfax Avenue	NRHP A, C / State / Local	Not Eligible	Norman, 2003
5JF.3595	6885 W. Colfax Avenue		Not Eligible	Norman, 2003
5JF.3598	1448 Depew Street		Not Eligible	Norman, 2003
5JF.3605	1435 Harlan Street		Not Eligible	Norman, 2003
5JF.3607	1538 Ingalls Street		Not Eligible	Norman, 2003

Site Number	Street Name	Eligibility / Criteria if recorded with OAHP Form 1403	Previous Eligibility	Previous Surveyor
5JF.3608	1406 Jay Street		Not Eligible	Norman, 2003
5JF.3619	1450 Reed Street	NRHP A, B, C / State / Local	NRHP -NO / State and Local Yes	Norman, 2003
5JF.3623	1583 Sheridan Boulevard		Not Eligible	Norman, 2003
5JF.3911	5246 W. Colfax Avenue		Not Eligible	Norman, 2003
5JF.3912	5300 W. Colfax Avenue		Not Eligible	Norman, 2003
5JF.4400	11501 W. Colfax Avenue		yes	CDOT, 2006
5JF.4400	11503 W. Colfax Avenue		yes	CDOT, 2006
5JF.4403	11598 W. Colfax Avenue		Not Eligible	CDOT, 2006
5JF.4625	1420 Kipling Street		Not Eligible	Bunyak, 2008
5JF.4630	9885 W. Colfax Avenue		Not Eligible	Bunyak, 2008
5JF.4631	9895 W. Colfax Avenue		Not Eligible	Bunyak, 2008
5JF.4632	9901 W. Colfax Avenue		Not Eligible	Bunyak, 2008
5JF.4634	10040 W. Colfax Avenue		Not Eligible	Bunyak, 2008
5JF.4854	7310 W. Colfax Avenue	Local	NRPH -No	Niwot Environmental, 2010

Appendix D: Properties Recorded with OAHP Form 1403 - Sorted by Site Number

Site #	Address		Eligibility / Criteria
5JF.2995	11200-11210	W. Colfax Avenue	NRHP A/State A/Local
5JF.3580	1475-1477	Ames Street	NRHP A, C / State A, C/ Local
5JF.3582	1540-1544	Ames Street	Local
5JF.3583	1555	Ames Street	State C / Local
5JF.3584	1560	Ames Street	NRHP C / State C / Local
5JF.3594	6060	W. Colfax Avenue	NRHP A, C / State A, C/ Local
5JF.3619	1450	Reed Street	NRHP C / State C / Local
5JF.4854	7310	W. Colfax Avenue	NRHP A /State A/ Local
5JF.6285	1550	Ames Street	State C / Local
5JF.6314	1544	Benton Street	Local
5JF.6315	1536	Benton Street	NRHP C / State C / Local
5JF.6349	1550	Depew Street	NRHP A, C / State A, C / Local
5JF.6355	1451	Depew Street	NRHP A, C / State A, C / Local
5JF.6370	1597	Eaton Street	Local
5JF.6372	1555	Eaton Street	NRHP C / State C / Local
5JF.6404	1595	Harlan Street	State C / Local
5JF.6461	1442	Pierce Street	Local
5JF.6476	8800	W. 14th Avenue	NRHP A / State A / Local
5JF.6477	1545	Tabor Street	Not Eligible
5JF.6499	1455	Ammons Street	State C / Local
5JF.6527	1565	Carr Street	NRHP C / State C / Local
5JF.6531	1530	Dover Street	Needs Data / Local
5JF.6549	8400	W. Colfax Avenue	NRHP A, B / State A, B / Local
5JF.6553	1591	Garland Street	State C / Local
5JF.6562	1385	Holland Street	NRHP A, B, C / State A, B, C / Local
5JF.6568	1440	Independence Street	NRHP A, C / State A, C / Local
5JF.6630	10395	W. Colfax Avenue	NRHP A, B, C / State A, B, C/ Local
5JF.6644	5353	W. Colfax Avenue	NRHP A, C / State A, C/ Local
5JF.6653	5601	W. Colfax Avenue	NRHP A, C / State A, C/ Local
5JF.6654	5799	W. Colfax Avenue	NRHP A, C / State A, C/ Local
5JF.6659	6001	W. Colfax Avenue	Needs Data
5JF.6664	6218	W. Colfax Avenue	NRHP A / State A/ Local
5JF.6666	6205	W. Colfax Avenue	NRHP A, C / State A, C / Local
5JF.6667	6295	W. Colfax Avenue	State A / Local
5JF.6669	6601	W. Colfax Avenue	NRHP A, C / State A, C / Local
5JF.6684	7013	W. Colfax Avenue	NRHP A / State A / Local
5JF.6710	8425	W. Colfax Avenue	Local
5JF.6711	8437-8445	W. Colfax Avenue	Local
5JF.6712	8465-8475	W. Colfax Avenue	Local

Site #	Address	Eligibility / Criteria
5JF.6713	8485 W. Colfax Avenue	Local
5JF.6720	8555-8591 W. Colfax Avenue	Local
5JF.6727	8790 W. Colfax Avenue	Local
5JF.6728	8789-8791 W. Colfax Avenue	Local
5JF.6729	8793-8795 W. Colfax Avenue	Local
5JF.6730	8797 W. Colfax Avenue	Local
5JF.6731	8799 W. Colfax Avenue	Local
5JF.6733	8990 W. Colfax Avenue	NRHP C / State C / Local
5JF.6736	8811 W. Colfax Avenue	NRHP A, C / State A, C / Local
5JF.6737	8837 W. Colfax Avenue	NRHP A, C / State A,C / Local
5JF.6739	9025 W. Colfax Avenue	NRHP A, C / State A, C/ Local
5JF.6742	9393 W. Colfax Avenue	Local
5JF.6746	9500 W. Colfax Avenue	State C / Local
5JF.6748	9600 W. Colfax Avenue	Not Eligible
5JF.6756	9720 W. Colfax Avenue	Demolished July 2016
5JF.6761	10075 W. Colfax Avenue	Local
5JF.6773	11100 W. Colfax Avenue	NRHP A / State A/ Local
5JF.6785	11891 W. Colfax Avenue	NRHP A, C / State A, C / Local
5JF.6788	12111 W. Colfax Avenue	NRHP A, C, Consideration G / State A, C / Local
5JF.6793	6464 W. 14th Avenue	NRHP C / State C / Local
5JF.6798	8000 W. 14th Avenue	NRHP C/State C/Local

