

**HISTORIC ARCHITECTURAL SURVEY OF
POST WORLD WAR II RESIDENTIAL DEVELOPMENTS
ABUTTING THE US 36 HIGHWAY CORRIDOR,
WESTMINSTER, ADAMS COUNTY, COLORADO**

Prepared For:



Colorado Department of Transportation

Region 6
3401 Quebec Street, Suite 8000
Denver, Colorado 80207

CDOT Project Number:
NH 0361-070(14133)



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Acronyms and Abbreviations

APE	Area of Potential Effect
CDOT	Colorado Department of Transportation
EIS	Environmental Impact Statement
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
HASR	Historic Architectural Survey Report
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
SHPO	State Historic Preservation Officer

Summary

The following document was prepared as a supplement to the previous *U.S. Highway 36 Environmental Impact Statement: Results of a Historic Architectural Survey of the Highway and Railroad Corridors; Adams, Boulder, Broomfield, Denver, and Jefferson Counties, Colorado* (Feldman and Mutaw, 2005). This document summarizes the research, survey work, and analysis necessary to complete the evaluation of the eligibility of several Post World War II residential developments abutting the highway corridor in the City of Westminster, CO, for listing on the National Register of Historic Places (NRHP). This supplement is necessary because a comprehensive evaluation of these areas was not included in the previous report.

This Historic Architectural Survey Report (HASR) was prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. This report implements the revised regulations (revisions August 4, 2004) of the Advisory Council on Historic Preservation for the Protection of Historic Properties (36 CFR 800, specifically Section 800.4). During the preliminary survey and research phase, 504 structures within the Area of Potential Effect (APE) that lay within Westminster subdivisions were identified as having been developed prior to 1965. Appropriate historic context information for these areas, and evaluations under the NRHP criteria for listing, are included in this document.

No individual structures, sites, or historic districts were identified within the APE that meet the criteria for listing in the NRHP. In compliance with 36 CFR §800.4, the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) seek concurrence from the State Historic Preservation Officer (SHPO) with these preliminary findings for the purpose of being recorded in the Environmental Impact Statement (EIS), in accordance with 36 CFR 800.8(a).

Introduction

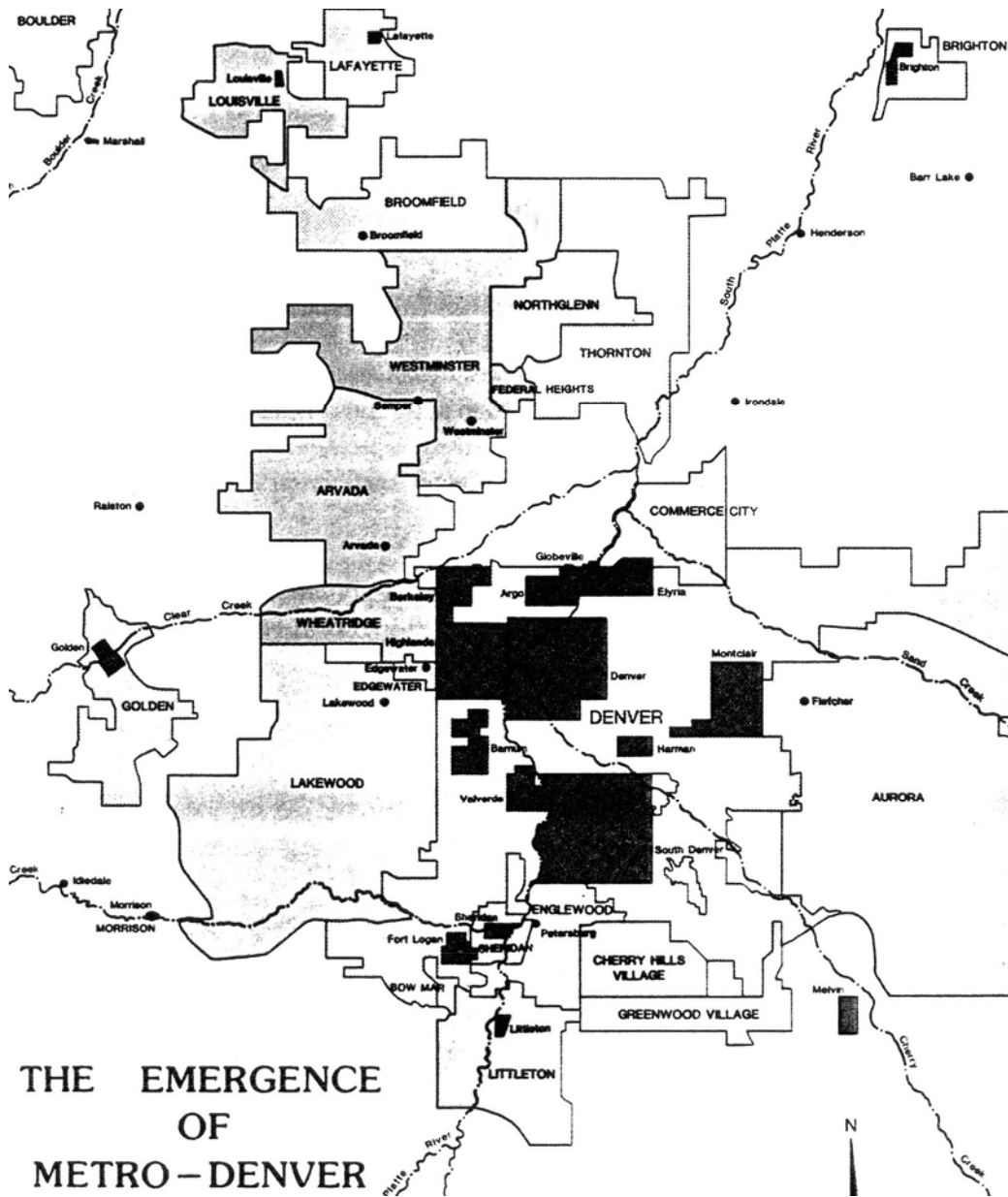
The following HASR summarizes pertinent information from the research and field survey of ten Post World War II residential developments abutting the US 36 highway corridor prepared for the FHWA and CDOT for the proposed US 36 Corridor EIS project from Denver to Boulder, Colorado. This information is also being included in the EIS being prepared for this project.

