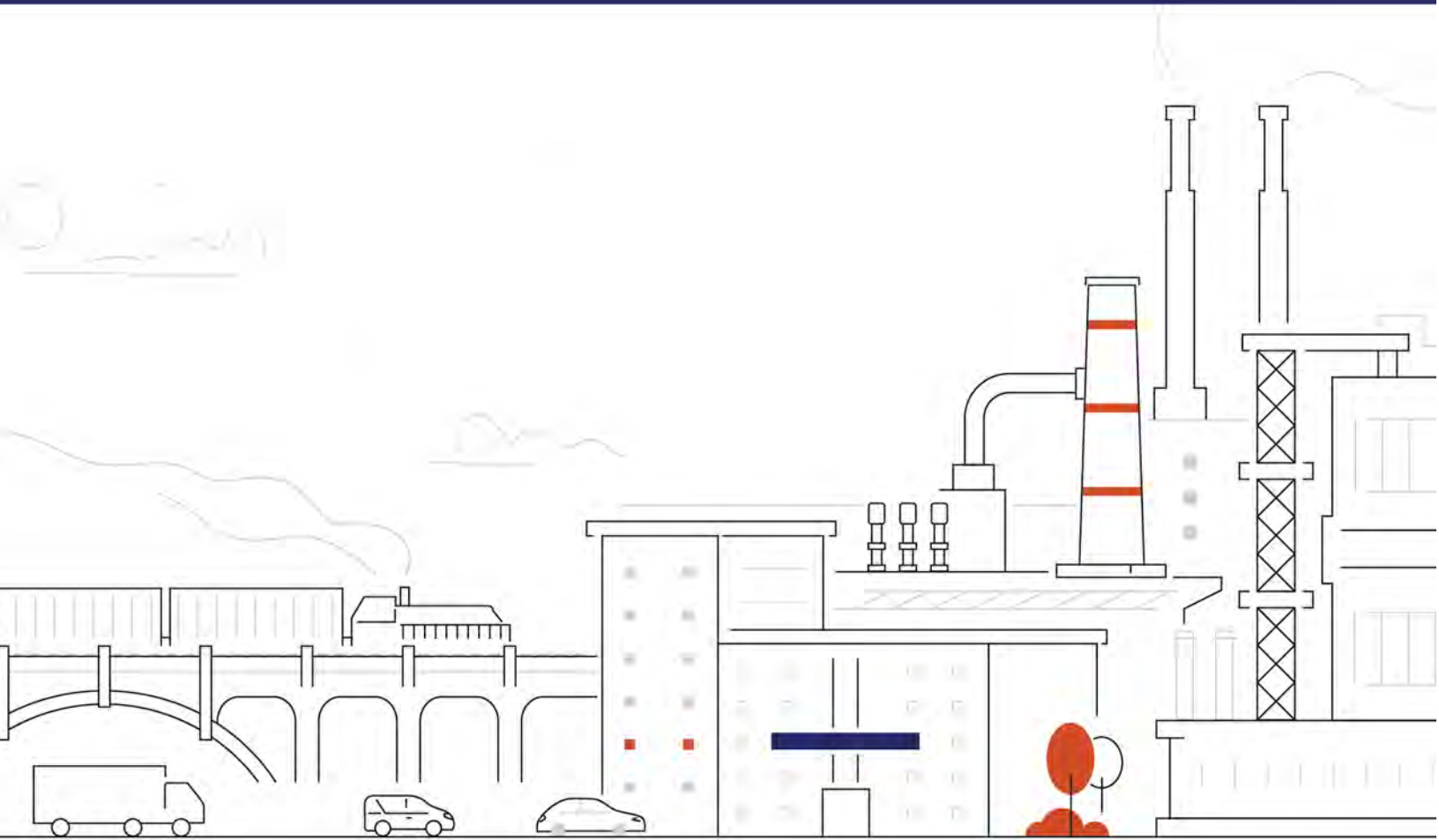


Appendix D.

# Public Comments and Responses from the Environmental Assessment Public Review



# Environmental Assessment Comments and Responses

## Environmental Assessment Commenter Identification Number

ID #	Commenter Name
1	Nancy Venard
2	Clara McKee
3	Jim Kinghorn
4	Barbara McMillan
5	Troy Younger
6	Troy Younger
7	Thelma Cole
8	Ollie Grimard, Bob Torbet
9	June Younger
10	Ester Hall
11	Dominguez Luis
12	David Lizarrasu
13	Rafer Nichols, BNSF Railway
14	Doug Jatcko, Owner Dexter Site, LLC
15	Laurindo Lucero
16	Katie R. Fox of Alderman Bernstein LLC, on behalf of Pepper Tank Company
17	Elliot Smith, Kentro Group

## Environmental Assessment Comments and Responses

ID #	Comment	Response
1	<p>With closing off Parkway to get back to Vasquez will likely create a lot of traffic going thru neighborhoods to get back to 60th Ave to then get back to Vasquez.</p> <p>Nancy Venard</p>	<p>For Parkway Drive at 60th Avenue, only the southbound left turn movements to southbound Vasquez Boulevard or 60th Avenue will be restricted. The limited traffic movements, simplified signal phasing, and increased green signal time for the remaining intersection movements will reduce the congestion at the 60th Avenue intersection. Analysis shows the overall intersection delay is cut in half in the morning and evening peak hours.</p>

ID #	Comment	Response
		<p>Although traffic circulation at the Vasquez Boulevard intersections will change, drivers will be able to access Vasquez Boulevard via existing driveways and arterial roads. Drivers wanting to go north on Vasquez Boulevard will still be able to make that movement via the Parkway Drive at 60th Avenue/Vasquez Boulevard traffic signal. Drivers wanting to go south on Vasquez Boulevard will turn left onto Vasquez Boulevard at the new 62nd Avenue traffic signal. Drivers can get to 62nd Avenue from Parkway Drive or existing driveways, depending on where they are coming from. The Project includes construction of corner curb bulb-outs at the Parkway Drive/Forest Drive intersection to deter drivers from mistaking Forest Drive as an alternate route to 60th Avenue. The bulb-outs and crosswalk will provide visual indication of Forest Drive as a neighborhood street and also slow traffic turning on and off Forest Drive.</p>
2	<p>The no left turn off Parkway onto Vasquez will cause loss of business to McDonalds - Taco Bell - Subway etc. due to people who work south of Parkway having to go north to 62nd or 64 then double back south will cause more traffic coming out of King Soopers to shoot across to Rec Center parking lot on 60th!! People in and out of Rec are at higher risk crossing to their autos. Will cause a lot more neighborhood traffic with people in a hurry to get through + any short cut they will take- the 62nd.</p> <p>Clara McKee</p>	<p>Although traffic circulation at the Vasquez Boulevard intersections will change, drivers will still be able to efficiently access Vasquez Boulevard via existing driveways and arterial roads. All existing driveways will remain open. All movements entering Parkway Drive from Vasquez Boulevard or 60th Avenue will remain, so access to the businesses along Parkway Drive will also remain as currently structured. There will also be a new access to the residential and retail area from Vasquez Boulevard via the new signal at 62nd Avenue that will provide left and right turn movements to and from Vasquez Boulevard and 62nd Avenue.</p> <p>Regarding drivers exiting the individual businesses mentioned:</p>

ID #	Comment	Response
		<p>McDonald's and Taco Bell - Both businesses currently have a driveway to 60th Avenue and drivers can continue to use that driveway to turn right to 60th Avenue to get to southbound Vasquez Boulevard at the traffic signal.</p> <p>Subway - Drivers from Subway and the other businesses in the shopping center on Parkway Drive can travel northeast on Parkway Drive and turn left at the Parkway Drive/62nd Avenue signal to turn left onto southbound Vasquez Boulevard, or use the connection to 62nd Avenue provided between King Soopers and Pizza Hut to directly access 62nd Avenue and turn left onto southbound Vasquez Boulevard at the traffic signal.</p> <p>King Soopers - The existing exit from the King Soopers shopping center is offset from the Eagle Pointe Recreation Center driveway without a clear path for a through movement. The movement from King Soopers directly across Parkway Drive to the Eagle Pointe Recreation Center Driveway is not permissible in existing conditions of the roadway, which will not change in this Project. Drivers leaving businesses in the King Soopers complex will have the two existing driveways providing direct access to 62nd Avenue and they will be able to turn left to southbound Vasquez at the traffic signal at 62nd/Vasquez.</p>
3	<p>I am wondering about RTD on 62nd and 64th. Have you considered the impact on Colorado blvd from 74th Ave to Riverside cemetery with this plan. Do not like that you won't be able to turn left from 60th onto Vasquez.</p> <p>Jim Kinghorn</p>	<p>No RTD bus stops exist on 62nd and 64th Avenues in the Project area and no change in RTD service will occur as a result of the Project. Colorado Boulevard from 74th Ave to Riverside Cemetery is not within the Project Study Area and was not evaluated. The left turn movement from westbound 60th Avenue to southbound Vasquez Boulevard will remain and is expected to operate more efficiently as the Parkway</p>

ID #	Comment	Response
		<p>Drive turn limitations, simplified signal phasing, and increased green signal time for the remaining intersection movements will reduce the overall congestion at the intersection.</p>
4	<p>I drive these roads continuously and have for 60 years. Traffic is getting very hectic. People are in a hurry and go thru yellow and red lights. Traffic from I-76 take a short cut on 85 south when wreck or east on 74 to 85 then south. Probably need to address that. Co Blvd traffic short cuts E to 85 on 60th. This will make 60th terrible with service road trucks causing a long line. Id suggest CDOT have field trips at all hours of the day and night to really see how this works. Let me know. I'll ride along. I would not know about this meeting without friend telling me. Did you send letters. Commerce City people aren't into computers. Or is this the plan. 20 gov't workers!! really It's a start. We need more input please.</p> <p>Barbara McMillan</p>	<p>The Project will improve operations at the Vasquez Boulevard/60th Avenue intersection and will increase green time for the typical heavy traffic volumes on Vasquez Boulevard as well as heavier traffic volumes on Vasquez Boulevard that may occur due to traffic diversion from incidents on other area highways. The movements between 60th Avenue and Vasquez Boulevard will remain and are expected to operate more efficiently as the Parkway Drive turn limitations, simplified signal phasing, and increased green time for the remaining intersection movements will reduce the overall congestion at the intersection. Trucks will have improved navigation through the intersection and less delays. Section 2.2.1 of the EA describes existing and no action operations (if no action is taken) in the project area, including traffic data. Appendix B of the EA describes the Proposed Action operations and benefits to traffic, local road connections, and multimodal facilities.</p> <p>Postcard mailers were mailed to 825 constituents who live or own property in the Project Area. A complete list of the various advertisements for the Project EA review and public meeting are described in Section 3.1 above, called Public Meeting and EA Review Period. The EA was made available at the Commerce City municipal building and the Commerce City Eagle Pointe Recreation Center during the public review period.</p>

ID #	Comment	Response
5	<p>The churros taste like rubber coated in sugar.</p> <p>Your not helping CC</p> <p>I don't care about pedestrian access to areas west of 6/85. Until you get to Fairfax, it's all industrial</p> <p>Adding a stop light @ 62nd will create more traffic issues on 6/85</p> <p>Your going to funnel more cargo tractor trailers on 62nd. There is an elementary school @ 64th + Holly. With kids walking to school in this neighborhood.</p> <p>Troy Younger</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>The new traffic signal on Vasquez Boulevard at 62nd Avenue is included in the Project to provide left and right turn movements to Vasquez Boulevard from the residential and retail area along Parkway Drive and 62nd Avenue. The signal is designed to provide a continuous green light for southbound traffic on Vasquez Boulevard and the State Highway 2 (SH 2) southbound on-ramp, so southbound traffic will not need to stop at the signal for 62nd Avenue traffic. The new stop light for northbound Vasquez Boulevard will introduce only minor additional travel time for northbound traffic, with less than a 30-second increase during the most congested travel times (weekdays 7:00 to 8:00 AM and 4:30 to 5:30 PM).</p> <p>With the changes at the 60th Avenue intersection, increased traffic is expected on 62nd Avenue only between Vasquez Boulevard and Parkway Drive and the Project includes modifications to 62nd Avenue for that traffic. No changes to traffic, including truck traffic, are expected on 62nd Avenue east of Parkway Drive. The project does not plan any changes at 64th Avenue and SH 2. The Project improvements are not anticipated to have an impact in the area of 64th Avenue and Holly Street and the Central Elementary School.</p>

ID #	Comment	Response
6	<p>Truckers will use Brighton Road to get around the added stoplights. Traffic on Holly, Hudson, Monoco, Olive will increase.</p> <p>Troy Younger</p>	<p>The Project will improve operations at the Vasquez Boulevard and 60th Avenue intersection and will increase green time for the heavy traffic volumes on Vasquez Boulevard. The traffic analysis indicates there will be substantial reductions in congestion, delays, and back-ups, for traffic traveling through the area on Vasquez Boulevard, even with the new traffic signal at 62nd Avenue. With the additional green time and reduced congestion, delays, and back-ups experienced by traffic along Vasquez Boulevard with the Project, there will be a reduced need for drivers to detour to alternate routes. Therefore, the Project improvements are not anticipated to have an impact on Holly Street, Hudson Street, Monaco Street and Olive Street.</p>
7	<p>The no turn left from Rec center on 62 Pkw Dr. is not good - what is it going to do with traffic for people turning right. Can you turn left going west on 62 pkwy from Pizza Hut? What about all the businesses on pkwy. What about all the trucks??</p> <p>Thelma Cole</p>	<p>Although traffic circulation at the Vasquez Boulevard intersections will change, all existing driveways will remain open following construction. Temporary closures and detours may be possible during construction. All movements entering Parkway Drive from northbound Vasquez Boulevard or 60th Avenue will remain, so access to the businesses along Parkway Drive will remain as currently structured. The southbound Vasquez Blvd. to northbound Parkway Drive traffic movement will remain. There will also be a new access to the residential and retail area from Vasquez Boulevard via the new signal at 62nd Avenue.</p> <p>There are multiple travel options for patrons of businesses along Parkway Drive. The businesses on the east side of Parkway Drive have existing driveways to 60th Avenue that will provide access to Vasquez Boulevard. Drivers to/from businesses on the west side of Parkway Drive can use driveways on Parkway Drive to travel to 62nd Avenue at the</p>