Appendix E: Streets in Survey Area with Block Numbers and Old Names

Block Number	Current Name	Old Names North of Colfax	Old Name South of Colfax	Old name believed to Intersect Colfax	Other designation / notes
5200	Sheridan Blvd. (2)	Washington Street			State Highway 95
5300	Ames (3)	Adams or A	Reid (10)		
5400	Benton (2)	Jefferson or B	Park (11)		
5500	Chase (2)	Madison or C	Lake (11)		
5600	Depew (2)	Monroe or D	High (11)		
5700	Eaton (2)	Jackson or E			
5800	Fenton (2)	Van Buren or F	Maple		
5900	Gray (2, 7)	Calhoun or G			
6000	Harlan (2)	Harrison or H	Ann (1)		
6100	Ingalls (2)	Tyler or I			
6200	Jay (2, 4)	Polk or J	2nd Street (1)		
6300	Kendall (2, 5)	Taylor or K	3rd Street (1)		
6400	Lamar (2, 4, 7)	Fillmore or L	4th Avenue (1)	Hendricks	
6500	Marshall (3, 6, 7)	Pierce or M	5th Street (1)		
6600	Newland (3, 6, 9)	Lincoln or N	6th Street (1)		
6700	Otis (3, 6, 9)	Grant or O	7th Street (1)		
6800	Pierce (3, 6,)	Garfield or P	8th Avenue (1), Country Club Road (2, 3)		
6900	Quay (3, 6, 7)		8th Street (1)		
7000	Reed (2, 4)		9th Street (1), Reed (2)		
7100	Saulsbury (2, 4, 9)		10th Street (1)		
7200	Teller (3)		12th Avenue (1)	Grandview Avenue (2, 3)	
7300	Upham (3, 6, 7)				
7400	Vance (3, 6, 9)				
7500	Webster (3, 6, ι)				
7600	Wadsworth Boulevard (2)			Sheridan Road, Devinney Road	State Highway 121
7700	Yukon (6, 7)			Allison	Xerxes(3)
7800	Yarrow (3, 6, θ)	Norwood (2, 3, 5)			Bayard
7900	Zephyr (3, 9)			Calhoun	
8000	Allison (3, 4)			Brown (2, 5)	Dudley
8100	Ammons (3, 4, 9)		Harris Avenue (2) or Street		Everett Street
8200	Balsam (3, 5)			Fessenden (2)	

Block Number	Current Name	Old Names North of Colfax	Old Name South of Colfax	Old name believed to Intersect Colfax	Other designation / notes
8300	Brentwood (6, 9)		Gallatin Avenue (2), Boyd (3, 4)	Lakewood Grange Road (2)	Hillcrest Drive
8400	Carr (3)		Lakewood Road (2, 3), Lakewood Crossing Road		
8500	Cody (3, 6, 7)			State, Johnson	
8600	Dover (3, 8)	Jellison (2, 3, 5)			
8700	Dudley (3, 6, 8)			Roosevelt	
8800	Estes (3, 4, 9)	Glen Ayr (2, 5)	Wight (2)	Garden	Buena Vista
8900	Everett (3, 6, 7)				
9000	Field (3, 6, 7) Glen Dee (3, 8)	Glen Dee (3, 5)			
9100	Flower(3, 6, 7) , Glen Moor Drive (8)	Glen Gyle (3, 5)			
9200	Garrison (3, 4,)	Glen Moor (2)	Smith Road (2)		
9300	Garland (8)	Rising Sun (2 , 3, 5)	Graves (3, 6)	Graves (3)	
9400	Holland (9)		Maple		
9500	Hoyt (3, 6, 8, 9)	Beverly (2, 3, 5), Beverley			Lafayette (maybe north of 26th)
9600	Independence (3, 6, 9)				
9700	Iris (3, 6, 8)			Wagner Road	
9800	Jellison (3, 6)	Westmoor (2, 3 , 5)			
9900	Johnson (3, 6)				
10000	Kipling (3, 4)	Howell Avenue (2, 3, 5)	Beehive Road		
10100	Kline (3, 6)			Prospect	
10200	Lee (3, 6, 9)				
10300	Lewis (3, 6)				
10400	Miller (3, 5, 8, 9)			Grout Avenue	
10500	Moore (3, 6)				
10600	Nelson (3, 4, 8, 9)		Coleridge Road (2, 3, 4)		
10700	Newcombe (3, 6)	Shadow Lane (2)		Newcomb,	

Block Number	Current Name	Old Names North of Colfax	Old Name South of Colfax	Old name believed to Intersect Colfax	Other designation / notes
10800	Oak (3, 4, 8, 9)			Dodge Lane (2, 3, 4), This was Carlson Lane pre 1940 (2)	
10900	Owens (3, 6, 8)				
11000	Parfet (3, 6)			Brown Lane	
11100	Pearson (3, 5) (Pierson)	Sunset Park Lane (2)			
11200	Quail (3, 4, 8, 9)		Morningside (2, 3, 4)		
11300	Queen (3, 6)				
11400	Robb (3, 6, 8)	Cedar Lane (2)		Sunnyside Lane	
11500	Routt (3, 6, 8)	Central Avenue (2)			
11600	Simms (3, 8, 9)			Daniels Road (2, 3) or Avenue,	Uncertain name north of West 26th Avenue
11700	Swadley (3, 6, 8)				
11800	Tabor (3, 6, 8)				
11900	Taft (3, 5, 8)	Phillips Avenue (2)			
12000	Union (3, 4, 9)				
12100	Wide Acres Road (2) (S) Urban (N)	Wide Acres Road (2) or the Old Paved Road		Zall, Pierce	
12200	Van Gordon (3, 6, 7)	Viewpoint (8)	Van Gordon		
12300	Vivian (3, 7)			Dennis Lane	
12400	Ward Road (6, 7)			Welch (3)	
12500	Welch (6, 8)		Barrows	Lindy Lane	
12550	Wright Court (8)				
12600	Wright (3, 6, 7)			Wight	Possibly High Point Road (2)
12600	Xenon (3, 6, 7)				
12700	Xenophon (3, 6, 7)				
12800	Youngfield (8, 9)	Mount Olivet Road (3, 5)	Youssee (3, 6)		
East – West					
1600	West 16th Avenue			Carson Street	

Block Number	Current Name	Old Names North of Colfax	Old Name South of Colfax	Old name believed to Intersect Colfax	Other designation / notes
1500	West Colfax Avenue			Golden Road, South Golden Road	U. S. Highway 40, State Highway 6, Cement Road, the Avenue
1400	West 14th Avenue		Huntington Avenue (10, 11), Jefferson Avenue,		

Notes:

1 Lakewood Plat, 1889.
2 1940 XL Denver Suburban Directory (Section F, Householder).
3 Zoning District Map for Jefferson County, Colorado. N. J. Castellan, Engr. January 8, 1941.
4 Streets South of Colfax that do not cross Colfax in 1941.
5 Streets North of Colfax that do not cross Colfax in 1941.
6 Streets that do not intersect Colfax to the north or south but are on the 1941 map.
7 Streets that do not intersect Colfax in 2015.
8 Streets on the north of Colfax that do not cross in 2015.
9 Streets on the South of Colfax that do not cross in 2015.
10 2nd West Colfax Plat, April 1888.
11 West Colfax Plat, March 1888.

West 16th Avenue and West 14 Avenues were not thru streets in 1941 and are not today. In 2015, West 16th Avenue travels evenly west from Sheridan Boulevard to Ingalls Street. It picks up again west of Jay Street for one block to Kendall Street and then again between Peirce and Reed Streets. Here the alignment drops a half block south from Reed Street to Teller Street. West of Teller Street it returns to the standard alignment through Walmart's parking lot to Wadsworth Boulevard. It does not cross Wadsworth Boulevard but picks up again between Yukon and Yarrow Streets. Between Yarrow and Allison Streets, it is again one-half block south of the standard alignment. It again stops at Allison Street and begins again between Ammons and Balsam Streets and continues through to Carr Street. It resumes again between Independence and Iris Streets, Lee and Miller Streets, Robb and Tabor Streets.