The HASR is a key document used by FHWA to fulfill their legal responsibility for compliance with Section 106 of the NHPA of 1996 as amended (16 U.S.C. 470). Section 106 requires that the head of any federal agency having jurisdiction over a proposed federal or federally assisted undertaking shall take into account its effect on any district, site, building, structure, or object that is included in or eligible for inclusion in the NRHP. Guidelines for the implementation of the Section 106 process are provided by the Advisory Council on Historic Preservation (ACHP) regulations found in 36 CFR 800. The Section 106 regulations require that federal agencies identify all historic resources that might be affected by a proposed undertaking [36 CFR 800.4]; evaluate the historical significance of the resources by applying the NRHP criteria; apply the Criteria of Effect [36 CFR 800.5(a)(1)] to eligible properties that might be affected; consult with SHPO regarding identification, evaluation, and potential project impact; and provide the Advisory Council on Historic Preservation (ACHP) with an opportunity to comment on the findings of effect. Section 36 CFR 800.8(a) of the Section 106 regulations encourages coordination of compliance with Section 106 and the National Environmental Policy Act (NEPA).

In order to fulfill the requirements of Section 106, this HASR includes the results of the historic architectural resources survey recorded on ten State of Colorado Architectural Inventory forms. The current (2006) survey included all buildings, structures, sites, objects and districts within the proposed project's APE that were within subdivisions constructed prior to 1964. Previously, all other properties within the project APE, excluding these subdivisions, were surveyed and evaluated and the results of that effort were summarized in *U.S. Highway 36 Environmental Impact Statement: Results of a Historic Architectural Survey of the Highway and Railroad Corridors; Adams, Boulder, Broomfield, Denver, and Jefferson Counties, Colorado* (Feldman and Mutaw, 2005). However, after an initial review, it was determined that additional historic context information and eligibility analysis was required to fully address the potential eligibility of ten Post World War II residential developments along US 36 in Westminster, Colorado. Following are the ten subdivisions:

- Appleblossom Lane (1955)
- Fairview (unknown)
- Les Lea Manor (1953-1957 or later)
- Perl Mack Manor (1955-1958)
- Rangeview Acres (1955)
- Shaw Heights (1953-1965 or later)
- Skyline Vista (1954-1956)
- Valley Vista (1956-1958 or later)
- Western Hills (1954)
- Westminster Hills (1954-1955 or later)

FIGURE 1
Area map showing the suburbs surrounding Denver by the early 1970s



Survey Methodology

The first step in the evaluation of a potential historic resource against the criteria of the NRHP is gathering information relating to the historic context of the resources to be evaluated. Because little published information is available outlining the history of the Denver suburbs or the history of Westminster during this period, the development of historic context information for the subdivisions evaluated was challenging. Development of a complete historic context for the Denver Metropolitan Area in the Post World War II era was outside the scope of the current project. After consultation with the Colorado SHPO, CDOT and FHWA undertook to develop targeted historic context information relevant to the historic periods, themes, and NRHP criteria under which these subdivisions were likely to qualify for listing on the NRHP. This targeted historic context information is summarized below.

Information sources consulted in developing this analysis included published accounts of Denver and Westminster history from the period, and national trends in housing development and suburbanization, most particularly information contained in the National Register Bulletin, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (NPS, 2006). Information collected included historic community and plat maps, and annexation maps of the Denver metro area. An intensive search of contemporary newspapers resulted in the discovery of newspaper articles and advertisements related to development in Denver and the outlying areas from 1945-1965. No comprehensive index of Denver area papers is available for this period, so the search was based on the local newspaper index files of the Denver Public Library. Information on Federal Housing Administration (FHA) standards and trends in subdivision development for this era was drawn from FHA publications, and the *Community Builder's Handbook* published by the Urban Land Institute (ULI) in 1947 (ULI, 1947). Information on locally significant residents of Westminster during this period was developed after consulting with officials at the City of Westminster, the Adams County Historical Society, and published works on Westminster history. Using the City Directories for Northern Suburban Denver for the context period, the locations of the residences of these significant persons were then identified.

No academic or other publications addressing the patterns or players in Denver development of this period appear to exist, with the exception of a few publications profiling significant developers of the period published by the Colorado Office of Archeology and Historic Preservation, which are cited in the text below. Because of the limited amount of information available on Denver suburbanization from this period, it is difficult to give a detailed overview of development patterns in Denver. To aid in the analysis of these subdivisions, a general overview of national themes of suburban development in this period and an overview of factors related to the growth of housing development in the Denver metropolitan area for this period were developed. This information was supplemented with archival research thematically targeted at the significance analysis for these subdivisions, and information derived from a windshield survey of Denver area suburbs developed between 1945 and 1965 undertaken by CH2M HILL's qualified architectural historians in June 2006.

Field surveys of buildings within these ten subdivisions were undertaken in two separate efforts. The first survey effort was conducted by qualified architectural historians working for Jones and Stokes in May 2004. This 2004 survey identified the original building types and models constructed in each relevant subdivision filing along the corridor, assessed the integrity of the individual subdivision filings, and documented, through photographs, all buildings in the subdivisions that were within the boundaries of the defined APE. In the second survey effort, CH2M HILL architectural historians reevaluated the eligibility and integrity status of these previously surveyed subdivisions and their constituent buildings and documented additional structures within the subdivisions areas that were added to the redefined APE. In total, 504 structures within the APE in the subdivisions were documented. These photos, and the results of the survey analysis, were recorded on ten Colorado survey recordation forms, which are included as Appendix B.