ID #	Comment	Response
		<p>existing 62nd/Parkway signal, or use existing driveways to turn directly on/off of 62nd Avenue to use the new signal to make left or right turns on/off of Vasquez Boulevard. Regarding drivers exiting the individual properties mentioned:</p> <p>Eagle Pointe Recreation Center - There is no change to the recreation center driveway on Parkway Drive and drivers will still be able to turn left there from the recreation center driveway.</p> <p>Pizza Hut - Yes, drivers will be able to turn left onto 62nd Avenue. Drivers leaving businesses in the King Soopers complex will have the two existing driveways providing direct access to 62nd Avenue with the new traffic signal at the Vasquez Boulevard/62nd Avenue intersection providing left and right turn movements between Vasquez Boulevard and 62nd Avenue.</p> <p>Project improvements are designed to accommodate truck movements through the area. The Project will improve operations at the Vasquez Boulevard 60th Avenue intersection and will increase the time drivers traveling through the intersection on Vasquez have a green light, which reduces congestion, delays, and back-ups along Vasquez Boulevard. The movements to/from 60th Avenue to Vasquez Boulevard will remain and are expected to operate more efficiently with the reduced the overall congestion at the intersection.</p>
8	It looks like the traffic on 62nd Ave will be a lot heavier. Will traffic leaving the Rec Center (and	The Eagle Point Recreation Center, Taco Bell, and McDonalds currently have driveways to 60th Avenue that will remain open. From those driveways drivers will be able



ID #	Comment	Response
	<p>McDonalds, etc.) have to go north on Parkway to go south? Will southbound have a turn lane on 62nd?</p> <p>Ollie Grimard, Bob Torbet</p>	<p>to get to southbound Vasquez by turning left at the 60th Avenue signal. If drivers leave McDonalds, Taco Bell, or the Recreation Center from the driveways on Parkway Drive, they will need to go north on Parkway Drive to 62nd Avenue to turn left onto southbound Vasquez Boulevard at the new traffic signal.</p> <p>Yes, drivers will have a turn lane on southbound Vasquez to turn left on to 62nd Avenue. The new traffic signal at Vasquez Boulevard/62nd Avenue will provide all movements between Vasquez Boulevard, 62nd Avenue, and State Highway 2 with left and right turn lanes for all turn movements.</p>
9	<p>I do not like you making Parkway no access @ the intersection of 60th Parkway &amp; Hwy 6 &amp; 85 to go south to Denver or just to cross to the west side of Arby's, Wendys or a short-cut to Brighton Rd. I also see safety issues on bringing more traffic to 62nd Ave. We have the Boys and Girls Club @ Holly. The street right now is NOT a truck route but if you make it a mj intersection they will use it. They already try &amp; have hit cars &amp; fences since the street is not wide enough there. There is no room to expand that street because of houses and the new apartments that bump up to the sidewalk. Also it will impact the businesses on Parkway Drive. If people are coming off the highway to patronize these businesses they will not be able to head back to the highway easier. Don't forget, you have kids walking home from bus stops &amp; Central Elementary &amp; Boys &amp; Girls Club on 62nd! SAFETY FOR KIDS!</p>	<p>On Parkway Drive at 60th Avenue, only the southbound left turn movements from southbound Parkway Drive to southbound Vasquez Boulevard and from southbound Parkway Drive to westbound 60th Avenue will be restricted (travelers on 60th Avenue can still continue traveling west through the intersection to access businesses on the west side of Vasquez Boulevard). The limited traffic movements, simplified signal phasing, and time drivers will have a green light to make other movements will reduce the congestion and back-ups at the 60th Avenue intersection. Analysis shows the average time drivers will spend waiting at the traffic signal is cut in half in the morning and evening peak hours.</p> <p>Although traffic circulation at the Vasquez intersections will change, drivers will be able to efficiently access Vasquez Boulevard via Parkway Drive, 60th Avenue, and 62nd Avenue. Some customers leaving businesses will need to utilize the new signal at 62nd Avenue to access southbound</p>

ID #	Comment	Response
	June Younger	<p>Vasquez Boulevard. Project improvements include additional movements at the 62nd Avenue intersection. The businesses on the east side of Parkway Drive have existing driveways to 60th Avenue that will provide access to southbound Vasquez Boulevard.</p> <p>Increases in traffic volumes on 62nd Avenue due to the movement limitations at 60th Avenue will be limited to the section between Vasquez Boulevard and Parkway Drive. The Project improvements are not anticipated to have an impact in the area of Holly Street, the Suncor Boys &amp; Girls Club and the Central Elementary School.</p>
10	<p>I don't like the change off 60th + Forest St access. I use that to get stores and businesses along the Parkway. My way to avoid the 60th intersection!!!</p> <p>Ester Hall</p>	<p>The Project will not change the 60th Avenue and Forest Drive intersection. The Project will not change the traffic movements allowed at the Parkway Drive/Forest Drive intersection. The construction of corner curb bulb-outs at the Parkway Drive/Forest Drive intersection is included to deter drivers from mistaking Forest Drive as a way to get to 60th Avenue. The bulb-outs and crosswalk will provide visual indication of Forest Drive as a neighborhood street and also slow traffic turning on and off Forest Drive.</p>
11	<p>Make a Over Pass instead of flat the way it is. Similar to the one Santa Fe &amp; Evans Ave.</p> <p>Dominguez Luis</p>	<p>Grade separated options were previously evaluated in the PEL (Planning and Environmental Linkages) study for the Vasquez/60th Avenue and Vasquez/62nd Avenue intersections as a highway viaduct through the area. Four concepts for the Vasquez/60th Avenue intersection were developed, including a grade-separated interchange, and identified benefits and trade-offs for each option. Trade-offs for the grade-separated interchange include major property impacts to businesses with potential for full property acquisitions surrounding the intersection, project</p>

ID #	Comment	Response
		<p>costs for the grade separation, and major utility impacts. Additional information is summarized in Attachment C Ultimate Vision, in Appendix D of the EA.</p>
12	<p>The following comment was provided in Spanish:</p> <p>Uno de los comentarios que tengo es sobre la vialidad de el área. Para la circunstancia de la zona y sus varias velocidades en sus límites. Yo creo, y es mi opinión que el proyecto necesita un poco más de planificación al respecto de la transportación multimodal en el área y crear un poco más de protección peatonal en el área. El área al oeste de la zona tiene un desierto en termines de lugares para hacer compras entonces esta área es complicada y requiere ser utilizada de una manera segura y libre para su tránsito peatonal. La vialidad ya es efectiva solo ocupa un poco de mejoras en su infraestructura, pero no tiene ningún método eficiente para su tránsito peatonal, bicicletas etc... solo una idea de mejoras!</p> <p>Comment in English:</p> <p>One comment I have is about the roads in the area. There are various speed limits and I think that the project needs a little more planning regarding multimodal transportation and the need for better protection. The area to the west is a food desert, so crossing safely is a must for pedestrians. The existing road is already effective and only needs a few improvements in terms of infrastructure, but it</p>	<p>Response in Spanish:</p> <p>El proyecto incluye mejoras y ampliaciones de banquetas a lo largo de las avenidas 60 y 62, la calle Clermont y las nuevas conexiones de calles locales en el lado oeste del bulevar Vasquez. La banqueta se ampliará a lo largo del bulevar Vasquez, donde hay un espacio entre Parkway Drive y donde empieza la propiedad de King Soopers. Se mejorarán las fases, los tiempos y la infraestructura de los semáforos para peatones en la intersección del bulevar Vasquez y avenida 60 para que los cruces de peatones sean más seguros y cómodos. La adición de banquetas completará donde al momento no hay banquetas existentes. Estas conexiones conectarán áreas residenciales con instalaciones de autobuses, negocios, parques y senderos del área.</p> <p>Response in English:</p> <p>The Project includes sidewalk improvements and expansions along 60th Avenue, 62nd Avenue, Clermont Street, and the new local street connections on the west side of Vasquez Boulevard. The sidewalk will be expanded along Vasquez Boulevard where there is a gap between Parkway Drive and the start of the King Soopers property. There will be improved pedestrian signal phasing and timing and infrastructure at the Vasquez Boulevard/60th Avenue intersection for safer and more comfortable pedestrian crossings. The addition of the sidewalks will fill gaps in the existing sidewalk network. These connections will connect</p>

ID #	Comment	Response
	<p>doesn't have efficient pedestrian/bicyclist/etc. Just an idea for improvement!</p> <p>David Lizarrasu</p>	<p>residential areas to bus facilities, businesses, parks and trails in the area.</p>
13	<p>Please include chain telltales like the below physical advanced warning or similar for NB lanes in advance of the BNSF bridge as part of this project. Please see previous damage photos attached that we would like to avoid going forward.</p> <p>Rafer Nichols, BNSF Railway</p>   	<p>Although outside the scope of this Project, CDOT will take into consideration a physical advanced warning system or similar device during final design for travelers driving on Vasquez Boulevard approaching the BNSF bridge. Implementation in both directions along Vasquez Boulevard may be evaluated since the BNSF bridge has the same clearance of 14 feet 10 inches (which is less than a typical 16 feet 6 inches) issue in both the northbound and southbound directions of travel.</p>

ID #	Comment	Response
14	<p>Please understand that in our meetings and correspondences that have been exchanged during the planning phase of this project, I have offered my concerns and observations on the impact of the Vasquez improvements with the best of intentions. They have been presented in good faith during the preliminary design phase not only in response to CDOT's urging to "get involved" but also with a view of minimizing any negative impact on the affected businesses, property owners and stakeholders and enhancing the benefits to the immediately affected area, the Commerce City community and Adams County provided by the planned improvements. My comments are based upon years of daily on-site experience running a manufacturing operation at the Dexter Site, LLC location in accordance with the requirements of the functional industrial classification of the properties involved. As a result, I am totally familiar with the established mix of multi-unit vehicular traffic characteristics of travel in this area, and the congestion caused by the complexity of the Vasquez Boulevard/60th Avenue intersection. I am very supportive of the construction of improvements which benefit expeditious travel and the safety of multiple stakeholders and do not impair business operations.</p> <p>Previously Stated Comments Dexter South to 59th Avenue The one-way traffic planned for Dexter St. from 60th Ave. to the newly planned 59th Ave. will</p>	<p>Comment noted.</p> <p>Responses to Previously Stated Comments Dexter South to 59th Avenue The new Clermont Street two-way connection will provide access to/from 60th Avenue to replace the loss of the</p>

ID #	Comment	Response
	<p>significantly impede access to and potentially devalue the Dexter Site property overall.</p> <p>59th Avenue (New Construction) West to Clermont Street (New Construction)</p> <p>We object to the collection of storm water in a planned open ditch bordering on the south of the Dexter Site. This planned ditch further imposes an aesthetic and maintenance burden on Dexter Site. We expect modest and attractive landscaping per commerce city land use guidelines. Note: The remainder of 59th and Clermont continuation will be drained by inlet and subsurface piping, a continuation of this system along the Dexter Site property is advised.</p> <p>The Improved Intersection of 60th Avenue and Clermont Street</p> <p>The radius of Clermont Street as it intersects with 60th Avenue (both existing and to be constructed) should not violate the CDOT design standards and specifications.</p> <p>Ref. A. - Two-Way Access</p> <p>B. - Functional Classification of the Properties Industrial</p> <p>C. - Multi Unit Vehicular Characterization of Traffic</p> <p>"These radius should allow for safe maneuverability without intrusion of traffic into adjacent lanes or oncoming traffic." CDOT Reference.</p>	<p>northbound Dexter Street approach to the Vasquez/60th signal.</p> <p>Dexter Street will be one-way southbound from 60th Avenue only to the first driveway into Arby's (5995 Dexter Street). Dexter Street will be configured for two-way traffic from Arby's driveway to the south. "No Outlet" signs will be placed on 60th Avenue to alert drivers of the condition at the end of 59th Avenue. There will continue to be appropriate site access from the new local road.</p> <p>Stormwater design standards require collection of offsite drainage. The stormwater will be collected in the roadside ditch and put into a pipe that is located under 59th Avenue and carried to a stormwater quality treatment pond to the west. The ditch along both sides of 59th Avenue will be owned and maintained by Commerce City, and pose no maintenance burden for Dexter Site, LLC. Landscaping and other final treatments will be considered and determined in coordination with Commerce City during final design.</p> <p>The Improved Intersection of 60th Avenue and Clermont Street</p> <p>The Clermont/60th Avenue intersection design meets and exceeds the road and bridge design criteria set forth in Commerce City's Engineering Construction Standards and Specifications. The southeast corner radius of the Clermont/60th Avenue intersection will be flattened compared to the design in the EA to better accommodate the turning radius of large trucks. This will be addressed in the final design.</p>

ID #	Comment	Response
	<p>We have discussed the need for a right turn lane and/or a turn radius at this intersection to permit a large tractor trailer rig such as an eighteen-wheeler to execute a right turn from Clermont Street onto 60th Avenue without endangering pedestrians on the corner. It is not clear from the proposed design that this issue has been addressed.</p> <p>Extension of Fire Hydrant System - Street Scape Improvements</p> <p>No provision to meet the standards of hydrant locations along Dexter Street and 59th Avenue (new construction) or the north/south continuation of Clermont St. was discussed and should be addressed in the planning process. The inter-government agreement to ignore or reinvent the established standards works to de-value the neighborhood and the Dexter Site. A local industrial minor collector roadway with updated communication lines, curbs, gutters, inlets, parking as required, streetlights, and fire hydrants is called for here to create and implement a positive upgrade to the area. The present proposal reflects only a partial solution which imposes additional burdens and hazards upon the businesses, pedestrians, the traveling public and other stakeholders.</p> <p>Adherence to Established Standards and Specifications</p>	<p>Extension of Fire Hydrant System - Street Scape Improvements</p> <p>The CDOT Project team and Commerce City staff will coordinate with South Adams County Fire and South Adams County Water &amp; Sanitation District regarding the fire hydrant placement. Curb, gutter, inlets, streetlights and fire hydrants (pending coordination with South Adams County) will be included in the final design. Sidewalks will also be included in the project and are shown in <b>Figure 9</b>. Parking will not be included to reduce the overall footprint of the north/south continuation of Clermont Street and to reduce impacts to the adjacent properties. Upgrading existing communication lines is outside of the scope of the Project and also will not be included.</p>