West 14th Avenue travels more of less evenly west from Sheridan Boulevard to just west of Everett Court, where it becomes West Village Parkway and travels northwest to Garrison Street. It resumes west of Garrison Street on more of less its standard alignment to just west of Iris Street. West 14th Avenue resumes between Lee Street and Nelson Streets. It picks up again west of Simms Street where it although it is named Avenue it becomes a boulevard to the city boundary at Union Street.

This table is incomplete. The subdivision research for this report revealed additional historic names for streets. As many of the subdivisions were not developed until after Jefferson County adopted the Maloney system to standardize street naming, many of the historic names found on plats were never actually used as an address or point of reference. The authors do not wish to add to the confusion on this topic by adding street names to this table that were never actually used for addresses. We continue to publish the street names from the Lakewood, West Colfax, and 2nd West Colfax plats simply to demonstrate that the original plat filers were all working to be the first successful "new town," and who probably understood that once lots sold and houses were built, the street names would change. They were aware of the street name issues in Denver or the movements toward standardization. They were speculating on their land.

Appendix F: Buildings Demolished after being Surveyed, 2015-2016

Building Name/OAHP Site No.	Address	Year of Demolition	Outcome as of November 2016
Sunset Village (5JF.6656)	5830 West Colfax Ave.	2016	Three story apartment building geared toward Veterans under construction.
House of Imports (5JF.6756)	9720 West Colfax Ave.	2016	Storage facility under construction.
5806 West Colfax Avenue (5JF.6655)	5806 West Colfax Ave.	2016	Bucky's Car Wash under construction
1427 Harlan Street (5JF.6411)	1427 Harlan Street	Fire 2015	Walls closest to Harlan Street still standing. Building at rear of lot standing not burned, standing, and windows and doors boarded up. New garage / storage building built in between. Chain link fence still surrounds 1427 and 1435 Harlan Street.

Appendix G: Photo Log for Properties Surveyed with the OAHP 1403 Form

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.2995	5JF6748a	Looking southwest at northern/eastern elevation.	December 2015	Philnor Pharmacy	11200 West Colfax
5JF.2995	5JF6748b	Looking northwest at eastern/southern elevations.	December 2015	Philnor Pharmacy	11200 West Colfax
5JF.2995	5JF6748c	Looking northeast at western elevation.	December 2015	Philnor Pharmacy	11200 West Colfax
5JF.2995	5JF6748d	Looking southeast at western elevation.	September 2014	Philnor Pharmacy	11200 West Colfax
5JF.2995	5JF6748e	Looking southwest at northern elevation.	September 2014	Philnor Pharmacy	11200 West Colfax
5JF.2995	5JF6748f	Looking northeast at eastern elevation.	December 2015	Philnor Pharmacy	11200 West Colfax
5JF.2995	5JF6748g	Looking north at southern elevation.	December 2015	Philnor Pharmacy	11200 West Colfax
5JF.3580	5JF3580a	Looking northwest at eastern elevation.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3580	5JF3580b	Looking southwest at northern/eastern elevations.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3580	5JF3580c	Looking west at eastern elevation.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3580	5JF3580d	Looking northwest at eastern elevation.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3580	5JF3580e	Looking southwest at western elevation.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3580	5JF3580f	Looking southwest east at western elevation.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3580	5JF3580g	Garage. Looking southwest.	January 2014	Duncan Duplex	1475-77 Ames Street
5JF.3582	5JF3582a	Looking east at western/southern elevation.	July 2014	Eagle Cafe	1540 Ames Street
5JF.3582	5JF3582b	Looking southeast at northern elevation.	July 2014	Eagle Cafe	1540 Ames Street
5JF.3582	5JF3582c	Looking northeast at southern elevation.	July 2014	Eagle Cafe	1540 Ames Street
5JF.3582	5JF3582d	Looking northwest at eastern elevation.	November 2015	Eagle Cafe	1540 Ames Street
5JF.3583	5JF3583a	Looking northwest at eastern/southern elevations.	November 2015	Robertson House	1555 Ames Street
5JF.3583	5JF3583b	Looking southwest at eastern/northern elevation.	November 2015	Robertson House	1555 Ames Street
5JF.3583	5JF3583c	Looking west at eastern elevation.	July 2014	Robertson House	1555 Ames Street
5JF.3583	5JF3583d	Looking northeast at garage and western elevation of main house.	December 2015	Robertson House	1555 Ames Street
5JF.3583	5JF3583e	Looking northeast at back of garage.	July 2014	Robertson House	1555 Ames Street

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.3584	5JF3584a	Looking northeast at western elevation.	July 2014	Herzig/Bowman House	1560 Ames Street
5JF.3584	5JF3584b	Looking east at the western elevation main entry.	July 2014	Herzig/Bowman House	1560 Ames Street
5JF.3594	5JF3594a	Looking east. Motel Sign.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594b	Looking southwest. Motel Sign/Unit A-Office.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594c	Looking south. Unit A — Office.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594d	Looking southeast —Unit B.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594e	Open space. Looking southwest.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594f	Unit B. Looking northeast.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594g	Looking southeast. Unit A-Office.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3594	5JF3594h	Looking southwest. Unit A.	August 2014	White Swan Auto Court	6060 W. Colfax Avenue
5JF.3619	5JF.3619a	Looking northeast at western elevation.	September 2014	Carver House	1450 Reed Street
5JF.3619	5JF.3619b	Looking southwest at northern elevation.	November 2015	Carver House	1450 Reed Street
5JF.4854	5JF4854a	Looking southeast at northern/eastern elevations.	August 2015	Reynolds House	7310 W. Colfax Avenue
5JF.4854	5JF4854b	Looking southeast at northern elevation and main entry.	August 2015	Reynolds House	7310 W. Colfax Avenue
5JF.4854	5JF4854c	Looking east at western elevation.	August 2015	Reynolds House	7310 W. Colfax Avenue
5JF.4854	5JF4854d	Looking north at southern elevation.	August 2015	Reynolds House	7310 W. Colfax Avenue
5JF.4854	5JF4854e	Looking southwest at northern/eastern elevations.	August 2015	Reynolds House	7310 W. Colfax Avenue
5JF.4854	5JF4854f	Looking northeast at western/southern elevations.	August 2015	Reynolds House	7310 W. Colfax Avenue
5JF.6285	5JF6285a	Looking southeast at western elevation.	July 2014	Chase House	1550 Ames Street
5JF.6285	5JF6285b	Looking east at western elevation.	July 2014	Chase House	1550 Ames Street
5JF.6285	5JF6285c	Looking northeast at western/southern elevations.	July 2014	Chase House	1550 Ames Street
5JF.6314	5JF6314a	Looking east at western elevation.	July 2014	Jonke House	1544 Benton Street