Historic Context

Growth of the Denver Metropolitan Area, 1945-1965

World War II was an important period in the history of Denver. Many federal offices moved to the city during the war, relocating away from the coasts to the perceived safety of the country's interior. During the war, Denver was referred to as the nation's "second capital" because of its concentration of federal facilities. Manufacturers geared up to produce war materials and important military installations were built near the city. After the war, Denver and its suburbs entered a period of vigorous growth and development.

According to the U.S. Census Bureau, the population of Denver, Colorado was 318,415 in 1940. In 1947, the population was 471,000. In 1950, the population of Denver was 415,786. By 1960, the population of Denver had reached 493,786. To accommodate this population growth, thousands of new homes were constructed, both within Denver and in adjacent areas (U.S. Census Bureau, 2006).

Post-war growth in Denver can be attributed to several factors. The growth of Denver in this period largely followed the patterns that emerged nationwide. In the 1940s and 1950s, the influx of GIs returning from World War II and the Korean War, in conjunction with national programs encouraging home-ownership, created an unprecedented building boom (Figure 1).

Military installations in the area and the rise of industrial plants were instrumental in the growth of Denver. Veterans returning from the war who needed homes for their growing families also contributed to Denver's growth. Lowry Air Force Base, Buckley Air National Guard, and Fitzsimons Army Medical Center also created a need for housing military families. The Rocky Flats Nuclear Weapons Plant, northwest of Denver, provided thousands of jobs. Many of the veterans who had been stationed in Denver during the war, returned to Denver after leaving the service. The Denver Ordnance Plant in Westwood also provided many jobs and a need for housing.

The population in the counties surrounding Denver doubled between 1950 and 1960, in contrast to the moderate growth of the City of Denver during the same period. The combined populations of Adams, Boulder, Jefferson, and Arapahoe counties increased from 196,342 in 1950 to 433,944 in 1960. In Adams County alone, population almost tripled from 40,234 in 1950 to 119,793 ten years later. Jefferson County rose from 55,687 in 1950 to 127,645 in 1960 (*Rocky*

Mountain News 26 May 1960, 5). Between three and four hundred new homes a month were permitted in Adams County alone in the mid-1950s, a pace that does not appear to have slowed greatly until the early to mid 1960s.

Development of US 36

The expansion of US 36 also played an important role in the post-war growth of Denver and its surrounding metropolitan area. The Denver-Boulder Turnpike, now known as US 36, remains one of the very few toll roads located on the U.S. public highway system ever to revert to a free highway. Part of US 36 since 1967, the former Denver-Boulder Turnpike represents a good design compounded by a good deed.

Shortly after the end of World War II, the residents of Boulder became interested in a road between Denver and Boulder. Enthusiasm for the road continued to build over the next few years among Boulder's civic organizations, the University, and prominent citizens. The original proponent of the road was Professor Roderick L. Downing of the School of Engineering at Colorado University. He routinely took his engineering students out to make practice surveys of the route. Nearly everyone impacted was in favor of the road, with the exception of the City of Longmont.

Mark Watrous, the state highway engineer at the time, was receptive to the idea, but the state Highway Department had no funds for the undertaking of the proposed road. A toll road was proposed to pay for the cost of construction and maintenance. Howard, Needles, Tammen, and Bergendoff, a Kansas City consulting firm, did an economic feasibility study for the road. Results indicated the road could not pay for itself and its upkeep over a 30-year period, though this would prove untrue.

Approval for the road was given by the Legislature and the governor in 1949. Howard, Needles Tammen, and Bergendoff were hired to do the engineering and supervision of construction. Peter Kiewit Sons' Company did the grading and ballast on 10.7 miles from 28th Street in Boulder to Broomfield, beginning October 10, 1950 and formally completing the section May 5, 1952. J.H.N.M. Monaghan did the grading and ballast on the 6.6 miles from Broomfield to Federal Boulevard beginning April 2, 1951 and finishing May 20, 1952. Kiewit and Monaghan also completed several bridges along the route. The concrete paving was done by Western Contracting Company. The road opened January 19, 1952.

The turnpike was built to freeway standards with fully controlled access. Two 12-foot wide lanes were provided in each direction with 10-foot wide shoulders. There was originally a 20-foot wide median, though a concrete barrier was added later. Twelve major structures including the toll houses were constructed. This was the first section of continuous road reaching this size ever awarded by the Colorado Highway Department.

Traffic has exceeded expectations on the road since the day it opened. The consultant had originally predicted 3,170 cars per day on the road between 1960 and 1980, but by 1966, it had climbed to 13,774 per day. When it opened, it cost 25 cents to go from Boulder to Denver, 15 cents to get off at Broomfield. When the road became a free road in 1967, the revenue from the tolls had paid off the \$6.3 million bond it cost to construct it and had accrued \$2,363,000 in interest. The toll revenue had also paid for improvements to the road, all within 15 years, not the 30 years originally predicted.

Denver Metropolitan Area Suburbanization Patterns

A review of the types of neighborhoods and communities developed in Denver between 1945 and 1965 and the developers who created them illustrates that these developments overwhelmingly followed the national housing trends. Homes were built in groupings ranging from the small (under 100 homes sites) to the small city size (over 3,000 individual home sites), with spartan to luxurious accommodations. National trends in housing form the background of the following summary, supplemented with additional information on the specific context of growth and development in Denver in this period.

Growth of Suburbanization

During World War II, federal highway spending was designated for the improvement of roads that directly served military installations or defense industries. The Inter-regional Highway Committee, appointed by Franklin D. Roosevelt in 1941, recommended an extensive 32,000-mile national network of expressways. This recommendation became the catalyst for the Federal Highway Act of 1944, which approved a National System of Interstate Highways. The system included metropolitan expressways designed to relieve traffic congestion and serve as a framework for urban redevelopment. The additional funds for construction of the national highway system were not released by Congress until the mid-1950s. State highway departments relied on sources including public bonds, toll revenues, and matching federal funds restricted for the improvement of the federal aid highway network in order to build roads.