ID #	Comment	Response
	<p>Planning for the real-world concerns of the property owners and operators of the larger vehicles commonly traveling in this industrial area will result in a better, safer, smoother, project development and realization. This would include proper access to the newly planned 59th Avenue from the south property line of Dexter Site. Moreover, On page 36 of the Environmental Assessment under Section 4.7.3, it is noted that in the early design of the Project a new local road travelled through the western and southern portions of 5AM.4047 and required acquisition of portions of the historic property. To minimize impacts, the CDOT design team moved the road alignment to the northern edge of 5AM.4047, where it is shown in the final design that is moving forward. In fact, it appears that the road was moved entirely off of the 5AM.4047 property and onto 5AM.4073 and 5AM.4071. We have also been advised that due to the historic property classification of 5AM.4047, the newly planned 59th Street was also moved off the 5AM.4047 property and onto 5AM.4073 and 5AM.4071. Why can't the proposed road be aligned to equally straddle the property lines, which would appear to still protect the building on the historic property while reducing the impact to the 5AM.4073 and 5AM.4071 properties and also providing more room for the drainage, the fire hydrant system, fencing, signage, and landscaping? The criteria for historic designation are laid out in a multiple part test. The property must be more than 50 years old</p>	<p>Adherence to Established Standards and Specifications</p> <p>CDOT acknowledges that the proposed improvements will have a greater impact on 5901 Dexter Street, historically the Pepper Tank Co., now Mullen Tire &amp; Services (5AM.4071) and 4500 E 60th Avenue, historically the Pepper Tank Co./Banderet Equipment Co., now Power Contracting (5AM.4073) than on 5701 Dexter Street, historically the Pepper Tank Co., now Plastics, Inc. (5AM.4047). However, the proposed improvements considered under the EA will receive federal funds from the Federal Highway Administration (FHWA) and therefore must comply with federal law, including the National Historic Preservation Act of 1966 (Section 106) and the U.S. Department of Transportation Act of 1966 (Section 4(f)). Because 5AM.4047 is a historic property eligible for listing in the National Register of Historic Places (NRHP), the entire parcel, not just the building, is a historic site that must be taken into account under Section 106 and protected under Section 4(f). Before approving the use of a Section 4(f) property, FHWA must determine that "The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use" (23 CFR 774.3). Therefore, the project was required to examine alternatives that avoid or minimize harm to the historic property.</p> <p>Furthermore, Section 106 defines effects to historic properties broadly. Even in the case of sites eligible for a building's architecture, such as this one, effects are not limited to physical impacts to the building itself but include changes to the setting, visual impacts, auditory impacts, and physical impacts to the site near the building.</p>



ID #	Comment	Response
	<p>and it must meet at least one of the following criteria: (A) association with events that have made a significant contribution to the broad patterns of our history; or (B) association with the lives of persons significant in our past; or (C) relates to architecture; or (D) have yielded, or may be likely to yield, information important in prehistory or history. Finally, along with being significant under those criteria, the property must also possess several aspects of integrity and retain the identity for which it is significant. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling, and association. The regulation does not state that modifications to the area cannot impact the property. The only requirement is that they not impact on the building, the only part of the property deemed historic. The impact of the road construction should be slight. Indeed, it seemed to have absolutely no impact on the building at all. Along the same lines, we note that CDOT and the design team made a de minimis finding that rounding the northeast corner of the 5AM.4047 property as part of the design of the new 59th Street would have no adverse effects on the building located on the property. We respectfully submit that if the same analysis is applied to moving the alignment of the new road such that the centerline thereof is aligned along the northern property line of the 5AM.4047 property, the same</p>	<p>In the early design, the new local road traveled through the western and southern portions of the 5AM.4047 property and required acquisition of portions of the historic property. After discussing with the SHPO as part of the Section 106 process, it was determined that building the road in that location would result in an adverse effect to the historic property. CDOT then looked at building the roadway on the northern edge of the 5AM.4047 property, straddling the property line with similar amounts of property acquisition from both properties, but that was determined likely to be an adverse effect to the historic property as well. As a result, Section 4(f) required that the roadway be shifted north of the northern property line of 5AM.4047. This alignment avoids having an adverse effect on 5AM.4047 and minimizes the harm to the historic property, although there is still some impact in the northeastern corner.</p> <p>In summary, the alignment of the new road is located north of the northern property boundary of 5701 Dexter Street, historically the Pepper Tank Co., now Plastics, Inc. (5AM.4047) in order to comply with federal law.</p>

ID #	Comment	Response
	<p>conclusion must be drawn, i.e., the historic structure is completely unaffected.</p> <p>Signage at new Southbound Clairmont Street</p> <p>What signage will be in place to alert drivers of the no northbound exit from southbound Clairmont Street on 60th Avenue. Furthermore, where will larger semi-trucks be able to turn around after they have entered the new Clairmont accidentally?</p> <p>Newly Developed Concerns</p> <ol style="list-style-type: none"> <li>1. Please address the deterioration of the road between Arby's and Starbucks property. This will become a major artery for traffic closing off the northbound exit.</li> <li>2. Sectional concrete barriers between Vasquez Blvd. and 5901 Dexter Street are being undermined by erosion of the soil beneath and over topping the east curb of Dexter Street. Storm water from Vasquez then travels southwest across Dexter Site LLC.</li> <li>3. No disciplined technical drawings have been shared, the details make a significant difference in the quality of the project and the relevance of our concerns.</li> <li>4. The opportunity exists now to make a positive example of this quadrant of the 60th Avenue/Vasquez intersection. It contains an identified architecturally historically significant 1949 structure along with the building at 5901 Dexter</li> </ol>	<p>Signage at new Southbound Clermont Street</p> <p>Wayfinding signage will be provided at the property driveways on Dexter Street, the new connection, and new Clermont Street to direct exiting drivers to 60th Avenue via the new Clermont Street connection. Directional signage will also be provided along the new local roads south of 60th Avenue and on Dexter Street to lead drivers to access 60th Avenue via the new Clermont Street intersection. Signing will be developed during final design.</p> <p>If truck drivers traveling northbound on Dexter Street end up at the northbound closure south of 60th Avenue, these freight vehicles will physically be able to turn left onto the road between Arby's and Starbucks to access 60th Avenue west of Vasquez Boulevard.</p> <p>Responses To Newly Developed Concerns</p> <ol style="list-style-type: none"> <li>1. Replacement of this portion of Dexter Street is not currently included in the Project but will be assessed and considered during final design. CDOT will coordinate with Commerce City to evaluate pavement condition and determine what repairs or reconstruction are necessary.</li> <li>2. CDOT owns this barrier and replacement is not currently included in the Project, but the barrier and erosion will be assessed and considered for repairs during final design.</li> </ol>

ID #	Comment	Response
	<p>Street property, which is a masonry glazed block office building constructed in 1933 during the depression. This building represents the early office building in what was then known as Commerce Town.</p> <p>Once again, I want to express that taking over an acre +/- of land of the Dexter Site property will have a substantial negative impact on the tenants Front Range Precast Concrete's and Mullen Tire's ability to continue to generate profits at current rates. Moreover, the loss of this ground will have a significant negative effect on both companies' ability to expand operations in the years ahead.</p> <p>In closing, I would like to repeat that we cannot fully assess the deleterious effects and the diminished property will have on my tenants and their operations as well as their potential market growth expansions. Nor can we assess the size or needs that the construction easement CDOT will require, and the potential disruptions and impacts pose to my tenants.</p> <p>Sincerely, Doug Jatcko, Owner Dexter Site, LLC</p>	<p>3. The preliminary design is included in Appendix F of the EA, and CDOT will continue landowner coordination about the Dexter Site, LLC property and other affected properties during final design.</p> <p>4. The Project will make a positive example of the southwest quadrant of the Vasquez Boulevard/60th Avenue intersection by improving traffic operations and safety, and providing new pedestrian facilities, while also minimizing impacts to historic properties. During Project development, all of the properties adjacent to or affected by the Project were reviewed by historians and the only property eligible for listing in the NRHP is 5701 Dexter Street, historically the Pepper Tank Co., now Plastics, Inc. (5AM.4047). The other properties in the southwest quadrant of the Vasquez Boulevard/60th Avenue intersection were determined to be not eligible for listing. The SHPO concurred with CDOT's eligibility determinations. Additional information can be found in Appendix C of the EA.</p> <p>The acquisition of ROW for the Project from any properties, including the Dexter Site at 5901 Dexter Street, will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. A CDOT ROW Specialist will be assigned to each property owner and tenant to assist them with this process.</p>
15	PLEASE work on 270, by far one of the worst highways in the state. We need another lane and not another HOV lane, we just need some breathing	Improvements to I-270 are being conducted as a separate CDOT effort as part of the I-270 Corridor Improvements Study. The I-270 Corridor Improvements Study will

ID #	Comment	Response
	<p>room on the highway. Please do not focus on providing shoulders, its so frustrating to see you doing work but all you do is make a shoulder bigger or create a shoulder in the center of the two N and S highways. Give us drivers what we need more lanes. When taking this highway it is always bumper to bumper. We need more lanes not shoulder work or a HOV lane that barely anyone uses.</p> <p>Laurindo Lucero</p>	<p>implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demand. More information can be found on the project website:  <a href="http://www.codot.gov/projects/studies/i270study">http://www.codot.gov/projects/studies/i270study</a></p> <p>This comment was forwarded to the I-270 project team.</p>
16	<p>On behalf of Pepper Tank Company as owner of the properties located at 4500 E. 60th Ave. ("5AM.4073") and 5699 Dexter St. ("5AM.4046") within the Area of Potential Effect ("APE") for the Project, we appreciate the opportunity to review the Environmental Assessment released October 2023, and offer the following comments related to historic resource designation under Section 4(f) of the U.S. Department of Transportation Act of 1966.</p> <p>Significance:</p> <p>Section 4.7 of the Environmental Assessment indicates that 5AM.4046 and 5AM.4073 were determined to be not eligible for designation under the National Register of Historic Places, which evaluation is required under Section 4(f) of the U.S. Department of Transportation Act of 1966. Appendix C5, Historic and Section 4(f) Historic Resources, details the research and evaluation conducted for these properties and contains the Historic Cultural Resource Survey Report prepared by Miniello</p>	<p>Note that the first paragraph of the comment includes the statement "historic resource designation under Section 4(f) of the U.S. Department of Transportation Act of 1966." In fact, properties were evaluated for NRHP eligibility under Section 106 of the National Historic Preservation Act of 1966, not under Section 4(f) of the US Department of Transportation Act of 1966. These eligibility determinations then informed compliance with Section 4(f).</p> <p>Significance:</p> <p>Based on the additional information, CDOT historians reviewed the eligibility determinations for 5AM.4046 and 5AM.4073 for a second time. After reconsidering the eligibility of the properties under National Register of Historic Places (NRHP) criterion A (Event) and B (Person) with the new information, CDOT determined that the properties remain not eligible for listing in the NRHP.</p> <p>On December 22, 2023, CDOT formally consulted with the SHPO, as well as the two consulting parties that had</p>

ID #	Comment	Response
	<p>Consulting (“Report”). Under Section 4.0 Historic Context, beginning on page 17 of the Report, and in the Architectural Inventory Forms, Pepper Tank Company is discussed. We suggest the following additional information and insights related to history and significance be added to the Report and considered in the final determination of eligibility:</p> <p>Morton Pepper’s described memories of his father to Morton’s daughter, Sharon Jerwick, as follows:  Joseph E. Pepper, born Joseph Pfeffer (changed to Pepper upon arrival at Ellis Island in 1914), grew up in a small town, Vinnytsia, Ukraine. Joseph, one of 8 boys, knew there was no future for him there, so when he was 16 years old, with no formal education, he followed his brother to the United States. It is unclear whether he learned to speak English in Russia, or when he came to America. From New York, Joseph and his brother went to Colorado because they were told it was similar to the town where they were from in Russia/Ukraine. They landed in Pueblo, Colorado. On May 6th, 1924, Joseph became a naturalized U.S. citizen. He first purchased a furniture store in Pueblo, and it was in Pueblo that he met his wife, Rose Bronstein. Rose’s father owned hotels throughout Colorado. After they got married, Joseph and Rose moved to Denver. Joseph learned a lot about business from his father-in-law, Aaron Bronstein, but the Great Depression hit in the 1930’s and, as a result, his father-in-law lost all of his hotels. In 1934, Joseph, two friends and</p>	<p>previously been consulted during the Section 106 process, Adams County and Commerce City. CDOT provided these consulting parties with a letter demonstrating why CDOT’s determination of not eligible remained the same for the two properties.</p> <p>On January 18, 2024, the SHPO concurred with CDOT’s determination that with the new information, 5AM.4046 and 5AM.4073 remain not eligible for the NRHP. On January 22, 2024, Commerce City responded that they had no comments. No comments were received from Adams County. Correspondence for the consultation is included in <b>Appendix E</b> of this FONSI.</p> <p>The National Park Service Bulletin 15: How to Apply the National Register Criteria for Evaluation includes Ethnic Heritage and Religion as Areas of Significance used by the National Register. As such, CDOT includes the ethnic or religious affiliation of a property when that affiliation may be significant, just as other Areas of Significance (such as Architecture, Commerce, Industry, etc.) are included based on their relevance to the property in question.</p>