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6314	5JF6314b	Looking southeast at western and northern elevations.	January 2016	Jonke House	1544 Benton Street
5JF.6314	5JF6314c	Looking southeast at western/northern elevation.	July 2014	Jonke House	1544 Benton Street
5JF.6314	5JF6314d	Looking northeast at western and southern elevations.	January 2016	Jonke House	1544 Benton Street
5JF.6314	5JF6314e	Looking west at eastern elevation	December 2015	Jonke House	1544 Benton Street
5JF.6314	5JF6314f	Looking west at eastern elevation	July 2014	Jonke House	1544 Benton Street
5JF.6315	5JF6315a	Looking southeast at western facade.	July 2014	Chaney House	1536 Benton Street
5JF.6315	5JF6315b	Looking northeast at western/southern facades.	July 2014	Chaney House	1536 Benton Street
5JF.6315	5JF6315c	Looking northwest at eastern facade.	July 2014	Chaney House	1536 Benton Street
5JF.6315	5JF6315d	Looking north at garage.	July 2014	Chaney House	1536 Benton Street
5JF.6315	5JF6315e	Looking northwest. Detached outbuilding.	July 2014	Chaney House	1536 Benton Street
5JF.6315	5JF6315f	Looking west at eastern elevation	December 2015	Chaney House	1536 Benton Street
5JF.6349	5JF6349a	Entry sign. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349b	Apartment (A). Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349c	Trailer No. A1. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349d	Unit A2. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349e	Trailer 3S. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349f	Trailer No.2S. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349g	Trailer No.2S. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349h	Trailer No.1S. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349i	Laundry Room (B). Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349j	Laundry Room (B). Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349k	Trailer 1E. Mountain Aire Trailer Park. Looking east.	August 2014	Mountain Aire Trailer Court	1550 Depew Street

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6349	5JF6349l	Trailer 2E. Mountain Aire Trailer Park. Looking east.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349m	Trailer 2E. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349n	Trailer E3. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349o	Trailer 4E. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349p	Trailer 5E. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349q	Trailer 6E. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349r	Trailer 7E. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349s	Trailer 8E. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349t	Trailer 9E. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349u	Trailer 8M. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349v	Trailer 7M. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349w	Trailer 6M. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349x	Trailer 5M. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349y	Trailer 4M. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349z	Trailer 3M. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349aa	Trailer 2M. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349bb	Trailer 1M. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349cc	Trailer 8W. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349dd	Trailer 7W. Mountain Aire Trailer Park. Looking southwest.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349ee	Trailer 6W. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6349	5JF6349ff	Trailer 5W. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349gg	Trailer 4W. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349hh	Unit 3W. Mountain Aire Trailer Park. Looking east.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349ii	Trailer 2W. Mountain Aire Trailer Park. Looking southeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6349	5JF6349jj	Trailer 1W. Mountain Aire Trailer Park. Looking northeast.	August 2014	Mountain Aire Trailer Court	1550 Depew Street
5JF.6355	5JF6355a	Looking northwest at eastern façade.	November 2015	Bob's Super Service	1451 Depew Street
5JF.6355	5JF6355b	Looking southwest at eastern facade.	November 2015	Bob's Super Service	1451 Depew Street
5JF.6355	5JF6355c	Looking northwest at southern facade.	August 2014	Bob's Super Service	1451 Depew Street
5JF.6355	5JF6355d	Looking northeast at western façade.	December 2015	Bob's Super Service	1451 Depew Street
5JF.6355	5JF6355e	Looking West at northern facade.	February 2016	Bob's Super Service	1451 Depew Street
5JF.6370	5JF6370b	Looking southwest at eastern elevation.	September 2014	Lancaster House	1597 Eaton Street
5JF.6370	5JF6370b	Looking southwest at outbuilding.	September 2014	Lancaster House	1597 Eaton Street
5JF.6370	5JF6370c	Looking Southwest at garage	September 2014	Lancaster House	1597 Eaton Street
5JF.6370	5JF6370d	Looking southeast and northern and western elevations.	September 2014	Lancaster House	1597 Eaton Street
5JF.6372	5JF6372a	Looking northwest at southern and eastern facades.	August 2014	Foos House	1555 Eaton Street
5JF.6372	5JF6372b	Looking south at northern facade.	December 2014	Foos House	1555 Eaton Street
5JF.6372	5JF6372c	Looking southeast at western facade.	December 2014	Foos House	1555 Eaton Street
5JF.6372	5JF6372d	Looking west at eastern façade.	December 2014	Foos House	1555 Eaton Street
5JF.6372	5JF6372e	Looking south at detached garage.	December 2014	Foos House	1555 Eaton Street
5JF.6404	5JF6404a	Looking northwest at eastern elevation.	August 2014	East Jefferson County Sanitation District Offices	1595 Harlan Street
5JF.6404	5JF6404b	Looking west at eastern entry.	August 2014	East Jefferson County Sanitation District Offices	1595 Harlan Street

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6404	5JF6404c	Looking northwest at eastern elevation.	November 2015	East Jefferson County Sanitation District Offices	1595 Harlan Street
5JF.6404	5JF6404d	Looking south at both building's northern elevations.	November 2015	East Jefferson County Sanitation District Offices	1595 Harlan Street
5JF.6404	5JF6404e	Looking east at northern elevation entry.	November 2015	East Jefferson County Sanitation District Offices	1595 Harlan Street
5JF.6404	5JF6404f	Looking west at southern elevation.	November 2015	East Jefferson County Sanitation District Offices	1595 Harlan Street
5JF.6461	5JF6461a	Looking northeast at southern facade.	August 2015	Devenbaugh House	1442 Pierce Street
5JF.6461	5JF6461b	Looking southeast at western facade.	August 2015	Devenbaugh House	1442 Pierce Street
5JF.6461	5JF6461c	Looking northeast at southern/western facades.	August 2015	Devenbaugh House	1442 Pierce Street
5JF.6461	5JF6461d	Looking northwest at outbuilding.	August 2015	Devenbaugh House	1442 Pierce Street
5JF.6461	5JF6461e	Looking southwest at loafing shed.	August 2015	Devenbaugh House	1442 Pierce Street
5JF.6461	5JF6461f	Looking east at well.	August 2015	Devenbaugh House	1442 Pierce Street
5JF.6476	5JF6476a	Looking east at western facade.	November 2015	Vitamin Cottage	8800 W. 14th Avenue
5JF.6476	5JF6476b	Looking southeast at northern/western facade.	November 2015	Vitamin Cottage	8800 W. 14th Avenue
5JF.6476	5JF6476c	Looking southwest at northern/eastern facades.	August 2014	Vitamin Cottage	8800 W. 14th Avenue
5JF.6476	5JF6476d	Looking southeast at eastern façade.	November 2015	Vitamin Cottage	8800 W. 14th Avenue
5JF.6476	5JF6476e	Looking west at eastern facades/southern facades.	November 2015	Vitamin Cottage	8800 W. 14th Avenue
5JF.6476	5JF6476f	Looking northeast at southern facade.	November 2015	Vitamin Cottage	8800 W. 14th Avenue
5JF.6477	5JF6477a	Looking northeast at southern elevation.	July 2014	Denver Bible Institute/Grace Bible Church.	1545 Tabor Street
5JF.6477	5JF6477b	Looking west at eastern elevation.	July 2014	Denver Bible Institute/Grace Bible Church.	1545 Tabor Street
5JF.6477	5JF6477c	Looking southeast at northern elevation.	November 2015	Denver Bible Institute/Grace Bible Church.	1545 Tabor Street