Accelerated ownership of the automobile at the end of World War I through 1945 also contributed to urban suburbanization. The automobile allowed convenient and efficient access to land available for residential development. This new mode of transportation promoted the design and construction of new roads, highways, bridges, and tunnels, laying the groundwork for highway systems that shaped metropolitan areas after World War II.

In Denver, new residential developments tended to group around new or existing automotive transportation corridors, and in proximity to economic engines such as defense installations or manufacturing facilities. Housing starts clustered in areas such as the US 36 corridor, the Aurora area, and on the edges of the existing city. A review of articles on housing starts in the Denver metropolitan area also indicates that the potential availability of public utilities, especially water, often played a role.

Housing development in Denver, and the nation, in the early years of the twentieth century largely consisted of the subdivision of open land for development, with the “developer” acting primarily as a broker of lots. After World War I, more developers became involved in building individual homes, but the parcel-based method of development was still prevalent. The development of federal housing financing programs, such as the FHA, in the 1930s, increased the number of people who could afford to buy homes, and consequently, the number of houses being constructed increased. It also made financing available to developers to build large numbers of houses at once on the parcels they had subdivided, increasing the number of ready-built homes available to GIs returning from World War II and the Korean War. As these developments evolved, developers saw the economic benefits of “community building,” incorporating recreational and other facilities into their developments.

Nationally, federal financing programs had a profound effect on the design of housing subdivisions and the dwellings in them. FHA's Land Planning Division under Seward H. Mott,

an experienced site planner, was responsible for establishing principles for neighborhood planning and for reviewing subdivision plans submitted by developers seeking FHA approval. This approval would not only enable developers to secure private financing but would also make low-cost mortgages available for prospective home owners. Between 1936 and 1940, FHA published standards and recommended designs in a series of circulars.

The FHA set forth seven minimum requirements for new subdivisions:

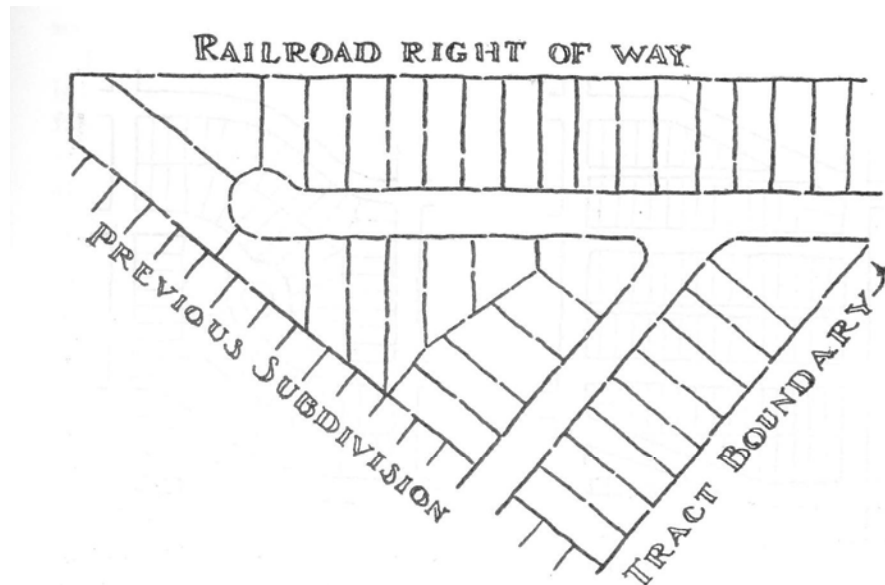
1. Location exhibiting a healthy and active demand for homes.
2. Location possessing a suitable site in terms of topography, soil condition, tree cover, and absence of hazards such as flood, fog, smoke, obnoxious odors, etc.
3. Accessibility by means of public transportation (streetcars and buses) and adequate highways to schools, employment, and shopping centers.
4. Installation of appropriate utilities and street improvements (meeting city or county specifications), and carefully related to needs of the development.
5. Compliance with city, county or regional plans and regulations, particularly local zoning and subdivision regulations to ensure that the neighborhood will become stable (and real estate values as well.)
6. Protection of values through "appropriate" deed restrictions (including setbacks, lot sizes, minimum costs of construction).
7. Guarantee of a sound financial set up, whereby subdividers were financially able to carry through their sales and development program, and where taxes and assessments were in line with the type of development contemplated and likely to remain stable.

In addition, FHA issued a set of "desirable standards," which, although not strict requirements, were additional factors that influenced the approval of a project.

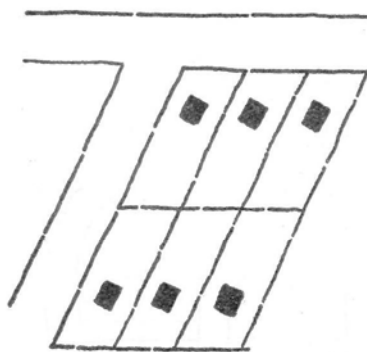
- Careful adaptation of subdivision layout to topography and to natural features
- Adjustment of street plan and street widths and grades to best meet the traffic needs
- Elimination of sharp corners and dangerous intersections through curvilinear street planning
- Long blocks that eliminated unnecessary streets
- Carefully studied lot plan with generous and well-shaped house sites
- Parks and playgrounds
- Establishment of community organizations of property owners
- Incorporation of features that add to the privacy and attractiveness of the community.