ID #	Comment	Response
	<p>Aaron Bronstein, founded Pipe &amp; Mining Supply Co. In 1940, the company's name changed to Pepper Tank Company. Joseph Pepper always looked to the future and wanted Pepper Tank Company to be a family business that would pass to future generations. Joseph always had his ear to the ground to find investments and learned of opportunities in Commerce City, and, as a result, he purchased large parcels of land in the 1940's that all had mortgages. Later, Joseph was introduced to the oil and gas industry and began buying oil minerals and drilling oil.</p> <p>Joseph's son, Morton Pepper, fondly remembers driving throughout Colorado, Wyoming, Kansas, and Oklahoma with his father looking for oil prospects. Morton Pepper graduated from East High School, went to Tulane University, and graduated with a geology degree. Morton went into business with his father around 1955. For a period of time, Morton and his family helped with that portion of the business related to storage tanks (Pepper Tank &amp; Contracting Company) as referenced in the Report and lived in Casper, Wyoming. When the storage tank business was sold or shut down, Morton and his family moved back to Denver.</p> <p>Joseph Pepper was deeply tied to the properties he owned in Commerce City, as it was proof of the "American Dream." Although some were of the opinion that Commerce City was not a prime location, Joseph and Morton Pepper saw the City's</p>	

ID #	Comment	Response
	<p>value from the beginning and worked hard to maintain ownership of the properties. Unfortunately, when Joseph died in 1966, it grew harder to find tenants and thus harder to pay taxes and maintain the properties. Ultimately, Pepper Tank Company had to sell a few of the properties but three parcels, two in the APE (5AM.4046 and 5AM.4073), continue to be owned by Pepper Tank Company.</p> <p>Religion/ethnicity was not emphasized for other individuals associated with the properties within the APE and the reference to Joseph Pepper's religion and ethnicity could be read as discriminatory or without tact. If the intent was to amplify significance and capture a part of history that is unique from other properties, then we recommend a more thorough discussion of how the individual's ancestry relates to the importance of the property. Here, Joseph Pepper's status as an immigrant from Russia who was Jewish was extremely important and, as outlined above, speaks to the significance of the Pepper family in Commerce City.</p> <p>Pepper Tank Company has owned property in Commerce City for over 80 years and ownership of Pepper Tank Company spans five generations.</p> <p>In 1997, Pepper Tank Company donated a 5-acre parcel to Commerce City within the Sand Creek Regional Greenway as part of the Legacy Project. The parcel was named the Pepper Riparian Park and</p>	

ID #	Comment	Response
	<p>Trail to memorialize Joseph Pepper’s contributions and significance.</p> <p>Accordingly, the 5AM.4046 and 5AM.4073 properties arguably are associated with events that have made significant contribution to broad patterns of history or with the life of a person significant to the past of Commerce City; and, therefore, we strongly encourage reconsideration of whether these properties are eligible for historic designation.</p> <p>It should be noted that pursuant to Attachment D of Appendix C5, the SHPO Concurrence Letter states that the properties labeled 5AM.4046 and 5AM.4047 were previously evaluated in HC#79271 and eligibility determined. Throughout the documents no other information besides designation status was given for the 5AM.4046 property. Because Pepper Tank Company is the owner of 5AM.4046, we would like to review any historical evaluations or reports, such as the Architectural Inventory Form, related to 5AM.4046 so that we can further comment, if necessary.</p> <p>Design changed as a result of 5AM.4047 historic eligibility and impact on 5AM.4073:</p> <p>On page 36 of the Environmental Assessment under Section 4.7.3, it is noted that in the early design of the Project a new local road travelled through the western and southern portions of 5AM.4047 and required acquisition of portions of the historic property. To minimize impacts, the CDOT design</p>	<p>Site Forms:</p> <p>Copies of the requested site forms, 5AM.4046 and 5AM.4047 are included in <b>Appendix D</b> of this FONSI, following this table.</p> <p>Design Change:</p> <p>Projects with FHWA funding must comply with federal law, including the National Historic Preservation Act of 1966 (Section 106) and the U.S. Department of Transportation Act of 1966 (Section 4(f)). Because 5AM.4047 is a historic property eligible for listing in the NRHP, the entire parcel, not just the building, is a historic site that must be taken into account under Section 106 and protected under Section 4(f). Before approving the use of a Section 4(f) property,</p>



ID #	Comment	Response
	<p>team moved the road alignment to the northern edge of 5AM.4047, where it is shown in the final design that is moving forward. In fact, it appears that the road was moved entirely off of the 5AM.4047 property and onto 5AM.4073 and 5AM.4071. Why did such a significant move occur? Can the design team consider moving the proposed road again to equally straddle the property lines, which would appear to still protect the building on the historic property while reducing the impact to the 5AM.4073 and 5AM.4071 properties?</p> <p>While shifting the design plan may have benefited 5AM.4047, such change has a substantial negative impact on 5AM.4073 and 5AM.4071 and the tenants that occupy those properties by affecting operations on the sites as well as potential market growth expansions. We strongly urge a more extensive evaluation of the design to consider not only the historic site, but those around it, and design an equitable alignment of the new road.</p> <p>Misnomer:</p> <p>Section 4.7.1 of the Environmental Assessment, pgs. 35 and 36, refer to the 5AM.4047 property located at 5701 Dexter St. as the "Pepper Tank Co./Plastics, Inc." building or the "Pepper Tank Property"; however, Pepper Tank Company has not owned this building since the 1960s. This is a misnomer and should be corrected throughout the Environmental Assessment, Appendices, and Attachments to the Appendices. Rather, the 5AM.4073 and 5AM.4046</p>	<p>FHWA must determine that "The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use" (23 CFR 774.3). Therefore, the project was required to examine alternatives that avoid or minimize harm to the historic property.</p> <p>Furthermore, Section 106 defines effects to historic properties broadly. Even in the case of sites eligible for a building's architecture, such as this one, effects are not limited to physical impacts to the building itself but include changes to the setting, visual impacts, auditory impacts, and physical impacts to the site near the building.</p> <p>In the early design, the new local road traveled through the western and southern portions of the 5AM.4047 property and required acquisition of portions of the historic property. After discussing with the SHPO as part of the Section 106 process, it was determined that building the road in that location would result in an adverse effect to the historic property. CDOT then looked at building the roadway on the northern edge of the 5AM.4047 property, straddling the property line with similar amounts of property acquisition from both properties, but that was determined likely to be an adverse effect to the historic property as well. As a result, Section 4(f) required that the roadway be shifted north of the northern property line of 5AM.4047. This alignment avoids having an adverse effect on 5AM.4047 and minimizes the harm to the historic property, although there is still some impact in the northeastern corner.</p> <p>In summary, the alignment of the new road is located north of the northern property boundary of 5701 Dexter Street,</p>

ID #	Comment	Response
	<p>properties should be labeled “Pepper Tank Co.” or “Pepper Tank Property.” Nevertheless, the reference to Pepper Tank Co. (as the previous owner) in the label for 5AM.4047 seems to highlight the significance of Pepper Tank Company to Commerce City’s history.</p> <p>Properties deemed eligible for historic designation are affiliated:</p> <p>While the history of Steel, Inc. is detailed on page 19 of the Report, the Report does not specifically address the fact that the only buildings deemed historic, being 5AM.4047 and 5AM.4078, are affiliated. 5AM.4078, located at 6255 Dexter St., was occupied by Plastics, Inc., a division of Steel, Inc., formed in 1987 by Charlie Folsom. And 5AM.4047, located at 5701 Dexter St., is currently owned by Charlie Folsom under CRFolsom Real Estate LLC. Because historic designation is a subjective process, the Report should highlight this affiliation to promote the optics of fairness.</p> <p>Conclusion:</p> <p>Pepper Tank Company would prefer its contact information to remain private when these comments are published in the NEPA decision document.</p> <p>Again, we appreciate the opportunity to comment on the Environmental Assessment, Appendices, and Attachments to the Appendices for the Vasquez Blvd Improvements Project from I-270 to 64th Avenue in Commerce City, Colorado. If you have any questions</p>	<p>historically the Pepper Tank Co., now Plastics, Inc. (5AM.4047) in order to comply with federal law.</p> <p>Misnomer:</p> <p>5AM.4047 is referred to as “Pepper Tank Co./Plastics Inc. because the name includes both the historic name and the current occupant. Per guidance from History Colorado’s Office of Archaeology and Historic Preservation, (Form #1403 Architectural Inventory Form Instructions) “For commercial establishments the historic building name is usually the name of the first business located in the property.” Both 4AM.4073 and 5AM.4046 do have “Pepper Tank Co.” in their historic business names, as can be seen in their individual site forms.</p> <p>Properties deemed eligible for historic designation are affiliated:</p> <p>The two properties in question, 5AM.4047 and 5AM.4078, are eligible under NRHP Criterion C for their architecture. The SHPO concurred with CDOT’s determinations of eligible in each case. Neither property is significant for its association with Steel Inc. or with Charlie Folsom. Those affiliations had no bearing on the determination of significance and current ownership is not considered when assessing properties for NRHP eligibility.</p>

ID #	Comment	Response
	<p>or care to further discuss the history surrounding the properties owned by the Pepper Tank Company, please do not hesitate to contact me.</p> <p>Katie R. Fox of Alderman Bernstein LLC, on behalf of Pepper Tank Company</p>	
17	<p>Kentro Group's main concern is trucks being able to turn south from 62nd Avenue into the King Soopers development access points and circulate around the King Soopers building.</p> <p>Elliot Smith, Kentro Group</p>	<p>The western most one-way access from eastbound 62nd Avenue into the back of King Soopers shall be designed to accommodate a WB-67 truck (typically, this is an Interstate truck with a large semi-trailer with sleeper cab equipped tractor). The existing driveway does not accommodate a truck this large (without hitting ground features) so this is an access upgrade provided by the Project. This project improvement retains existing conditions for westbound movements and improves turning conditions for eastbound traffic.</p>



# Environmental Assessment Comment Form

YOUR NAME: Nancy Venard

CONTACT INFORMATION

ADDRESS:  
CITY, STATE, ZIP:  
EMAIL:

Contact Information  
Redacted

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.

With closing off Parkway to get back to Vasquez will likely create a lot of traffic going thru neighborhoods to get back to 60<sup>th</sup> Ave to then get back to Vasquez -

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**Please submit your comments by Dec. 15, 2023**  
[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)  
Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: CHARA MCKEE

CONTACT INFORMATION

ADDRESS:  
CITY, STATE, ZIP:  
EMAIL:

Contact Information  
Redacted

Please check if you do not want your contact information published in the decision document.

**Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.**

THE NO LEFT TURN OFF PARKWAY ONTO VASQUEZ  
WILL CAUSE LOSS OF BUSINESS TO MCDONALDS -  
TACO BELL - SUBWAY ETC DUE TO PEOPLE WHO  
WORK SOUTH OF PARKWAY HAVING TO GO NORTH  
TO 62ND -OR 64- THEN DOUBLE BACK SOUTH  
WILL CAUSE MORE TRAFFIC COMING OUT OF  
KING SOOPERS TO SHOOT ACROSS TO REC  
CENTER PARKING LOT TO GO TO 11 PEOPLE  
IN front OF REC ARE AT HIGHER RISK  
CROSSING to their autos,  
WILL CAUSE ALOT MORE NEIGHBOR HOOD TRAFFIC WITH  
PEOPLE IN A HURRY TO GET THROUGH + ANY  
SHORT CUT THEY WILL TAKE -  
THE 62ND

**Please submit your comments by Dec. 15, 2023**  
[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)  
Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Jim Kinghorn

CONTACT INFORMATION

ADDRESS: 6795 Colorado Blvd

CITY, STATE, ZIP: Commerce City CO 80022

EMAIL: jak51fish@aol.com

Please check if you do not want your contact information published in the decision document.

**Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.**

I'm wondering about RTD on 62nd & 64th  
Have you considered the impact on Colorado  
blud from 74th ave to Riverside cemetery with  
this plan. Do not like that you won't be  
able to turn left from 60th onto Vasquez

**Please submit your comments by Dec. 15, 2023**

**[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)**

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Barbara McMillan

CONTACT INFORMATION

ADDRESS: 6795 Colo Blvd

CITY, STATE, ZIP: Commerce City CO 80022

EMAIL: barbaramcmillan45@gmail.com

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.

I drive these roads continuously and have for 60 years. Traffic is getting very hectic. People are in a hurry and go thru yellow and red lights. Traffic from I-76 take a short cut on 85 south when weak or East on 74 to 85 then south. Probably need to address that. Co Blvd traffic shortcuts E to 85 on 60th. This will make 60th traffic with service road trucks <sup>causing</sup> a long line.

I'd suggest CDOT have field trips at all hours of the day and night to really see how this works. Let me know. I'll ride along.

I would not know about this meeting without friend telling me. Did you send letters - Commerce City people went into computers. OR to this the plan. To go to workers really

**Please submit your comments by Dec. 15, 2023**  
It's a start. We need more input please!  
[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Troy Younger

CONTACT INFORMATION

ADDRESS: 5409 E. 62nd Way

CITY, STATE, ZIP: Commerce City CO. 80022

EMAIL: troy.j.younger@gmail.com

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.

1. The Chunks Taste Like RUBBER coated in Sugar.

2. You're Not helping CC

3. I don't Care About ~~Side~~ Pedestrian Access to Areas West of 6185. Until You Get To Fairfax, Its All Industrial.

4. Adding a Stop light @ 62nd. Will Create More Traffic Issues on 6185

5. You're Going To Found More Large Tractor Trailers @ 62nd. There is AN Elementary School @ 64th + Holly. With Kids Walking To School in The Neighborhood.