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6477	5JF6477d	Looking northeast at western and southern elevations.	November 2015	Denver Bible Institute/Grace Bible Church.	1545 Tabor Street
5JF.6477	5JF6477e	Looking southwest at eastern and northern elevations.	July 2014	Denver Bible Institute/Grace Bible Church.	1545 Tabor Street
5JF.6477	5JF6477f	Looking southeast at northern and western elevations.	November 2015	Denver Bible Institute/Grace Bible Church.	1545 Tabor Street
5JF.6499	5JF6499a	Looking southwest at eastern/northern facades.	July 2014	1455 Ammons	1455 Ammons Street
5JF.6499	5JF6499b	Looking northeast at western/northern facades.	November 2015	1455 Ammons	1455 Ammons Street
5JF.6499	5JF6499c	Looking southeast at western facade.	November 2015	1455 Ammons	1455 Ammons Street
5JF.6499	5JF6499d	Looking northwest at eastern/southern facade.	January 2014	1455 Ammons	1455 Ammons Street
5JF.6527	5JF6527a	Looking northwest at southern facade. .	September 2014	Scotch Wash Laundromat	1565 Carr Street
5JF.6527	5JF6527b	Looking southwest at eastern facade. Scotch Wash Laundry/Rocky Mountain Small Engine.	September 2014	Scotch Wash Laundromat	1565 Carr Street
5JF.6527	5JF6527c	Northern facade. Looking Southwest.	October 2015	Scotch Wash Laundromat	1565 Carr Street
5JF.6527	5JF6527d	Looking north – Southern Facade.	September 2014	Scotch Wash Laundromat	1565 Carr Street
5JF.6527	5JF6527e	Looking southwest – Eastern Facade.	September 2014	Scotch Wash Laundromat	1565 Carr Street
5JF.6527	5JF6527f	Looking northeast – Western facade wall behind chain link fence.	September 2014	Scotch Wash Laundromat	1565 Carr Street
5JF.6531	5JF6531a	Looking northeast at southern facade	August 2015	Willow Motel	1530 Dover Street
5JF.6531	5JF6531b	Looking northeast at western/southern façade.	August 2015	Willow Motel	1530 Dover Street
5JF.6531	5JF6531c	Looking southwest at northern facade.	August 2015	Willow Motel	1530 Dover Street
5JF.6531	5JF6531d	Looking south at northern facade.	August 2015	Willow Motel	1530 Dover Street
5JF.6531	5JF6531e	Looking south at northern facade.	August 2015	Willow Motel	1530 Dover Street
5JF.6549	5JF6549a	Looking southwest at northern/eastern elevations.	August 2014	Con's Lakewood Market	8400 W. Colfax Avenue

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6549	5JF6549b	Looking southwest at northern elevation.	August 2014	Con's Lakewood Market	8400 W. Colfax Avenue
5JF.6549	5JF6549c	Looking northwest at eastern elevation.	August 2014	Con's Lakewood Market	8400 W. Colfax Avenue
5JF.6549	5JF6549d	Looking northeast at southern elevation.	August 2014	Con's Lakewood Market	8400 W. Colfax Avenue
5JF.6553	5JF6553a	Looking northwest at southern and eastern elevations.	November 2015	Mahoney House	1591 Garland Street
5JF.6553	5JF6553b	Looking east at western elevation.	February 2016	Mahoney House	1591 Garland Street
5JF.6553	5JF6553c	Looking east outbuilding and main house's western elevation.	February 2016	Mahoney House	1591 Garland Street
5JF.6553	5JF6553d	Looking southwest at eastern/northern elevations.	October 2014	Mahoney House	1591 Garland Street
5JF.6553	5JF6553e	Looking northwest at eastern/southern elevations.	October 2014	Mahoney House	1591 Garland Street
5JF.6562	5JF6562a	Looking southwest at eastern/northern elevations.	May 2015	Pearson House	1385 Holland Street
5JF.6562	5JF6562b	Looking southeast at northern/western elevations.	May 2015	Pearson House	1385 Holland Street
5JF.6562	5JF6562c	Looking northeast at western/southern elevations.	May 2015	Pearson House	1385 Holland Street
5JF.6562	5JF6562d	Looking northeast at western/southern elevations.	May 2015	Pearson House	1385 Holland Street
5JF.6568	5JF6568a	Looking southeast at northern/western facades.	October 2014	Masonic Lodge	1440 Independence Street
5JF.6568	5JF6568b	Looking northeast at western/southern facades.	October 2014	Masonic Lodge	1440 Independence Street
5JF.6568	5JF6568c	Looking northwest at southern/eastern facades.	November 2015	Masonic Lodge	1440 Independence Street
5JF.6568	5JF6568d	Looking southwest at eastern/northern/ facades.	November 2015	Masonic Lodge	1440 Independence Street
5JF.6630	5JF6630a	Looking northeast at southern and western elevations.	December 2014	Western Federal Savings	10395 W. Colfax Avenue
5JF.6630	5JF6630b	Looking northwest at southern/eastern elevations.	December 2014	Western Federal Savings	10395 W. Colfax Avenue
5JF.6630	5JF6630c	Looking southwest at northern/eastern elevations.	December 2014	Western Federal Savings	10395 W. Colfax Avenue
5JF.6630	5JF6630d	Looking southeast at western elevation.	December 2014	Western Federal Savings	10395 W. Colfax Avenue

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6630	5JF6630e	Looking northwest at eastern elevation.	October 2014	Western Federal Savings	10395 W. Colfax Avenue
5JF.6630	5JF6630f	Drive-through bank canopy. Looking southwest.	December 2014	Western Federal Savings	10395 W. Colfax Avenue
5JF.6644	5JF6644a	Looking northwest at southern/eastern facades.	October 2014	Offices of Dr. Michael Ryan	5353 W. Colfax Avenue
5JF.6644	5JF6644b	Looking north at main entry.	August 2015	Offices of Dr. Michael Ryan	5353 W. Colfax Avenue
5JF.6644	5JF6644c	Looking southeast at eastern/northern facades.	August 2015	Offices of Dr. Michael Ryan	5353 W. Colfax Avenue
5JF.6644	5JF6644d	Looking south at northern elevation.	August 2015	Offices of Dr. Michael Ryan	5353 W. Colfax Avenue
5JF.6644	5JF6644e	Looking southeast at northern/western facades.	August 2015	Offices of Dr. Michael Ryan	5353 W. Colfax Avenue
5JF.6644	5JF6644f	Looking northwest at western facade.	August 2015	Offices of Dr. Michael Ryan	5353 W. Colfax Avenue
5JF.6653	5JF6653a	Looking west. Neon sign.	August 2014	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6653	5JF6653b	Looking West. Unit B.	August 2014	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6653	5JF6653c	Looking northeast. Office and Unit A.	August 2014	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6653	5JF6653d	Looking east. Office and Unit A.	August 2014	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6653	5JF6653e	Looking northwest. Unit B.	August 2014	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6653	5JF6653f	Looking north. Unit C.	August 2014	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6653	5JF6653g	Looking west. Unit A.	December 2015	Red Wing Cabins	5601 W. Colfax Avenue
5JF.6654	5JF6654a	Looking northwest. Main Office.	August 2014	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654b	Looking northeast. Unit B.	August 2014	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654c	Looking north.	August 2014	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654d	Looking southwest. Main Office.	December 2015	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654e	Looking northeast. Unit C.	October 2015	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654f	Looking east. Unit B.	December 2015	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654g	Looking northwest. Main sign.	December 2015	Westway Motel	5799 W. Colfax Avenue
5JF.6654	5JF6654h	Looking northeast. Secondary Sign.	August 2014	Westway Motel	5799 W. Colfax Avenue