In 1936, FHA published Planning Neighborhoods for Small Houses as "a subdivision primer," setting forth standards for the design of new subdivisions that provided safe, livable neighborhoods and ensured stable real estate conditions that justified mortgage lending and FHA mortgage insurance. The FHA encouraged large-scale operations, where development was financed and carried out under the direction of an "operative builder" who arranged for the purchase of land, the design of the subdivision plat, and the design and construction of the houses. The FHA also encouraged the incorporation of commercial and other land use projects into the overall project, which would become more popular as a development plan in Denver in the mid to late 1950s.

FIGURE 2
 Sample FHA Illustration Offering Guidance in Street and Lot Planning, 1936

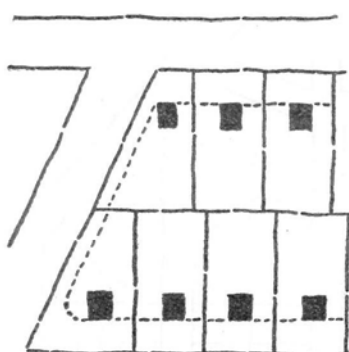


An odd shaped remnant of land developed into saleable home sites by a cul-de-sac design.



BAD

Narrow corner lots with lot lines forming bad angles with the streets causing a saw-toothed building line with houses placed in bad relation to each other and to the street.



GOOD

Corner lots of generous size, lot lines at right angles to the street, permitting a regular building line with houses placed in good relation to each other and to the street.

The FHA principles provided instructions for grouping similarly designed houses in cul-de-sacs and along streetscapes by varying the elements of exterior design in ways that avoided repetition and gave the neighborhood an interesting and pleasing character, for example, by varying the placement of each house on its lot and introducing a variety of wall materials and roof types. The principles were directed at operative builders who, taking advantage of the cost-reducing practices of standardization and more liberal financing terms, were becoming

increasingly aware of the advantages of building homes on a large scale and, for the first time, were creating what has become known as "tract" housing. A review of Denver neighborhoods developed during this period shows this type of planning was prevalent, with a basic box or L-shape predominating in neighborhoods with variations on window size and placement, the omission or inclusion of attached garages, and the design of porch roofs and roof profiles.

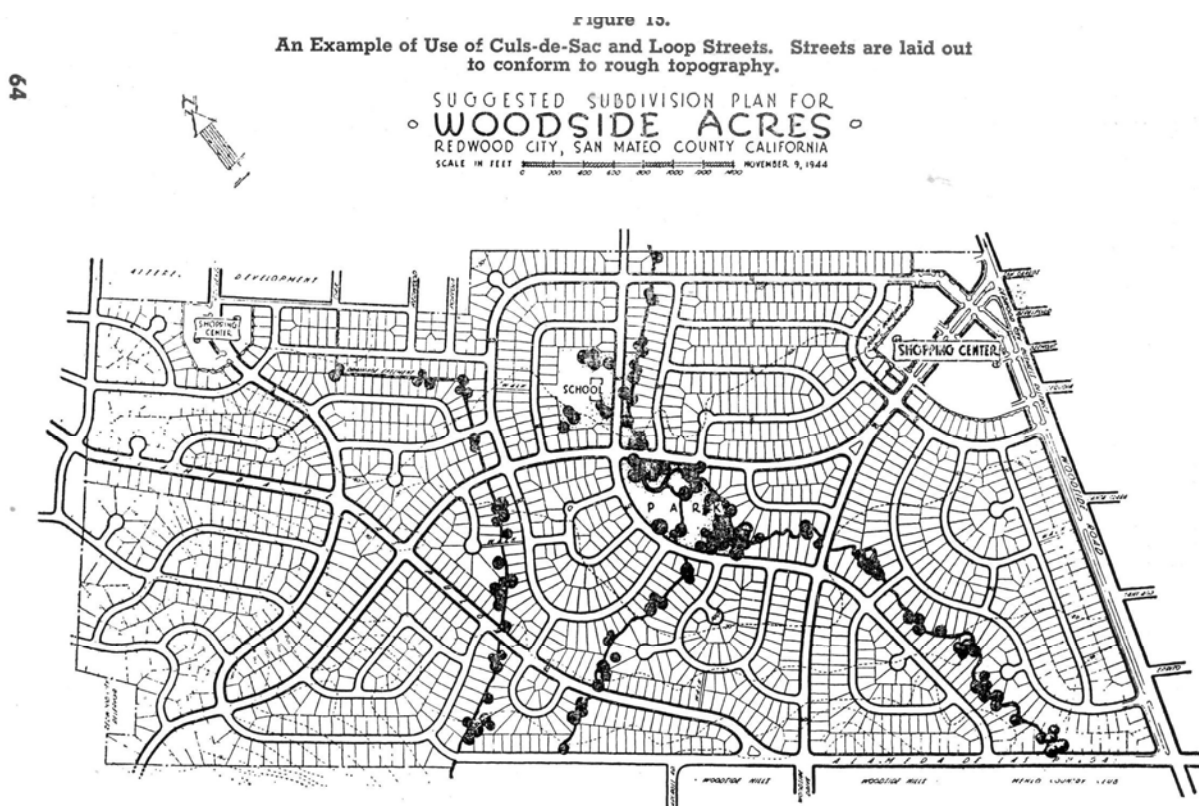
Nationally, the most popular FHA house built after World War II was the Cape Cod. Cape Cods were constructed with various materials including sheets of insulated asbestos shingles that were available after the war in an array of colors. A windshield survey of post-war Denver suburbs showed that this style was not widely popular in Denver, although it is found in several subdivisions, most notably Hoffmann Heights in Aurora.

The ranch house design was also popular nationally. Features of the house were a low, horizontal silhouette and rambling floor plans that evoked the concept of informal West Coast living and neighborhood unity. Some ranch houses were designed as split-level homes. The houses of evaluated Denver area subdivisions primarily represent a blockier, modified version of the ranch style.