Please submit your comments by Dec. 15, 2023

[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216







# Environmental Assessment Comment Form

YOUR NAME: Troy Younger

CONTACT INFORMATION

ADDRESS: 5409 E. 1st Way

CITY, STATE, ZIP: Commerce City, CO, 80022

EMAIL: Troy.j.younger@gmail.com

Please check if you do not want your contact information published in the decision document.

**Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.**

Truckers will use Brighton Road to get around the ~~new~~ added stoplights.

Traffic on Holly, Hudson, Monaco, Olive will increase.

**Please submit your comments by Dec. 15, 2023**

**[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)**

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Thelma Cole

CONTACT INFORMATION

ADDRESS: 5441 E 67th Pl.

CITY, STATE, ZIP: Commerce City Co. 80022

EMAIL: t.cole25@comcast.net.

Please check if you do not want your contact information published in the decision document.

**Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.**

The no turn left from Rec center on 62pkw Dr. is not good - what is it going to do with traffic for people turning Right. Can you turn left going east on 62pkw from Pizza Hut ??

what about all the other business on pkwy

what about all the trucks ??

**Please submit your comments by Dec. 15, 2023**

[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Ollie Grimard, Bob Torbet

CONTACT INFORMATION

ADDRESS: 5262 E. 62nd Ave.

CITY, STATE, ZIP: Commerce City, CO 80022

EMAIL: roberttorbet13@gmail.com

Please check if you do not want your contact information published in the decision document.

**Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.**

It looks like the traffic on 62nd Ave  
will be a lot heavier.

Will traffic leaving the Rec Center (and MSDouglas,  
etc.) have to go north on Parkway to go south?  
Will southbound 15 have a turn lane at 62nd?

Multiple horizontal lines for additional comments.

**Please submit your comments by Dec. 15, 2023**

[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: June Younger

CONTACT INFORMATION

ADDRESS: 5409 E 61st Way

CITY, STATE, ZIP: Commerce City CO 80022

EMAIL: jclounger@yahoo.com

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.

I do not like you making Parkway no access @ the intersection of 60th & Parkway & Hwy 6 & 85 to go south to Denver or just to cross to the west side to Arby's, Wendys or a short-cut to Brighton Rd. I also see safety issues on bringing more traffic to 62nd Ave. We have the Boys & Girls Club @ Holly. The street right now is NOT a truck route, but if you make it a T-junction they will use it. They already try & have hit cars & fences since the street is not wide enough there. There is no room to expand that street because of houses & the new apartments that bump up to the sidewalk. Also it will impact the businesses on Parkway Dr. If people are coming off the highway to patronize these businesses they will not be able to head back to the highway easier. Don't forget, you have kids walking home

Please submit your comments by Dec. 15, 2023 from bus stops # Central Elementary & Boys & Girls Club on 62nd!

[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Esther Shell

CONTACT INFORMATION

ADDRESS: 7200 E 75 Ave

CITY, STATE, ZIP: Com City 80022

EMAIL: xnurseesher@gmail.com

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.

*I don't like the change off 60th + forest St. Access. I use that to get to stores & Business along the Parkway. My way to avoid the 60th Intersection!!*

Please submit your comments by Dec. 15, 2023

[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Environmental Assessment Comment Form

YOUR NAME: Dominquez Luis

CONTACT INFORMATION

ADDRESS: 5940 Grape St

CITY, STATE, ZIP: Com. City Colo.

EMAIL: \_\_\_\_\_

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action (see map on reverse), environmental impacts, or any other project-related topics.

Make A OVER PASS instead of flat  
the way it is, similar to the ONE  
on Santa Fe & Evans Ave.

Please submit your comments by Dec. 15, 2023

[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)

Mail: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216





# Formulario de Comentarios de Evaluación Ambiental

SU NOMBRE: David Lizaresna

INFORMACIÓN DEL CONTACTO

DOMICILIO: 4241 E 64th 10126

CIUDAD, ESTADO, CODIGO POSTAL: Commerce City

EMAIL/CORREO ELECTRONICO: DLizaresna@att.net

Marque si no desea que su información de contacto se publique en el documento de la decisión.

Proporcione cualquier comentario que tenga sobre la acción propuesta (vea mapa al reverso), los impactos ambientales o cualquier otro tema relacionado con el proyecto.

uno de los comentarios que tengo es sobre la utilidad del área para la circulación de la zona y sus otras utilidades en sus límites. yo creo y es mi opinión que el proyecto necesita un poco más de planeación al respecto de la presentación multi modal en el área y crear un poco más de protección peatonal en el área. El área al oeste de la zona tiene un desierto en términos de lugares para hacer compras entre esta área es compleja y requiere ser utilizada de una manera segura y libre para su tránsito peatonal. La utilidad ya es efectiva solo falta un poco de mejoras en su infraestructura pero no tiene ningún método eficiente para su tránsito peatonal, Billeteras etc... solo una idea de mejora!

Envíe sus comentarios antes del 15 de diciembre de 2023  
[www.codot.gov/projects/vasquez-improvements-i270-to-64th](http://www.codot.gov/projects/vasquez-improvements-i270-to-64th)  
Correo: CDOT, Vasquez Blvd Team, attn: Matt Fink, 4670 Holly St., Denver, CO 80216



Previous comment translated to English:

One comment I have is about the roads in the area. There are various speed limits and I think that the project needs a little more planning regarding multimodal transportation and the need for better protection. The area to the west is a food desert, so crossing safely is a must for pedestrians. The existing road is already effective and only needs a few improvements in terms of infrastructure, but it doesn't have efficient pedestrian/bicyclist/etc. Just an idea for improvement!



**Leah Langerman**

---

**From:**

Contact Information Redacted

**Sent:**

Friday, November 17, 2023 10:29 AM

**To:**

Vasquez I-270 to 64th - CDOT, CDOT

**Cc:**

Contact Information Redacted

**Subject:**

**Attachments:**

536.58 US85 HIT 006.JPG; 536.58 US85 HIT 027.JPG

**Categories:**

VASQ

Vasquez Project Team,

Please include chain telltales like the below physical advanced warning or similar for NB lanes in advance of the BNSF bridge as part of this project. Please see previous damage photos attached that we would like to avoid going forward.

Thanks,

Rafer Nichols, PE

Manager Public Projects (AZ, CO & NM)

**BNSF** Railway

Contact Information  
Redacted



December 14, 2023



Dexter Site, LLC.  
5901 Dexter St.  
Unit 102  
Commerce City, CO 80022  
720-352-1162  
Info@flxx.com

## Vasquez Blvd. Project

I-270 to 64<sup>th</sup>

Dear Leah and Design Team Members:

Please understand that in our meetings and correspondences that have been exchanged during the planning phase of this project, I have offered my concerns and observations on the impact of the Vasquez improvements with the best of intentions. They have been presented in good faith during the preliminary design phase not only in response to CDOT's urging to "get involved" but also with a view of minimizing any negative impact on the affected businesses, property owners and stakeholders and enhancing the benefits to the immediately affected area, the Commerce City community and Adams County provided by the planned improvements.

My comments are based upon years of daily on-site experience running a manufacturing operation at the Dexter Site, LLC location in accordance with the requirements of the functional industrial classification of the properties involved. As a result, I am totally familiar with the established mix of multi-unit vehicular traffic characteristics of travel in this area, and the congestion caused by the complexity of the Vasquez Boulevard/60th Avenue intersection. I am very supportive of the construction of improvements which benefit expeditious travel and the safety of multiple stakeholders and do not impair business operations.

### **PREVIOUSLY STATED COMMENTS**

#### **Dexter South to 59th Avenue**

The one-way traffic planned for Dexter St. from 60th Ave. to the newly planned 59th Ave. will significantly impede access to and potentially devalue the Dexter Site property overall.

59th Avenue (New Construction) West to Clermont Street (New Construction)

We object to the collection of storm water in a planned open ditch bordering on the south of the Dexter Site. This planned ditch further imposes an aesthetic and maintenance burden on Dexter Site. We expect modest and attractive landscaping per commerce city land use guidelines. Note: The remainder

of 59th and Clermont continuation will be drained by inlet and subsurface piping, a continuation of this system along the Dexter Site property is advised.

### **The Improved Intersection of 60th Avenue and Clermont Street**

The radius of Clermont Street as it intersects with 60th Avenue (both existing and to be constructed) should not violate the CDOT design standards and specifications.

*Ref. A. – Two-Way Access*

*B. – Functional Classification of the Properties Industrial*

*C. – Multi Unit Vehicular Characterization of Traffic*

*“These radius should allow for safe maneuverability without intrusion of traffic into adjacent lanes or oncoming traffic.” CDOT Reference.*

We have discussed the need for a right turn lane and/or a turn radius at this intersection to permit a large tractor trailer rig such as an eighteen-wheeler to execute a right turn from Clermont Street onto 60th Avenue without endangering pedestrians on the corner. It is not clear from the proposed design that this issue has been addressed.

### **Extension of Fire Hydrant System – Street Scape Improvements**

No provision to meet the standards of hydrant locations along Dexter Street and 59th Avenue (new construction) or the north/south continuation of Clermont St. was discussed and should be addressed in the planning process.

The inter-government agreement to ignore or reinvent the established standards works to de-value the neighborhood and the Dexter Site.

A local industrial minor collector roadway with updated communication lines, curbs, gutters, inlets, parking as required, streetlights, and fire hydrants is called for here to create and implement a positive upgrade to the area. The present proposal reflects only a partial solution which imposes additional burdens and hazards upon the businesses, pedestrians, the traveling public and other stakeholders.

### **Adherence to Established Standards and Specifications**

Planning for the real-world concerns of the property owners and operators of the larger vehicles commonly traveling in this industrial area will result in a better, safer, smoother, project development and realization. This would include proper access to the newly planned 59th Avenue from the south property line of Dexter Site. Moreover, On page 36 of the Environmental Assessment under Section 4.7.3, it is noted that in the early design of the Project a new local road travelled through the western and southern portions of 5AM.4047 and required acquisition of portions of the historic property. To minimize impacts, the CDOT design team moved the road alignment to the northern edge of 5AM.4047, where it is shown in the final design that is moving forward. In fact, it appears that the road was moved entirely off of the 5AM.4047 property and onto 5AM.4073 and 5AM.4071. We have also been advised that due to the historic property classification of 5AM.4047, the newly planned 59th Street was also moved off the 5AM.4047 property and onto 5AM.4073 and 5AM.4071. Why can't the proposed road be aligned to equally straddle the property lines, which would appear to still protect the building on the

historic property while reducing the impact to the 5AM.4073 and 5AM.4071 properties and also providing more room for the drainage, the fire hydrant system, fencing, signage, and landscaping?

The criteria for historic designation are laid out in a multiple part test. The property must be more than 50 years old and it must meet at least one of the following criteria: (A) association with events that have made a significant contribution to the broad patterns of our history; or (B) association with the lives of persons significant in our past; or (C) relates to architecture; or (D) have yielded, or may be likely to yield, information important in prehistory or history. Finally, along with being significant under those criteria, the property must also possess several aspects of integrity and retain the identity for which it is significant. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling, and association. The regulation does not state that modifications to the area cannot impact the property. The only requirement is that they not impact on the building, the only part of the property deemed historic. The impact of the road construction should be slight. Indeed, it seemed to have absolutely no impact on the building at all.

Along the same lines, we note that CDOT and the design team made a de minimis finding that rounding the northeast corner of the 5AM.4047 property as part of the design of the new 59th Street would have no adverse effects on the building located on the property. We respectfully submit that if the same analysis is applied to moving the alignment of the new road such that the centerline thereof is aligned along the northern property line of the 5AM.4047 property, the same conclusion must be drawn, i.e., the historic structure is completely unaffected.

#### **Signage at new Southbound Clairmont Street**

What signage will be in place to alert drivers of the no northbound exit from southbound Clairmont Street on 60th Avenue. Furthermore, where will larger semi-trucks be able to turn around after they have entered the new Clairmont accidentally?


#### **NEWLY DEVELOPED CONCERNS**

1. Please address the deterioration of the road between Arby's and Starbucks property. This will become a major artery for traffic closing off the northbound exit.
2. Sectional concrete barriers between Vasquez Blvd. and 5901 Dexter Street are being undermined by erosion of the soil beneath and over topping the east curb of Dexter Street. Storm water from Vasquez then travels southwest across Dexter Site LLC.
3. No disciplined technical drawings have been shared, the details make a significant difference in the quality of the project and the relevance of our concerns.
4. The opportunity exists now to make a positive example of this quadrant of the 60th Avenue/Vasquez intersection. It contains an identified architecturally historically significant 1949 structure along with the building at 5901 Dexter Street property, which is a masonry glazed block office building constructed in 1933 during the depression. This building represents the early office building in what was then known as Commerce Town.

Once again, I want to express that taking over an acre +/- of land of the Dexter Site property will have a substantial negative impact on the tenants Front Range Precast Concrete's and Mullen Tire's ability to continue to generate profits at current rates. Moreover, the loss of this ground will have a significant negative effect on both companies' ability to expand operations in the years ahead.

In closing, I would like to repeat that we cannot fully assess the deleterious effects and the diminished property will have on my tenants and their operations as well as their potential market growth expansions. Nor can we assess the size or needs that the construction easement CDOT will require, and the potential disruptions and impacts pose to my tenants.

Sincerely,

A handwritten signature in black ink that reads "Doug Jatcko". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Doug Jatcko

Owner Dexter Site, LLC

5901 Dexter St STE 102

Commerce City, CO 80022

**From:**  
**To:**  
**Subject:**  
**Date:**

Contact Information Redacted

Form Submission  
Thursday, November 9, 2023 4:44:43 PM

---

First & Last Name

Laurindo Lucero

Email Address

Organ  
Phone  
Mailin

Contact Information Redacted

Please provide any comments you have regarding the Proposed Action, environmental impacts, or any other project-related topics. Comments received during the Environmental Assessment's public review period (Nov. 9 through Dec, 15, 2023) will be documented and responded to within the NEPA decision document (planned to be finalized and released to the public on this webpage in early March.)