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6659	5JF6659a	Looking northwest. Motel Sign, Buildings 2, and 3.	December 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659b	Looking northeast. Motel Sign and Building 3.	December 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659c	Motel Sign. Looking west.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659d	Building 1-looking southwest.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659e	Building 2-looking northeast.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659f	Buildings 1 and 2-looking west.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659g	Building 3-looking northeast.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659h	Building 3-looking southeast.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659i	Building 3-looking northeast.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659j	Storage Unit -- looking south.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6659	5JF6659k	Building 3. Eastern facade looking southwest.	November 2015	Kelly's Cabins	6001 W. Colfax Avenue
5JF.6664	5JF6664a	Looking east. Office and Sign.	August 2014	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF6664b	Looking south. Bldg. A.	August 2014	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF6664c	Looking southeast. Bldg. A.	August 2014	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF6664d	Looking southwest. Bldg. B.	August 2014	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF6664e	Looking northeast at western facade. Bldg. B.	February 2016	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF6664f	Looking northwest at southern/eastern facade. Bldg. A.	February 2016	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF6664g	Big Bunny Sign at night.	February 2016	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6664	5JF.6664h	Looking northeast. Renovated Big Bunny sign.	February 2016	Bugs Bunny Motel	6218 W. Colfax Avenue
5JF.6666	5JF.6666a	Looking northeast. Unit A	December 2015	Blue Sky Motel	6205 West Colfax Avenue
5JF.6666	5JF.6666b	Looking northwest. Office and Unit A.	November 2015	Blue Sky Motel	6205 West Colfax Avenue
5JF.6666	5JF.6666c	Looking southeast. Unit A	February 2016	Blue Sky Motel	6205 West Colfax Avenue
5JF.6666	5JF.6666d	Looking northeast. Unit B	February 2016	Blue Sky Motel	6205 West Colfax Avenue

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6666	5JF.6666e	Looking northwest. Unit C	November 2015	Blue Sky Motel	6205 West Colfax Avenue
5JF.6666	5JF.6666f	Looking east at back of Unit C	December 2015	Blue Sky Motel	6205 West Colfax Avenue
5JF.6667	5JF.6667a	Looking northwest at southern/eastern elevation.	September 2015	Henry's Hamburgers	6295 West Colfax Avenue
5JF.6667	5JF.6667b	Looking southwest at northern/eastern elevation	September 2015	Henry's Hamburgers	6295 West Colfax Avenue
5JF.6667	5JF.6667c	Looking northeast at eastern/southern elevations.	September 2015	Henry's Hamburgers	6295 West Colfax Avenue
5JF.6667	5JF.6667d	Looking southeast at northern/eastern elevations.	September 2015	Henry's Hamburgers	6295 West Colfax Avenue
5JF.6669	5JF.6669a	Looking north at tower.	September 2014.	Casa Bonita	6601 West Colfax Avenue
5JF.6669	5JF.6669b	Looking north at entry.	September 2014.	Casa Bonita	6601 West Colfax Avenue
5JF.6669	5JF.6669c	Looking east at fountain.	September 2014.	Casa Bonita	6601 West Colfax Avenue
5JF.6669	5JF.6669d	Looking northeast at entry.	September 2014.	Casa Bonita	6601 West Colfax Avenue
5JF.6669	5JF.6669e	Looking southwest.	September 2014.	Casa Bonita	6601 West Colfax Avenue
5JF.6669	5JF.6669f	Looking east at western elevation.	September 2014.	Casa Bonita	6601 West Colfax Avenue
5JF.6684	5JF.6684a	Looking northeast. Motel Office.	July 2015	King's Rest Motel	7013 West Colfax Avenue
5JF.6684	5JF.6684b	Looking southwest. Eastern façade.	July 2015	King's Rest Motel	7013 West Colfax Avenue
5JF.6684	5JF.6684c	Looking southeast. Western façade.	July 2015	King's Rest Motel	7013 West Colfax Avenue
5JF.6684	5JF.6684d	Looking northeast. Western façade.	July 2015	King's Rest Motel	7013 West Colfax Avenue
5JF.6684	5JF.6684e	Looking northwest. Main Office and Manager's Residence.	July 2015	King's Rest Motel	7013 West Colfax Avenue
5JF.6684	5JF.6684f	Looking northwest. Eastern elevation.	July 2015	King's Rest Motel	7013 West Colfax Avenue
5JF.6710	5JF.6710a	Looking north at south elevation.	November 2015	Linke's Hardware	8425-8427 West Colfax
5JF.6710	5JF.6710b	Looking northeast at south elevation.	November 2015	Linke's Hardware	8425-8427 West Colfax
5JF.6710	5JF.6710c	Looking southwest at north elevation.	November 2015	Linke's Hardware	8425-8427 West Colfax

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6710	5JF.6710d	Looking south at north elevation.	November 2015	Linke's Hardware	8425-8427 West Colfax
5JF.6710	5JF.6710e	Looking southwest at eastern elevation.	November 2015	Linke's Hardware	8425-8427 West Colfax
5JF.6711	5JF.6711a	Looking north at southern elevation.	August 2014	Hudson's Shoe Store	8437-8445 West Colfax
5JF.6711	5JF.6711b	Looking south at northern elevation.	December 2015	Hudson's Shoe Store	8437-8445 West Colfax
5JF.6712	5JF.6712a	Looking northwest at southern elevation.	December 2015	DeLaney's Men's Store	8465-8475 West Colfax
5JF.6712	5JF.6712b	Looking southeast at northern and western elevations.	December 2015	DeLaney's Men's Store	8465-8475 West Colfax
5JF.6713	5JF.6713a	Looking north at southern elevation.	December 2015	O'Brien's Shoe Store	8485 West Colfax
5JF.6713	5JF.6713b	Looking northeast at western elevation.	August 2015.	O'Brien's Shoe Store	8485 West Colfax
5JF.6713	5JF.6713c	Looking northeast at southern elevation.	December 2015	O'Brien's Shoe Store	8485 West Colfax
5JF.6713	5JF.6713d	Looking south at northern elevation.	December 2015	O'Brien's Shoe Store	8485 West Colfax
5JF.6720	5JF.6720a	Looking southeast at western elevation.	September 2014	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720b	Looking east at western elevation.	September 2014	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720c	Looking southeast at northern elevation.	September 2014	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720d	Looking northeast at southern elevation.	September 2014	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720e	Looking northwest at southern elevation.	September 2014	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720f	Looking east at western elevation.	December 2015	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720g	Looking north at southern elevation.	December 2015	Copper Kitchen	8591-8599 West Colfax
5JF.6720	5JF.6720h	Looking north at southern elevation.	December 2015	Copper Kitchen	8591-8599 West Colfax
5JF.6727	5JF.6727a	Looking south at northern elevation (Bldg. A)	September 2014	Lakewood Plaza	8790 West Colfax
5JF.6727	5JF.6727b	Looking southeast at western elevation (Bldg. A)	December 2015	Lakewood Plaza	8790 West Colfax
5JF.6727	5JF.6727c	Looking northeast at western/southern elevations.	August 2015	Lakewood Plaza	8790 West Colfax
5JF.6727	5JF.6727d	Looking northeast at western elevation of rear elevation and southern elevation of main building.	August 2015	Lakewood Plaza	8790 West Colfax
5JF.6727	5JF.6727e	Looking southeast at western elevation of rear addition.	August 2015	Lakewood Plaza	8790 West Colfax