Although the style does not seem to have been particularly popular in moderate-income developments in the Denver area in the 1950s, FHA-financed subdivisions of this period also included homes in the contemporary style. Contemporary homes were constructed using modern materials like glass, steel, and concrete. Organic designs incorporated cantilevered forms, glass curtain walls, and post-and-beam construction. The homes provided indoor and outdoor living areas and open floor plans. Other characteristics that were known as trademarks of contemporary design included masonry hearth walls, patios and terraces, carports and transparent walls in the form of sliding glass doors and floor-to-ceiling windows. Arapahoe Acres, now a NRHP Historic District in Englewood, Colorado, is an example of a community designed in this more cutting-edge style (NPS, 2006).

By the late 1950s, in the Denver area as well as nationally, housing developments and planned subdivisions adhered closely to the FHA standards, and the recommendations of the *Community Builder's Handbook* (ULI, 1947). The architectural styles used in the subdivisions appear, in most cases, to have followed the requirements of federal financing programs. Virtually all contemporary advertisements for housing developments in Denver reviewed in the research for this analysis featured references to the availability of funding from these sources. Larger developments frequently involved comprehensive community plans, including the development of accompanying recreational, shopping, and educational facilities, recommended as best practices by the ULI. Some of the largest, like Broomfield Heights, were eventually incorporated as municipalities.

FIGURE 3
Sample Illustration Showing Model FHA Subdivision Plan



NOTE: See Fig. 26, Page 148, for Shopping Center Detail.

Source F. H. A.

Source: *Community Builder's Handbook* (ULI, 1947)

Some developers of these communities appear to have been involved in one speculative attempt and then disappeared. Others engaged in long careers, founding companies that have lasted into the current era, while some came to the planned community market with a long career in Denver real estate development behind them. Summaries of the activities of major players in the Denver development market of the period follow later in this report.

Housing development was so popular and lucrative in Denver that players from other municipalities moved into the Denver market. Developments sprang up wherever land could be purchased, transportation from places of employment was relatively easy, and houses could be provided with the necessary water and utilities. Suburbs sprang up northwest of Denver along US 36 to Boulder, north to Interstate 25, and northeast to Interstate 76. This growth stretched into the immediate northwest of Denver in Adams and Jefferson Counties and on the immediate northeast to Interstate 225. Douglas County south of Denver also experienced suburban development as well as Jefferson County to the southwest and the areas southeast of Denver.

US 36 Subdivisions Significance Analysis: Criteria

CH2M HILL used the information gathered, and the criteria and guidelines summarized in the NPS Bulletin, in its analysis of the potential historic significance of the post-World War II subdivisions along the US 36 corridor. Relevant portions of the Bulletin state:

To qualify for the National Register, a property must represent a significant aspect of history, architecture, archeology, engineering, or culture of an area, and it must have the characteristics that make it a good representative of the properties associated with that aspect of the past.

Historic residential suburbs are historic districts comprised of sites (including the overall plan, house lots, and community spaces), buildings (primarily houses), structures (including walls, fences, streets and roads both serving the suburb and connecting it to corridors leading to the larger metropolitan area), and objects (signs, fountains, statuary, etc.).

Eligibility for listing in the National Register of Historic Places is evaluated according to the National Register Criteria for Evaluation. Eligible are historic residential suburbs and neighborhoods:

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

An eligible district must meet one of the above criteria and possess integrity of location, design, setting, materials, workmanship, feeling, and association

In considering National Register eligibility, several determinations must be made:

- how the district illustrates an important aspect of America's suburbanization, and reflects the growth and historic development of the locality or metropolitan area where it is located; and*
- whether the district possesses 1) physical features characterizing it as a historic residential suburb, and 2) attributes of historic integrity conveying its association with important historic events or representing significant aspects of its historic design. (NPS, 2006).*

While historic residential suburbs should be evaluated as historic districts under the same criteria as any other area, the Bulletin goes beyond the basic recitation of the NRHP criteria to add some additional guidance that is particularly applicable to the evaluation of the Post-World War II suburban developments of the US 36 corridor. These guidelines are incorporated into the following eligibility analysis.

Significance Analysis: Targeted Research Methodology

To streamline research efforts, detailed research into historic trends in Denver area suburbanization were limited to topics relevant to the evaluation of the subdivisions of the US 36 corridor. This research, and its results, is summarized below by NRHP Criterion.

Significance Analysis: Criterion A

All of the subdivisions built along the US 36 corridor between the end of World War II and the mid-1960s are obviously a result of the unprecedented building boom in Denver in the mid-1950s, along with thousands or tens of thousands of others. These associations, however, do not rise to the level of significance necessary to qualify under NRHP Criterion A because of the large numbers of other subdivisions that exist from this period with similar or greater historic integrity that resulted from the same trend. It appears from the design of the areas, all of which incorporate one or more aspects of the FHA planning, platting, or design guidelines, that their developers adhered closely to the guidance of FHA in the design of their overall plan and the layout of their homes and other buildings. Therefore, these neighborhoods might seem to be, in the language of NRHP Criterion A, "associated with events that have made a significant contribution to the broad patterns of our history(.)" Following the guidance of the Bulletin, it is also necessary for a subdivision associated with the FHA guidelines to be "unique, important, or outstanding" or "one of the "earliest," "most successful," "largest," "finest," or "most influential" examples locally of the FHA housing design guidelines when compared to other neighborhoods of this period and type to be considered significant. Further information about the prevalence of such design in Denver suburbs was therefore developed through a combination of archival research into the street plans and financing methods of other developments of the period, and a windshield survey of other period housing developments in the Denver area to evaluate their relative significance, design qualities, and level of integrity.