PLEASE work on 270, by far one of the worst highways in the state. We need another lane and not another HOV lane, we just need some breathing room on the highway.

Please do not focus on providing shoulders, its so frustrating to see you doing work but all you do is make a shoulder bigger or create a shoulder in the center of the two N and S highways. Give us drivers what we need more lanes. When taking this highway it is always bumper to bumper. We need more lanes not shoulder work or a HOV lane that barely anyone uses.

If you'd like to join the project contact list, please select the options in which you'd like to receive information from us:

Email

Do you want your contact information published in the NEPA decision document associated with your comment?

no

ReCaptcha Confirmation



Katie R. Fox

December 15, 2023

CDOT  
Attn: Matthew Fink, Design Project Manager  
4670 Holly Street  
Denver, CO 80216

**Also via email:** dot\_vasquez\_i270to64@state.co.us

Re: Vasquez Blvd Improvements: I-270 to 64<sup>th</sup> Ave (“Project”) – Environmental Assessment  
Comments

Dear Mr. Fink:

On behalf of Pepper Tank Company as owner of the properties located at 4500 E. 60<sup>th</sup> Ave. (“5AM.4073”) and 5699 Dexter St. (“5AM.4046”) within the Area of Potential Effect (“APE”) for the Project, we appreciate the opportunity to review the Environmental Assessment released October 2023, and offer the following comments related to historic resource designation under Section 4(f) of the U.S. Department of Transportation Act of 1966.

**Significance:**

Section 4.7 of the Environmental Assessment indicates that 5AM.4046 and 5AM.4073 were determined to be not eligible for designation under the National Register of Historic Places, which evaluation is required under Section 4(f) of the U.S. Department of Transportation Act of 1966. Appendix C5, Historic and Section 4(f) Historic Resources, details the research and evaluation conducted for these properties and contains the Historic Cultural Resource Survey Report prepared by Miniello Consulting (“Report”). Under Section 4.0 Historic Context, beginning on page 17 of the Report, and in the Architectural Inventory Forms, Pepper Tank Company is discussed. We suggest the following additional information and insights related to history and significance be added to the Report and considered in the final determination of eligibility:

- Morton Pepper’s described memories of his father to Morton’s daughter, Sharon Jerwick, as follows: Joseph E. Pepper, born Joseph Pfeffer (changed to Pepper upon arrival at Ellis Island in 1914), grew up in a small town, Vinnytsia, Ukraine. Joseph, one of 8 boys, knew there was no future for him there, so when he was 16 years old, with no formal education, he followed his brother to the United States. It is unclear whether he learned to speak English in Russia, or when he came to America. From New York, Joseph and his brother went to Colorado because they were told it was similar to the town where they were from in Russia/Ukraine. They landed in Pueblo, Colorado. On May 6th, 1924, Joseph became



a naturalized U.S. citizen. He first purchased a furniture store in Pueblo, and it was in Pueblo that he met his wife, Rose Bronstein. Rose's father owned hotels throughout Colorado. After they got married, Joseph and Rose moved to Denver. Joseph learned a lot about business from his father-in-law, Aaron Bronstein, but the Great Depression hit in the 1930's and, as a result, his father-in-law lost all of his hotels. In 1934, Joseph, two friends and Aaron Bronstein, founded Pipe & Mining Supply Co. In 1940, the company's name changed to Pepper Tank Company. Joseph Pepper always looked to the future and wanted Pepper Tank Company to be a family business that would pass to future generations. Joseph always had his ear to the ground to find investments and learned of opportunities in Commerce City, and, as a result, he purchased large parcels of land in the 1940's that all had mortgages. Later, Joseph was introduced to the oil and gas industry and began buying oil minerals and drilling oil.

- Joseph's son, Morton Pepper, fondly remembers driving throughout Colorado, Wyoming, Kansas, and Oklahoma with his father looking for oil prospects. Morton Pepper graduated from East High School, went to Tulane University, and graduated with a geology degree. Morton went into business with his father around 1955. For a period of time, Morton and his family helped with that portion of the business related to storage tanks (Pepper Tank & Contracting Company) as referenced in the Report and lived in Casper, Wyoming. When the storage tank business was sold or shut down, Morton and his family moved back to Denver.
- Joseph Pepper was deeply tied to the properties he owned in Commerce City, as it was proof of the "American Dream." Although some were of the opinion that Commerce City was not a prime location, Joseph and Morton Pepper saw the City's value from the beginning and worked hard to maintain ownership of the properties. Unfortunately, when Joseph died in 1966, it grew harder to find tenants and thus harder to pay taxes and maintain the properties. Ultimately, Pepper Tank Company had to sell a few of the properties but three parcels, two in the APE (5AM.4046 and 5AM.4073), continue to be owned by Pepper Tank Company.
- Religion/ethnicity was not emphasized for other individuals associated with the properties within the APE and the reference to Joseph Pepper's religion and ethnicity could be read as discriminatory or without tact. If the intent was to amplify significance and capture a part of history that is unique from other properties, then we recommend a more thorough discussion of how the individual's ancestry relates to the importance of the property. Here, Joseph Pepper's status as an immigrant from Russia who was Jewish was extremely important and, as outlined above, speaks to the significance of the Pepper family in Commerce City.
- Pepper Tank Company has owned property in Commerce City for over 80 years and ownership of Pepper Tank Company spans five generations.

- In 1997, Pepper Tank Company donated a 5-acre parcel to Commerce City within the Sand Creek Regional Greenway as part of the Legacy Project. The parcel was named the Pepper Riparian Park and Trail to memorialize Joseph Pepper's contributions and significance.

Accordingly, the 5AM.4046 and 5AM.4073 properties arguably are associated with events that have made significant contribution to broad patterns of history or with the life of a person significant to the past of Commerce City; and, therefore, we strongly encourage reconsideration of whether these properties are eligible for historic designation.

It should be noted that pursuant to Attachment D of Appendix C5, the SHPO Concurrence Letter states that the properties labeled 5AM.4046 and 5AM.4047 were previously evaluated in HC#79271 and eligibility determined. Throughout the documents no other information besides designation status was given for the 5AM.4046 property. Because Pepper Tank Company is the owner of 5AM.4046, we would like to review any historical evaluations or reports, such as the Architectural Inventory Form, related to 5AM.4046 so that we can further comment, if necessary.

**Design changed as a result of 5AM.4047 historic eligibility and impact on 5AM.4073:**

On page 36 of the Environmental Assessment under Section 4.7.3, it is noted that in the early design of the Project a new local road travelled through the western and southern portions of 5AM.4047 and required acquisition of portions of the historic property. To minimize impacts, the CDOT design team moved the road alignment to the northern edge of 5AM.4047, where it is shown in the final design that is moving forward. In fact, it appears that the road was moved entirely off of the 5AM.4047 property and onto 5AM.4073 and 5AM.4071. Why did such a significant move occur? Can the design team consider moving the proposed road again to equally straddle the property lines, which would appear to still protect the building on the historic property while reducing the impact to the 5AM.4073 and 5AM.4071 properties?

While shifting the design plan may have benefited 5AM.4047, such change has a substantial negative impact on 5AM.4073 and 5AM.4071 and the tenants that occupy those properties by affecting operations on the sites as well as potential market growth expansions. We strongly urge a more extensive evaluation of the design to consider not only the historic site, but those around it, and design an equitable alignment of the new road.

**Misnomer:**

Section 4.7.1 of the Environmental Assessment, pgs. 35 and 36, refer to the 5AM.4047 property located at 5701 Dexter St. as the "Pepper Tank Co./Plastics, Inc." building or the "Pepper Tank Property"; however, Pepper Tank Company has not owned this building since the 1960s. This is a misnomer and should be corrected throughout the Environmental Assessment, Appendices, and Attachments to the Appendices. Rather, the 5AM.4073 and 5AM.4046 properties should be labeled "Pepper Tank Co." or "Pepper Tank Property." Nevertheless, the reference to Pepper Tank Co. (as the previous owner) in the label for 5AM.4047 seems to highlight the significance of Pepper Tank Company to Commerce City's history.

**Properties deemed eligible for historic designation are affiliated:**

While the history of Steel, Inc. is detailed on page 19 of the Report, the Report does not specifically address the fact that the only buildings deemed historic, being 5AM.4047 and 5AM.4078, are affiliated. 5AM.4078, located at 6255 Dexter St., was occupied by Plastics, Inc., a division of Steel, Inc., formed in 1987 by Charlie Folsom. And 5AM.4047, located at 5701 Dexter St., is currently owned by Charlie Folsom under CRFolsom Real Estate LLC. Because historic designation is a subjective process, the Report should highlight this affiliation to promote the optics of fairness.

**Conclusion:**

Pepper Tank Company would prefer its contact information to remain private when these comments are published in the NEPA decision document.

Again, we appreciate the opportunity to comment on the Environmental Assessment, Appendices, and Attachments to the Appendices for the Vasquez Blvd Improvements Project from I-270 to 64<sup>th</sup> Avenue in Commerce City, Colorado. If you have any questions or care to further discuss the history surrounding the properties owned by the Pepper Tank Company, please do not hesitate to contact me.

Sincerely,

ALDERMAN BERNSTEIN LLC



Katie R. Fox

cc: Pepper Tank Company



## Telephone Conversation Record

On November 15, 2023, Elliot Smith (representing Kentro Group) called Leah Langerman (Project Public Engagement Leader) to relay comments.

1. Elliot won't be attending the public open house meeting. Leah noted the meeting displays and handouts will be available online as well.
2. Comment: Elliot noted that Kentro Group's main concern is trucks being able to turn south from 62<sup>nd</sup> Avenue into the King Soopers development access points and circulate around the King Soopers building.



# Requested Historic Site Forms For Public Comment #16

Resource Number: 5AM.4046  
Temporary Resource Number: N/A

OAHP1403  
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

## Architectural Inventory Form

Official eligibility determination  
(OAHP use only)

Date \_\_\_\_\_ Initials \_\_\_\_\_  
 Determined Eligible- NR  
 Determined Not Eligible- NR  
 Determined Eligible- SR  
 Determined Not Eligible- SR  
 Need Data  
 Contributes to eligible NR District  
 Noncontributing to eligible NR District

### I. IDENTIFICATION

1. Resource number: 5AM.4046
2. Temporary resource number: N/A
3. County: Adams
4. City: Commerce City
5. Historic building name: Pepper Tank Company Building
6. Current building name: Domenico Transportation Services Building
7. Building address: 5699 Dexter Street
8. Owner name and address: Pepper Tank Company, 12213 Juniper Street, Overland Park, KS 66209

### II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 3S Range 67W  
       ¼ of        ¼ of NE ¼ of SW ¼ of section 7
10. UTM reference  
Zone 13N; 505729 mE 4405828 mN
11. USGS quad name: Commerce City, CO  
Year:     Map scale: 7.5'     15'     Attach photo copy of appropriate map section.
12. Lot(s): Pt of lot 2 Block: 1  
Addition: Ro Jo Sub Year of Addition:
13. Boundary Description and Justification: The boundary is consistent with the legal lot for the property. It encompasses all buildings, objects, and features associated with the property.

### III. Architectural Description

14. Building plan (footprint, shape): Rectangular
15. Dimensions in feet: Length 120' x Width 35'
16. Number of stories: 1
17. Primary external wall material(s): Metal
18. Roof configuration: Flat
19. Primary external roof material: Metal
20. Special features: None

Resource Number: 5AM.4046  
Temporary Resource Number: N/A

21. General architectural description: This one-story, rectangular-plan, commercial building (Building A) has a flat roof and a flat metal awning with metal tie rods spans the front (east) facade. Walls are clad in metal paneling with brick veneer beneath the awning on the facade. A sign that reads "Domenico Transportation" is positioned above the asymmetric entrance, a glass and metal door, which is flanked by original fixed picture windows in metal frames. Other fenestration includes metal fixed and sliding sash windows. A large addition to the rear has a flat roof, metal walls, and a metal parapet with an additional "Domenico Transportation" sign. A secondary entrance on the side (south) elevation of the addition is a glass and metal door with a sidelight.
22. Architectural style/building type: Commercial, Twentieth Century
23. Landscaping or special setting features: This property consists of a flat 3.8-acre lot that is surrounded by a chain-link fence. Most of the surface is paved with a small strip of grass and shrubbery around the perimeter. Dexter Street to the east ends at this properties parking lot entrance.
24. Associated buildings, features, or objects: This 1964 building (Building A) is one of three on the lot: **Building B:** Another one-story, rectangular-plan 1964 building is located west of Building A. Building B has a front-gable roof, metal panel walls, and an oversized bay door on the front (east) facade. **Building C:** An L-plan open storage shed (1986) located west of Buildings A and B has a shed-roof, metal pole supports, and metal panel walls on the north portion only.

#### IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: \_\_\_\_\_ Actual: 1964  
Source of information: Adams County GIS Website
26. Architect: Unknown  
Source of information: N/A
27. Builder/Contractor: Unknown  
Source of information: N/A
28. Original owner: Unknown  
Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions): This property was improved in 1964 with the construction of two commercial buildings. Adams County building permit records are largely unavailable for this address; however, changes over time include a large addition to Building A and select window replacements, which took place at unknown dates. In 1986, an open metal shed was constructed behind Building B.
30. Original location  X  Moved  \_\_\_  Date of move(s):

Resource Number: 5AM.4046  
Temporary Resource Number: N/A

## V. HISTORICAL ASSOCIATIONS

31. Original use(s): Commercial
32. Intermediate use(s): Commercial
33. Current use(s): Commercial
34. Site type(s): Commercial
35. Historical background: Adams County property records indicate this property was acquired by the Pepper Tank Company from Carl and Margaret Sackett in 1954. Two buildings (Buildings A and B) were constructed in 1964. Building B was constructed in 1986. The Pepper Tank Company is the current owner but the building has a sign for Domenico Transportation Services.