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6727	5JF.6727f	Looking southwest at eastern elevation of rear elevation.	August 2015	Lakewood Plaza	8790 West Colfax
5JF.6727	5JF.6727g	Looking northwest at main building's southern elevation.	August 2015	Lakewood Plaza	8790 West Colfax
5JF.6727	5JF.6727h	Looking northeast at Bldg. A's western/southern elevations.	December 2015	Lakewood Plaza	8790 West Colfax
5JF.6728	5JF.6728a	Looking north at southern elevation.	December 2015	Beverley Beauty Salon	8789-8791 West Colfax
5JF.6728	5JF.6728b	Looking northeast at southern elevation.	September 2014	Beverley Beauty Salon	8789-8791 West Colfax
5JF.6728	5JF.6728c	Looking west at eastern elevation.	December 2015	Beverley Beauty Salon	8789-8791 West Colfax
5JF.6728	5JF.6728d	Looking southeast at northern elevation.	December 2015	Beverley Beauty Salon	8789-8791 West Colfax
5JF.6729	5JF.6729a	Looking north at southern elevation.	September 2014	Lakewood Grocery	8793-8795 West Colfax
5JF.6729	5JF.6729b	Looking northwest at southern elevation.	September 2014	Lakewood Grocery	8793-8795 West Colfax
5JF.6729	5JF.6729c	Looking north at southern elevation.	March 2016	Lakewood Grocery	8793-8795 West Colfax
5JF.6729	5JF.6729d	Looking south at northern elevation.	December 2015	Lakewood Grocery	8793-8795 West Colfax
5JF.6729	5JF.6729e	Looking southwest at northern elevation.	December 2015	Lakewood Grocery	8793-8795 West Colfax
5JF.6729	5JF.6729f	Looking southwest at northern elevation.	March 2016	Lakewood Grocery	8793-8795 West Colfax
5JF.6730	5JF.6730a	Looking northwest at southern façade.	March 2016	Colorado School of Trades.	8797 West Colfax
5JF.6730	5JF.6730b	Looking west at eastern façade.	December 2015	Colorado School of Trades.	8797 West Colfax
5JF.6730	5JF.6730c	Looking east at western façade.	December 2015	Colorado School of Trades.	8797 West Colfax
5JF.6731	5JF.6731a	Looking east at western elevation.	December 2015	George's Carpets	8799 West Colfax
5JF.6731	5JF.6731b	Looking southwest at northern/eastern elevations.	December 2015	George's Carpets	8799 West Colfax
5JF.6731	5JF.6731c	Looking northeast at western/southern elevations	March 2016	George's Carpets	8799 West Colfax
5JF.6731	5JF.6731d	Looking northwest at southern elevation.	March 2016	George's Carpets	8799 West Colfax
5JF.6733	5JF.6733a	Looking southeast at northern/western elevations.	September 2015	Lilli Russell	8990 West Colfax
5JF.6733	5JF.6733b	Looking east at main entry.	September 2015	Lilli Russell	8990 West Colfax
5JF.6733	5JF.6733c	Looking east at western elevation.	September 2015	Lilli Russell	8990 West Colfax

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6733	5JF.6733d	Looking northeast at western/southern elevations.	September 2015	Lilli Russell	8990 West Colfax
5JF.6733	5JF.6733e	Looking northwest at southern elevation.	September 2015	Lilli Russell	8990 West Colfax
5JF.6733	5JF.6733f	Looking south at eastern elevation.	September 2015	Lilli Russell	8990 West Colfax
5JF.6736	5JF.6736a	Looking northeast at southern/eastern elevation.	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6736	5JF.6736b	Looking southwest at eastern/northern elevations.	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6736	5JF.6736c	Looking west at eastern elevation.	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6736	5JF.6736d	Looking northwest at southern/eastern elevations	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6736	5JF.6736e	Looking southwest at northern elevation.	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6736	5JF.6736f	Looking north at southern elevation.	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6736	5JF.6736g	Looking northeast at southern elevation.	August 2015	Babcock's Auto Specialists	8811 West Colfax
5JF.6737	5JF.6737a	Looking east. Neon sign.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737b	Looking southeast. Office.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737c	Looking northeast. Office.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737d	Looking northeast at eastern units.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737e	Looking northeast. Walkway.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737f	Looking northeast. Eastern elevation.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737g	Looking north at southern elevation/Office.	September 2014	Homestead Motel	8837 West Colfax
5JF.6737	5JF.6737h	Looking north at southern elevation of Unit C.	September 2014	Homestead Motel	8837 West Colfax
5JF.6739	5JF.6739a	Looking east. Neon sign.	October 2014	Trail's End Motel	9025 West Colfax
5JF.6739	5JF.6739b	Looking northeast at complex.	October 2014	Trail's End Motel	9025 West Colfax
5JF.6739	5JF.6739c	Looking northeast at north/east units.	October 2014	Trail's End Motel	9025 West Colfax
5JF.6739	5JF.6739d	Looking northeast at Unit B.	October 2014	Trail's End Motel	9025 West Colfax
5JF.6739	5JF.6739e	Looking southeast. Neon sign.	October 2014	Trail's End Motel	9025 West Colfax
5JF.6739	5JF.6739f	Looking northeast. Unit B-western/southern elevations.	October 2014	Trail's End Motel	9025 West Colfax