This research yielded a list of some 14 planned developments in the Denver area developed between 1945 and 1965 for which some historic detail could be developed. The results of this research can be found in Appendix A. This information, in conjunction with windshield surveys of over 150 other developments of the period in all parts of the Denver area, made it clear that most of these other neighborhoods share the same associations with the FHA design guidelines as the subdivisions along US 36. These US 36 corridor subdivisions are not the earliest, largest, or most successful of these developments, nor did they have any particularly strong influence on the direction suburban development took in the Denver area. Larger, earlier, and equally or more successful subdivisions are extant and better represent development in Denver in this period. For example, Cherry Hills Village in Denver, built in 1945, also shows many qualities indicative of the influence of FHA guidelines, including a curvilinear layout and common green spaces. City View Heights, built in the mid-1950s, was built in topologically sensitive manner with circular streets, and incorporated recreational and commercial elements. These elements were encouraged by FHA but were not significantly incorporated into the ten subdivisions being evaluated for the US 36 project.

FIGURE 4
Most Advertisements for Developments in the Denver Area in the 1950s and 1960s Touted the Availability of FHA Financing

MOVE UP to
Mr. Melody's
CHAMBERS HEIGHTS

... A suburban
HILLSIDE LOCATION
with a magnificent view of Denver and the Rockies

IMMEDIATE OCCUPANCY
LARGE 3-BEDROOM BRICK HOMES
at low prices starting at \$16,500

RANCH STYLE
TRI LEVEL
TRADITIONAL

MELODY TRI-LEVEL

Featuring

- Top Quality Construction
- Unusually Large Lots
- Full Basements
- Attached Garages
- Dining Rooms
- Finished Recreation Rooms
- Extra Baths
- Patio Doors
- Popular Built-ins

VA NO DOWN
30 YEAR FHA
FHA "IN-SERVICE" LOANS

DRIVE 2 miles east, 1 mile south from the Southwest corner of Excelsior Hospital to E. 6th Ave. and Chambers Road in Aurora.

EM. 4-0096

MELODY HOMES

FURNISHED MODELS OPEN • SUNDAYS 11 'TIL 6 • SATURDAYS 9 'TIL 6 • WEEKDAYS 9 'TIL 6

Several projects built in this same period, including Broomfield Heights and Northglenn, dwarf in size and success, in terms of number of homes sold, any of the US 36 corridor subdivisions.

CH2M HILL also evaluated whether the ten US 36 corridor subdivisions possess a comparatively high level of integrity or a high quality or particularly innovative or influential design as compared with other subdivisions of the period. These windshield surveys revealed that each of the US 36 corridor subdivisions was

strongly similar to some or all of these other subdivisions in general design and layout, and in level of historic integrity. Photos of representative examples of individual homes and streetfronts from the US 36 corridor subdivisions and these other subdivisions are attached included with this report as Appendix A.

FIGURE 5
Cherry Hills Village Streetscape



Significance Analysis: Criterion B

The primary person with whom a subdivision is likely to be strongly associated for the purposes of Criterion B is its developer. In evaluating a property's significance under Criterion B, the Bulletin indicates that suburban areas "associated with important developers" must "best represent their contributions to significant local or metropolitan patterns of suburbanization" to be considered eligible for listing on the NRHP." The following list summarizes the developers associated with each development in the US 36 project corridor.

- Appleblossom Lane (Sheffield Homes)
- Fairview (Unknown)
- Les Lea Manor (This area appears to have been developed by Les Lea Realty in conjunction with builder Clifton Homes)
- Perl Mack Manor (Perl Mack)
- Rangeview Acres (Unknown)
- Shaw Heights (Initially, the developers appear to have been the S & H Investment Company, composed of Arthur and Irving Hayutin, Denver attorneys and Gene Shaw. Later builders appear to have been Winston Homes and M. L. R. Construction.)
- Skyline Vista (Francis Homes)
- Valley Vista (B and B Builders)
- Western Hills (William K. Barr, president of Barr Lumber Co; Floyd Prouty, president of Pike Realty Co.; and Algernon Blair Inc. Builders)
- Westminster Hills (Sheffield Homes)

To aid in determining whether any of the US 36 corridor subdivisions were representative of the work of such persons, CH2M HILL analyzed existing academic sources and contemporary newspaper accounts to identify important developers from this period in the Denver area. Information gathered concerning residential developers from this period is attached in Appendix A of this report. The list summarizes all information about developers in the Denver area that was available in published or indexed sources on development in this period. Based on this information, it appears that only one of the developers associated with the US 36 corridor, Jordon Perlmutter, et al., sometimes incorporated as Perl Mack, were successful, prolific, or celebrated enough to be considered significant in the development of the Denver suburbs. Due to the fact that little to no information was found on the other developers in the area, indicating they were not significantly successful, prolific or prominent in their time or since, they are not discussed further.

Jordon Perlmutter/Perl-Mack

Jordon Perlmutter was the son of Abe Perlmutter, the founder of a large construction firm in the pre-World War II era. In conjunction with other family members, the younger Perlmutter continued this construction legacy in the both the Denver and metro areas. In 1952, he formed a residential construction company with his cousin, Samuel Primack. The company, named Perl-Mack Enterprises, soon welcomed a third partner, Jordon's brother-in-law William J. Morrison. The partners built their first house in 1952, and sold only two more that year. The team of partners worked on the construction of one house at a time, during the day and dressed-up in suits to sell them at night. In 1953, the company began construction on three housing projects. In 1954, the company sold fifty-nine homes at Sheridan Boulevard and First Avenue in Aurora.