The confluence of Sand Creek and the South Platte River was first settled as an agricultural region that supported the growing city of Denver in the nineteenth and early twentieth centuries. Colorado's earliest railroads also passed through this area. The Denver Pacific (DP) was completed in 1870 to connect Denver with the Union Pacific (UP) line in Cheyenne and the Chicago, Burlington, and Quincy Railroad (CB&Q) completed a connection between Denver and the Nebraska state line in 1882, which intersected the DP at Sand Creek Junction near the current intersection of Brighton Boulevard and E. 60<sup>th</sup> Avenue.

A transition from agricultural industrial transformation began in 1930 when Continental Oil (Conoco) built a new refinery along the west side of Brighton Boulevard at Sand Creek Junction. The location was chosen due to the proximity to the UP and CB&Q rail lines and an available water source from Sand Creek. By 1940 Bay Petroleum, later Colorado Refining Co. (CRC), had also opened a refinery on the east side of Brighton Boulevard. Colorado Oil Refining and Colorado Midland Refineries also had refining operations in the Denver area. Together the four companies produced three quarters of the state's oil products.

Following the development of the oil refineries near Sand Creek, more industries were brought to the area, lured by the multiple transportation networks. In 1937 Oscar Mallo of the Hungarian Flour Company constructed the large grain elevators that still stand just north of Sand Creek adjacent to the UP tracks. These grain elevators represent the connection of agriculture and industry as large-scale food processing facilities grew around the Denver area. As trucking came to replace locomotive transportation in the 1940s and 1950s, companies such as Beall Equipment of Colorado and Timpte, specializing in truck parts and trailers, set up shop in the new industrial corridor along Sand Creek. Sand and gravel quarries were another important industry along Sand Creek and the South Platte River. U.S. Highway 6 (US 6), US 85, Colorado Highway 65 (SH 65) (Brighton Boulevard) and SH 2 served as major transportation arteries that fueled the industrial development north of Denver.



In 1940 the U.S. Army began to plan the construction of a chemical weapons plant and selected a 27-square-mile site in southwest Adams County, displacing approximately 200 family farms north and east of Denver. Located in the land between Quebec Street, Buckley Road, and E. 56<sup>th</sup> and E. 86<sup>th</sup> Avenues, the Rocky Mountain Arsenal started producing chemical and incendiary weapons by the end of 1942. The plant provided jobs to 3,000 men and women during the war and continued production during the Korean and Vietnam wars, while also leasing parts of the Arsenal to Shell Oil Company and other companies that made insecticides.

By the early 1950s the City of Denver had taken notice of the new industrial center on its northern edge and rumors began to circulate within the community that Denver was planning to annex this unincorporated corner of Adams County. In 1952 a group of citizens voted to incorporate their community as Commerce Town in Adams County. Commerce Town included the residential communities of Rose Hill and Adams City, and was originally bounded by Holly Street on the east the South Platte River on the west, and the Denver city limits at 52<sup>nd</sup> Avenue on the south and approximately 67<sup>th</sup> Avenue on the north. The new community sought to avoid the zoning regulations that may have been implemented by Denver and advocated for the growth of commercial and industrial areas over residential development. By 1961 only 20 percent of Commerce Town was residential. However, in 1962 Commerce Town annexed the larger community of Derby to its north, increasing the population from 4,000 to 16,000. Following the annexation of Derby, Commerce Town changed its name to Commerce City. The Rocky Mountain Arsenal hampered Commerce City's growth to the east, but the city continued to annex more land north and east of the Arsenal. The Arsenal became the Rocky Mountain Arsenal Wildlife Refuge in 1992.

36. Sources of information:

Adams County GIS Website; Adams County Official Records Search.

Cassai, Nello. "Denver's No Nonsense Industrial Suburb." *Cervi's Rocky Mountain Journal*. January 25, 1961.

Forrest, Kenton, and Charles Albi. *Denver's Railroads: The Story of Union Station and the Railroads of Denver*. Golden, Colo.: Colorado Railroad Museum, 1981.

Keeley, Gail. "Denver's Brick Sewers, Historic Context." Colorado Department of Transportation, Region 6, 2012.

Resource Number: 5AM.4046  
Temporary Resource Number: N/A

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984.

Noel, Thomas, and Stephen J. Leonard. *Denver: Mining Camp to Metropolis*. [Boulder, Colo.]:  
University Press of Colorado, 1990.

Scamehorn, Lee. *High Altitude Energy: A History of Fossil Fuels in Colorado*. Boulder, Colo.: University  
Press of Colorado, 2002.

Wagner, Albin. *Adams County, Colorado: A Centennial History 1902-2002*. Brighton, Colo.: Adams  
County Board of County Commissioners, 2002.

Wagner, Albin, and Carl Dorr. "Crossroads of the West: A History of Brighton and the Platte Valley." In  
*The History of Brighton, Colorado and Surrounding Area*. Brighton, Colo.: Brighton Genealogy  
Society, Brighton Historic Preservation Commission, 2006.

Wilkins, Tivis E. *Colorado Railroads: Chronological Development*. N.p.: Tivis Wilkins, 1974.

## VI. SIGNIFICANCE

37. Local landmark designation: Yes \_\_\_ No X Date of designation: \_\_\_

Designating authority:

38. Applicable National Register Criteria:

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

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

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

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

\_\_\_ Qualifies under Criteria Considerations A through G (see Manual)

X Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National \_\_\_ State \_\_\_ Local \_\_\_

42. Statement of significance: The property at 5699 Dexter Street was evaluated for the National Register of Historic Places (National Register) under *Criteria A, B, C, and D*. It was constructed in 1964 as a commercial building with a large garage. Research and field review did not reveal a direct association with significant activities, events, or persons associated with industrial development in the Commerce

Resource Number: 5AM.4046  
Temporary Resource Number: N/A

City area. As such, this building does not possess significance under *Criteria A* or *B*. The building has minimal architectural details, does not embody the characteristics of a specific architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to lack of significance, this building is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

#### VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible \_\_\_ Not Eligible X Need Data \_\_\_

45. Is there National Register district potential? Yes \_\_\_ No X

Discuss: This property is recommended as not eligible for listing in the National Register and is not part of a cohesive collection of structures, objects, or other resources that would be considered a potential historic district. The changes in historic setting, including new industry and the construction of I-270, further impact the potential for a historic district.

If there is National Register district potential, is this building: N/A Contributing \_\_\_ Noncontributing \_\_\_

46. If the building is in existing National Register district, is it: N/A Contributing \_\_\_ Noncontributing \_\_\_

#### VIII. RECORDING INFORMATION

47. Photograph numbers: IMG\_0381.JPG, IMG\_0383.JPG, IMG\_0385.JPG, IMG\_0389.JPG

Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-270 Environmental Assessment, STU-2706-043 (Subaccount 23198)

49. Date(s): November 2020

50. Recorder(s): Dianna Litvak, Senior Historian; Ethan Raath, Historian; Liz Boyer, Historian

51. Organization: Mead & Hunt, Inc.

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

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

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

History Colorado - Office of Archaeology & Historic Preservation  
1200 Broadway, Denver, CO 80203 (303) 866-3395

Resource Number: 5AM.4046  
Temporary Resource Number: N/A

Address: Building, 5699 Dexter Street, Commerce City, CO 80022  
Photographer: Mead & Hunt, Inc. Photograph date: August 2019



Figure 1. Building A, front (east) facade and side (north) elevation. View facing southwest.



Figure 2. Building A, front (east) facade and side (south) elevation. View facing northwest.



Figure 3. Building B, front (east) facade and side (south) elevation. View facing northwest.



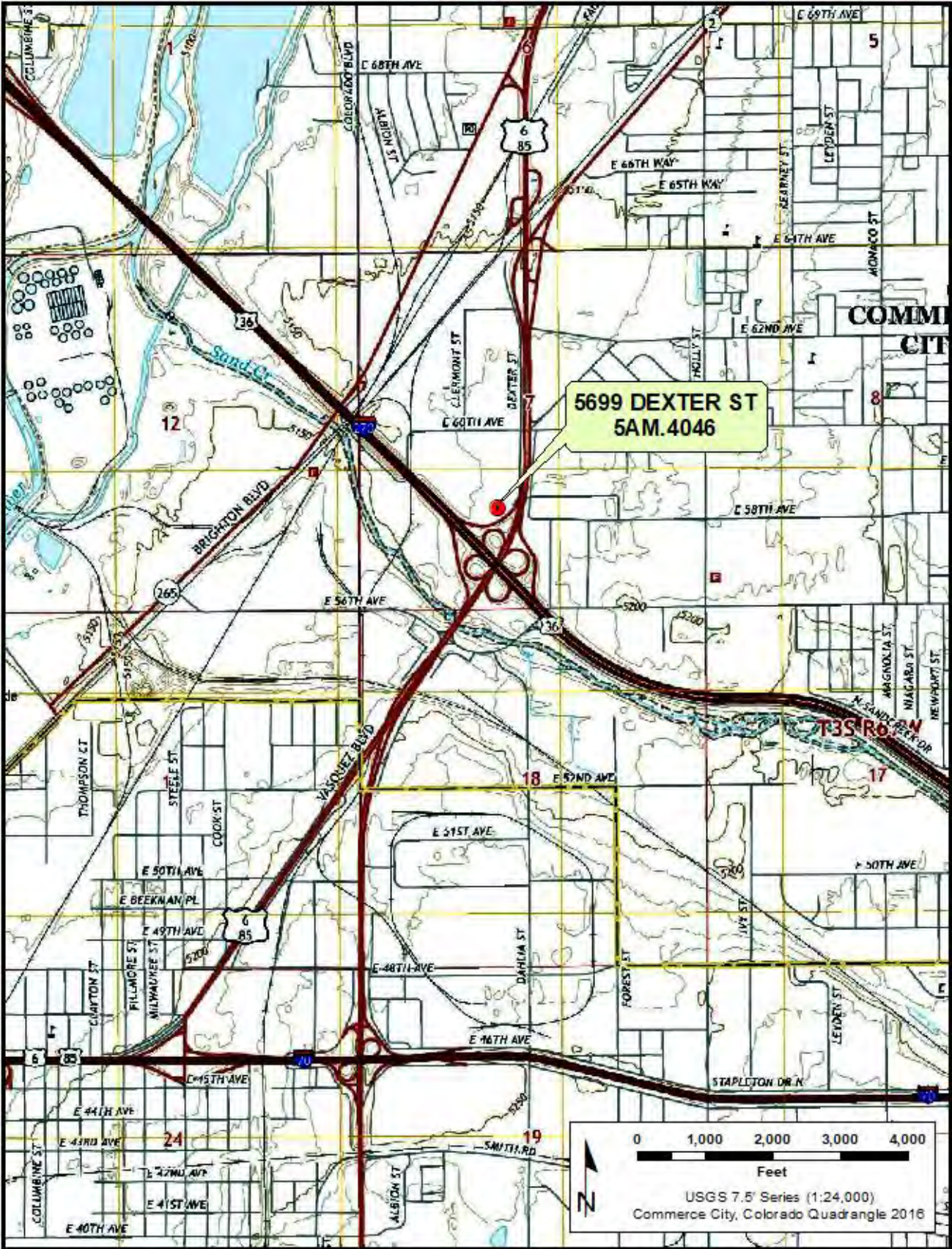
Figure 4. Building C, at left of image in relation to Building B at right. View facing northwest.

Sketch Map



Resource Number: 5AM.4046  
Temporary Resource Number: N/A

Topo Map



COLORADO CULTURAL RESOURCE SURVEY

# Architectural Inventory Form

Official eligibility determination  
(OAH P use only)

- Date \_\_\_\_\_ Initials \_\_\_\_\_
- Determined Eligible- NR
  - Determined Not Eligible- NR
  - Determined Eligible- SR
  - Determined Not Eligible- SR
  - Need Data
  - Contributes to eligible NR District
  - Noncontributing to eligible NR District

## I. IDENTIFICATION

1. Resource number: **5AM.4073**
2. Temporary resource number:
3. County: **Adams**
4. City: **Commerce City**
5. Historic building name: **Pepper Tank Co./Banderet Equipment Co.**
6. Current building name: **Power Contracting**
7. Building address: **4500 E. 60<sup>th</sup> Ave., Commerce City, CO**
8. Owner name and address: **Pepper Tank Company, 12213 Juniper St., Overland Park, KS 66209-1594**

## II. GEOGRAPHIC INFORMATION

9. P.M. **6th** Township **3S** Range **67W**  
 \_\_\_\_\_ ¼ of **NE** ¼ of **NW** ¼ of **SW** ¼ of section **7**
10. UTM reference  
 Zone **13 S**; **505586** mE **4406114** mN
11. USGS quad name: **Commerce City**  
 Year: **2019** Map scale: 7.5' **X** 15' \_\_\_\_\_ Attach photo copy of appropriate map section.
12. Lot(s): **1, 2** Block: **1**  
 Addition: **Ro Jo Subdivision** Year of Addition: **1974**
13. Boundary Description and Justification: **The boundary of this property consists of the legal limits of the parcel that includes "SUB:RO JO SUBD BLK:1 DESC: THAT PT OF LOT 2 BLK 1 RO JO SUBD DESC AS FOL BEG AT NE COR SD LOT 2 TH S 350 FT TO TRUE POB TH E 98/81 FT TH S 397/40 FT TH W 306/40 FT TH N 85/44 FT TH N 83D 41M W 262/66 FT TH N 45D 39M W TO S LN OF LOT 1 BLK 1 RO JO SUBD TH E 341/15 FT TH N 88/42 FT TH E 222/86 FT TH N 100 FT TO THE TRUE POB TOG WITH PT OF LOT 2 BLK 1 RO JO SUBD DESC AS FOLS BEG AT NE COR OF NW4 SW4 7/3/67 TH S 30 FT TO A PT ON S LN OF 60TH AVE TH E // WITH AN 30 FT S OF C/L OF SD 60TH AVE 350 FT TO THE TRUE POB TH CONT E ALG SD S LN OF 60TH AVE 222/86 FT TH S 450 FT TH W 222/86 FT TH N 450 FT TO TRUE POB."** The parcel boundary encompasses the buildings and features associated with the current commercial/industrial use of the property. It is a 2.66-acre property.