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6739	5JF.6739g	Looking north. Northern Unit.	October 2014	Trail's End Motel	9025 West Colfax
5JF.6742	5JF.6742a	Looking northwest at eastern/southern elevations.	October 2014	Koch Brunswick Sporting Goods	9373-9393-9395 West Colfax Avenue
5JF.6742	5JF.6742b	Looking northeast at southern elevation.	October 2014	Koch Brunswick Sporting Goods	9373-9393-9395 West Colfax Avenue
5JF.6742	5JF.6742c	Looking northeast at western elevation.	October 2014	Koch Brunswick Sporting Goods	9373-9393-9395 West Colfax Avenue
5JF.6742	5JF.6742d	Looking south at northern elevation.	May 2015	Koch Brunswick Sporting Goods	9373-9393-9395 West Colfax Avenue
5JF.6742	5JF.6742e	Looking southwest at northern elevation.	May 2015	Koch Brunswick Sporting Goods	9373-9393-9395 West Colfax Avenue
5JF.6742	5JF.6742f	Looking north at southern elevation.	September 2016	Koch Brunswick Sporting Goods	9373-9393-9395 West Colfax Avenue
5JF.6746	5JF.6746a	Looking Southeast at northern and western elevations.	August 2015	Rally Lounge	9500 West Colfax`
5JF.6746	5JF.6746b	Looking west at eastern elevation.	August 2015	Rally Lounge	9500 West Colfax`
5JF.6746	5JF.6746c	Looking Northwest at eastern elevation.	August 2015	Rally Lounge	9500 West Colfax`
5JF.6746	5JF.6746d	Looking south at northern and eastern elevations.	August 2015	Rally Lounge	9500 West Colfax`
5JF.6746	5JF.6746e	Looking southwest at western elevation	August 2015	Rally Lounge	9500 West Colfax`
5JF.6746	5JF.6746f	Looking northeast at southern elevation	August 2015	Rally Lounge	9500 West Colfax`
5JF.6748	5JF.6748a	Looking east. Sign.	September 2014	Mallory Manor Motor Inn	9600 West Colfax
5JF.6748	5JF.6748b	Looking southeast. Office.	August 2015	Mallory Manor Motor Inn	9600 West Colfax
5JF.6748	5JF.6748c	Looking east. Sign at night.	November 2014.	Mallory Manor Motor Inn	9600 West Colfax
5JF.6748	5JF.6748d	Looking northeast at eastern elevation.	December 2015	Mallory Manor Motor Inn	9600 West Colfax
5JF.6748	5JF.6748e	Looking northeast at southern elevation.	December 2015	Mallory Manor Motor Inn	9600 West Colfax
5JF.6748	5JF.6748f	Looking south at eastern elevation.	August 2015	Mallory Manor Motor Inn	9600 West Colfax
5JF.6756	5JF.6756a	Looking south at northern elevation.	December 2015.	House of Imports	9720 West Colfax
5JF.6756	5JF.6756b	Looking southeast at northern/western elevations.	December 2015.	House of Imports	9720 West Colfax
5JF.6756	5JF.6756c	Looking northwest at eastern elevation.	August 2015	House of Imports	9720 West Colfax

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6756	5JF.6756d	Looking southwest at eastern elevation.	August 2015	House of Imports	9720 West Colfax
5JF.6761	5JF.6761a	Looking southwest at northern elevation.	August 2015	Consolidated Mutual	10095 West Colfax
5JF.6761	5JF.6761b	Looking southeast at northern and western elevations.	August 2015	Consolidated Mutual	10095 West Colfax
5JF.6761	5JF.6761c	Looking northeast at western and southern elevations	August 2015	Consolidated Mutual	10095 West Colfax
5JF.6761	5JF.6761d	Looking northwest at eastern elevation	August 2015	Consolidated Mutual	10095 West Colfax
5JF.6773	5JF.6773a	Looking northwest. Motel sign.	November 2014	West 40 Motel	11000 West Colfax
5JF.6773	5JF.6773b	Looking southwest. Unit A	November 2014	West 40 Motel	11000 West Colfax
5JF.6773	5JF.6773c	Looking west. Office.	November 2014	West 40 Motel	11000 West Colfax
5JF.6773	5JF.6773d	Looking southeast. Unit B	November 2014	West 40 Motel	11000 West Colfax
5JF.6773	5JF.6773e	Looking southeast. Unit A	December 2015	West 40 Motel	11000 West Colfax
5JF.6773	5JF.6773f	Looking northeast. Unit A	December 2015	West 40 Motel	11000 West Colfax
5JF.6785	5JF.6785a	Neon Sign. Looking northwest.	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785b	Motel Office. Looking northwest.	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785c	Looking north at Unit 1	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785d	Looking north at Unit 1	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785e	Looking north at western elevation of Unit 2.	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785f	Looking northeast at Unit 2	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785g	Looking east at Units 1 and 2.	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785h	Looking north at Office.	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.6785i	Looking northeast at Unit 1	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6785	5JF.5785j	Looking southeast at Unit 1	November 2014.	A Bar D Motel	11891 West Colfax
5JF.6788	5JF.6788a	Neon sign. Looking southwest.	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788b	Looking northeast at Office	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788c	Bldg. A. Looking southwest.	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788d	Bldg. A. Looking west.	October 2014.	Stonewall Motel	12111 West Colfax

Site Number	Image Name	Comments	Date	Building Name	Address
5JF.6788	5JF.6788e	Bldg. B. Looking southwest.	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788f	Bldg. B. Looking north.	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788g	Bldg. C Looking northeast.	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788h	Bldg. D Looking northeast	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6788	5JF.6788i	Brick stairs. Looking northwest	October 2014.	Stonewall Motel	12111 West Colfax
5JF.6793	5JF.6793a	Looking southwest at northern elevation.	November 2015	6464 W. 14th Avenue	6464 W. 14th Avenue
5JF.6793	5JF.6793b	Looking northeast at southern elevation.	November 2015	6464 W. 14th Avenue	6464 W. 14th Avenue
5JF.6793	5JF.6793c	Looking west at eastern elevation.	November 2015	6464 W. 14th Avenue	6464 W. 14th Avenue
5JF.6793	5JF.6793d	Sign. Looking west.	November 2015	6464 W. 14th Avenue	6464 W. 14th Avenue
5JF.6793	5JF.6793e	Looking southwest at eastern elevation.	July 2014	6464 W. 14th Avenue	6464 W. 14th Avenue
5JF.6798	5JF.6798a	Looking southeast.	July 2015	8000 W. 14th Avenue	8000 W. 14th Avenue
5JF.6798	5JF.6798b	Looking south at northern elevation.	June 2015	8000 W. 14th Avenue	8000 W. 14th Avenue
5JF.6798	5JF.6798c	Looking west at eastern elevation.	July 2015	8000 W. 14th Avenue	8000 W. 14th Avenue
5JF.6798	5JF.6798d	Looking northeast at southern/elevations.	July 2015	8000 W. 14th Avenue	8000 W. 14th Avenue

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[13] "Lakewood: Just a Place Where the Train Stopped." *Lakewood Sentinel*, April 2, 1970, 16.

[14] Wilcox, 124-127.

[15] Other researchers have made the case that Lakewood's name held an association with Lakewood Ohio, or that it was merely a marketing ploy. Research for this context indicates a stronger connection to Lakewood, New Jersey.

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[17] National Archives and Records Administration, Broomfield, CO., *Records of the United States Postal Service*, microfilm M-841, Roll 14, Vol. 73, 1891-1901.

[18] Lakewood: Just a Place Where Train Stopped, 16.

[19] Ibid., 16.

[20] Goodstein*, Denver Streets*, pg.11-13.

[21] Ibid. As late as the 1950s, homeowners south of West Colfax planting their spring gardens would uncover old doorknobs in their backyards.

[22] Olson, "Suburbanization," 11.

[23] Autobee and Autobee, *Early Lakewood* and Mountain States Telephone and Telegraph, *Directory* for 1931, 1947, and 1952. Directories located at Denver Public Library-Western History Collection.
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