Resource Number: **5AM.4073**

### III. Architectural Description

14. Building plan (footprint, shape): **Rectangular**
15. Dimensions in feet: Length 162 x Width 50
16. Number of stories: **1**
17. Primary external wall material(s): **Metal**
18. Roof configuration: **Flat**
19. Primary external roof material: **Unknown**
20. Special features: **None**
21. General architectural description: **This property has a one-story metal-clad building with concrete foundation, rectangular plan, and a flat roof with an unknown material. The main entrance, which consists of a metal-framed glass door, is located at the east end of the north facade. A large rectangular opening with a single light window is located just to the west of it. A smaller rectangular opening with a single light window is located at the west end of the facade. The bottom quarter of the facade is clad in brick, while the rest is metal. A flat metal awning is located approximately halfway up and stretches across the length of the facade. A sign is centered near the roofline that reads, "Power Contracting."**

The east side consists of the original building and the later addition. The original building has a small opening with a fixed-light window near its north end, a solid metal entry door, and two large openings that were likely garage doors that have been infilled with wood (?) and a small opening with a fixed-light window. The rear addition has two large openings with modern rollup overhead garage doors.

The west side consists of the original building and the later addition. The original building has four small openings with windows spaced across the side, while the rear addition has one large opening with a modern rollup overhead garage door.
22. Architectural style/building type: **No Style**
23. Landscaping or special setting features: **Gravel parking lot enclosed by chain link fence surrounds entire building**
24. Associated buildings, features, or objects: **None**

### IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1964 Actual: \_\_\_\_\_  
Source of information: **Adams County Assessor**
26. Architect: **Unknown**  
Source of information:
27. Builder/Contractor: **Unknown**  
Source of information:
28. Original owner: **Pepper Tank Co.**

Resource Number: **5AM.4073**

Source of information: **Bresser's Cross-Index Directories of Greater Denver, Commerce City Building Permits**

29. Construction history (include description and dates of major additions, alterations, or demolitions): **A large addition was constructed on the south side between 1971 and 1991.**
30. Original location **X** Moved \_\_\_\_ Date of move(s):

#### **V. HISTORICAL ASSOCIATIONS**

31. Original use(s): **Commerce/Trade**
32. Intermediate use(s):
33. Current use(s): **Commerce/Trade: Specialty Store**
34. Site type(s): **Commercial**
35. Historical background: **Located northeast of the original plat for the city of Denver, the area now encompassed by the boundaries of Commerce City had its early modern settlement ties to the establishment of small farms and other agricultural production needed to support the growing state capitol and mining operations in the mid- to late-1800s. The Commerce City area has long been served by major transportation and communication routes, including wagon trails such as the Overland Trail and Stagecoach Route, the Pony Express, various railroads, and modern day highways/interstates. US 6, of which Vasquez Boulevard is a part in this area, was an important link to markets beyond Colorado prior to the construction of the Interstate Highway System. The segment of US 6 in northeastern Colorado was an early farm-to-market road that provided a vital connection between Colorado and Nebraska, providing access for rural farmers to transport goods and produce to markets and processing facilities in Denver and present-day Commerce City.**

**Adams County's industrial transformation began in 1930 when Continental Oil opened its refinery on Brighton Boulevard. In 1930, Conoco built a new refinery on the west side of Brighton Boulevard at Sand Creek Junction, selected because of the proximity to the UP and CB&Q rail lines, as well as an available water source from Sand Creek. Following the development of the oil refineries near Sand Creek, more industries were brought to the area by the multiple transportation networks. The transition from an agricultural- to an industrial-based community was in full force once the United States entered World War II. The war was also the basis for the greatest period of growth in the area. In 1952, a group of citizens from small communities in Adams County voted to incorporate as Commerce Town. In 1962 Commerce Town annexed the larger community of Derby to its north, increasing the population from 4,000 to 16,000. Following the annexation of Derby, Commerce Town changed its name to Commerce City. The 1980s and 1990s saw the introduction of a new type of development along Vasquez Blvd.: the strip mall and big box stores. More recent infill has consisted of stand-alone fast food restaurants and banks, all of which are regional or national chains.**

**Due to COVID-19 closures, information about the building's history is limited. This property was built in 1964, and it appears on historic aerials with a much smaller footprint than is currently present. A**

Resource Number: **5AM.4073**

large rear addition appears to have been built sometime between 1971 and 1991. Directories show that Banderet Equipment, Inc. operated at the address not long after its completion, likely leasing the property from Pepper Tank Co. Banderet Equipment operated from the location through at least 1985. The Pepper Tank Company purchased this property when it was undeveloped from William D. and Doris E. Gerretson, along with numerous other parcels of land in the general vicinity. Altogether, the properties purchased by the Pepper Tank Co. appear to have included what are today identified as 4404, 4540, and 4850 E. 60<sup>th</sup> Ave.; 5701, 5901, and 5995 Dexter St., and this property.

The Pepper Tank Co. was founded by Joseph E. Pepper, a Jewish Russian Immigrant, who immigrated to the United States in 1914 and was living in Denver by at least 1930. In 1940, Joseph Pepper set up a separate Wyoming firm called Pepper Tank & Contracting Company. Mr. Pepper died in 1966. The Pepper Tank Co. still owns 4500 E. 60th Ave. and leases it to Power Contracting, but the rest of the properties were sold off piece by piece over several years.

36. Sources of information:

Adams County. GIS Interactive Maps. Accessed March 2020 - March 2021; available from <https://www.adcogov.org/gis-interactive-maps>.

Adams County Clerk & Recorder. Public Records & Recorded Documents Search. Accessed March 2020 - March 2021; available from <http://recording.adcogov.org/landmarkweb>.

*Bresser's Cross-Index Directory of Greater Denver*. Various editions in 1950s and 1960s. Detroit, MI: Walter Bresser & Sons.

Cassai, Nello. "Denver's No Nonsense Industrial Suburb." *Cervi's Rocky Mountain Journal*. January 25, 1961.

Historic Aerials by Netronline. Accessed March 2020 - March 2021; available from <https://www.historic.aerials.com>

King, Joseph E. *Colorado Engineering Context*. Denver: Prepared for Colorado Historical Society, 1984

"Tank Companies Operating in Casper Serve Oil Trade." *Casper Star-Tribune*, February 14, 1954.

U.S. Census Bureau. 1940 Federal Census. Accessed March 2020 - March 2021; available from [www.Ancestry.com](http://www.Ancestry.com).

U.S. Geological Survey. USGS Store and Map Locator. Accessed March 2020 - March 2021; available from <https://store.usgs.gov/map-locator>.

U.S. World War II Draft Card, Joseph E. Pepper. Accessed September 11, 2020; available from [www.Ancestry.com](http://www.Ancestry.com).

Wagner, Albin. *Adams County, Colorado: A Centennial History 1902-2002*. Brighton, CO: Adams County Board of County Commissioners, 2002.

Wagner, Albin, and Carl Dorr. "Crossroads of the West: A History of Brighton and the Platte Valley." In *The History of Brighton, Colorado and Surrounding Area*. Brighton, CO: Brighton Genealogy Society, Brighton Historic Preservation Commission, 2006.

**VI. SIGNIFICANCE**

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

Designating authority:

38. Applicable National Register Criteria:

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

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

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

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

Qualifies under Criteria Considerations A through G (see Manual)

Does not meet any of the above National Register criteria

39. Area(s) of significance: **N/A**

40. Period of significance: **N/A**

41. Level of significance: National  State  Local

42. Statement of significance: **This property, which is comprised of a one-story commercial building on a 2.66-acre lot, is located in an area of Commerce City that was historically commercial and industrial. The property was built near the end of the post-World War II commercial development in the area. Although owned by the Pepper Tank Co., it has always been leased to other entities and has no association with the Pepper Tank Co.'s operations. The property is not associated with the early development, transportation, or industry of Commerce City. It is not known to be associated with any other important historical trends in the area and is not eligible under Criterion A. The Gerretson and Pepper families were not significant to the history of Commerce City, and it is not known to be associated with any other persons important to our history so would not be eligible under Criterion B. The property does not convey historic significance in architectural design, materials or workmanship and does not possess high artistic values nor demonstrate a particular method of construction and is, therefore, not eligible under Criterion C. The property has not yielded, and is not likely to yield, information important in history or prehistory and is not eligible under Criterion D.**

43. Assessment of historic physical integrity related to significance: **The structure does not meet any of the NRHP criteria for significance, therefore integrity was not evaluated.**

**VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT**

44. National Register eligibility field assessment:

Eligible  Not Eligible  Need Data

Resource Number: **5AM.4073**

45. Is there National Register district potential? Yes \_\_\_ No **X** Discuss: **This area does not possess a significant concentration of buildings historically united by plan and physical development, and the resources lack enough cohesiveness for district potential.**

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

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

**VIII. RECORDING INFORMATION**

47. Photograph numbers: **5AM4073\_1.jpg, 5AM4073\_2.jpg**

Negatives filed at: **Digital photographs on file at the office of Miniello Consulting**

48. Report title: **Section 106 Compliance for Vasquez Blvd. Improvements from I-270 to 64<sup>th</sup> Ave.**

49. Date(s): **March 2021**

50. Recorder(s): **Kristi H. Miniello**

51. Organization: **Miniello Consulting**

52. Address: **1340 Rosemary St., Denver, CO 80220**

53. Phone number(s): **(303) 531-1414**

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

History Colorado - Office of Archaeology & Historic Preservation  
1200 Broadway, Denver, CO 80203 (303) 866-3395



5AM4073\_1.jpg: Looking south at 5AM.4073 from E. 60<sup>th</sup> Ave. (January 24, 2020)



5AM4073\_2.jpg: Looking southeast at 5AM.4073 from E. 60<sup>th</sup> Ave. (January 24, 2020)



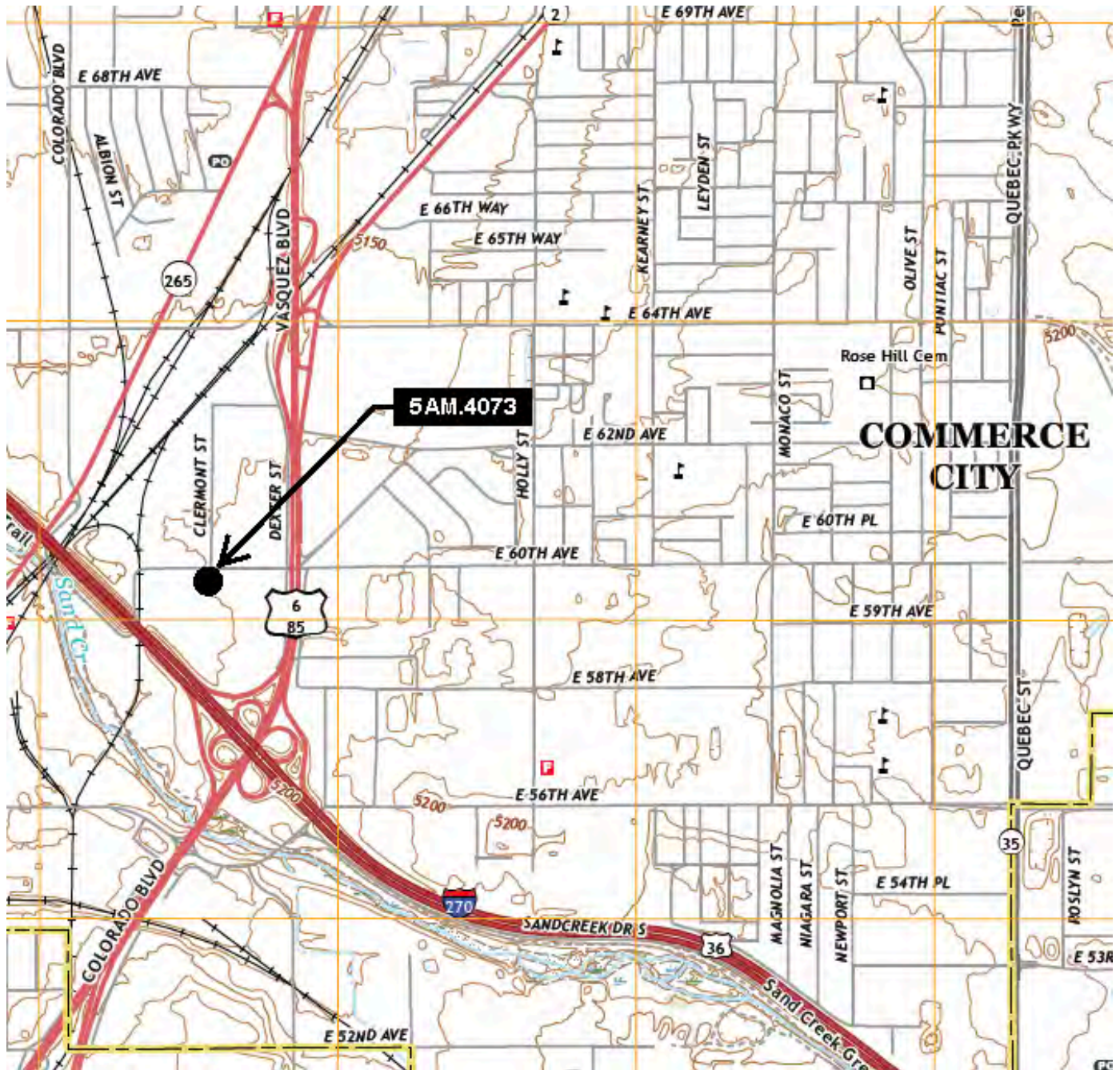
Image of property from the Adams County Assessor during ownership by Bandaret Equipment, Inc.(date unknown), looking south





Resource Number: 5AM.4073

USGS Quadrangle Map



SCALE 1:24 000