FIGURE 7

A Newspaper Advertisement for the Perlmutter Developed "Broadway Estates," c. 1955

The BENTON

1,177 Sq. Ft.—1st Floor Livable Area
PLUS 1,177 Sq. Ft.—Expandable Full
Basement. \$13,990

MENU

- 3 Bedrooms, Living Room, Separate Dining Room, Breakfast Area
- Kitchen with YORKTOWNE Birch Factory Finished Cabinetry, IN SINK-ERATOR Waste Disposer, FORMICA Counter Top with Full Backsplash, Double Well Sink
- Full Bath with Full Tile, De Luxe Built-in Vanity and Covered Linoleum Floor
- Basement Laundry/Utility Area

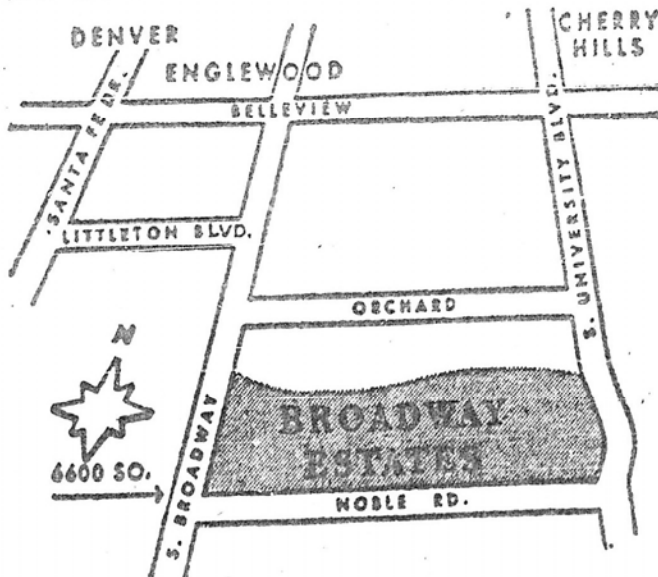
The DALE

1,265 Sq. Ft.—1st Floor Livable Area PLUS
1,265 Sq. Ft.—Expandable Full Basement,
Oversize Double Attached Garage with Full Concrete Driveway.
\$16,990

MENU

- 2 Bedrooms, Living Room, Separate Dining Room, Breakfast Area
- Kitchen with YORKTOWNE Birch Factory Finished Cabinetry, IN SINK-ERATOR Waste Disposer, FORMICA Counter Top with Full Backsplash, Double Well Sink
- Full Bath with Full Tile, De Luxe Built-in Vanity and Covered Linoleum Floor
- Approx. 10 Pkts. with De Luxe Built-in Vanity and Living Linoleum Floor
- Separate Expansive Bath and Laundry Utility Area
- Glass Sliding Patio Door and Concrete Patio Slab
- Brick to Grade

NEW LOW FHA & CONVENTIONAL FINANCING



15 MINUTES FROM DENVER AND
THE MARTIN PLANT

BROADWAY ESTATES

The Southeast Suburban
Development on Hilltop

6600 S. BROADWAY
PY. 4-1597

THE P-E-R-L-M-U-T-T-E-R-S INC.
Third Generation of Progress in Building

In 1955, Perl-Mack began development of a subdivision in Westminister that would be named Perl-Mack Manor. This subdivision would be built over a period of four years and have 2,300 homes. The first filings had only two building styles but by 1958, there were five models from which to choose. Homes ranged in price from \$11,600 for a two-bedroom home, to \$15,250 for a three-bedroom, two bath home. The first homes were built between 68th Avenue and US 36 and

between Zuni Street and Pecos Street. Other homes in the subdivision were located between 72nd Avenue and US36 and between Pecos Street and Huron Street.

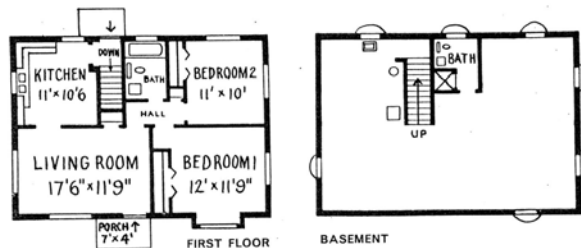
PERL-MACK TRIUMPH "E" \$12,150



2 Bedrooms . . . 2 Baths with Ceramic Tile . . . Full Basement . . . Hotpoint Range and Oven . . . Waste King Disposer

PERL-MACK TRIUMPH "E" including house, lot and all items listed . . . \$12,150

<p>Down Payment: Monthly Payment: Monthly Income Required:</p>	<p>GI No Down Payment—just closing costs approx. \$92 including principal, interest, taxes and insurance approx. \$380 gross</p>	<p>FHA \$400 plus closing costs approx. \$94.50 including principal, interest, taxes and insurance approx. \$420 gross</p>
--	--	--



INCLUDING

- American-Standard 4-season central air-conditioning and 105,000 BTU American-Standard forced-air furnace
- Chain link fence enclosing backyard
- Built-in Hotpoint electric range and oven
- Coppertone hood and fan
- Waste King disposer
- Mahogany paneled wall in living room.
- 2 baths with ceramic tile exclusively
- 2 large first floor bedrooms
- Finished 2nd bath in basement
- American-Standard single lever faucets
- Sliding wire-glass tub enclosure for maximum safety
- Double sink in kitchen

PLUS all these basic Perl-Mack quality features: brick construction with steel I-beam • aluminum windows with marbled sills • Texboro furniture-finish kitchen cabinets Formica kitchen counter tops • Armstrong floor coverings in kitchen and baths • No. 1 oak floors • American-Standard glasslined hot water heater with 10-year warranty • bi-fold closet doors • Automatic washer connections lifetime copper water and drain lines • 220 volt outlet for dryer • 100-amp breaker box clothes line poles and incinerator

One of Perl-Mack's most popular subdivisions, known as Northglenn, was developed in the summer of 1959. Perl-Mack's goal with Northglenn was to design a subdivision that included all of the necessities an owner would need. This project developed 2,000 acres of land into a master-planned community that included 6,000 single family homes, apartments, churches, schools, and fire and police departments, as well as industrial and commercial sites. Homes ranged in price from \$11,600 to \$30,000. Perl-Mack partnered with planning consultants Harmon, O'Donnell, and Henninger in the design of the community.

FIGURE 8
Representative Northglenn Home



Between 1960 and 1963, Northglenn received seven awards and was recognized in national magazines. *Life Magazine* and *The National Association of Home Builders Journal* noted Northglenn as the best-planned community in America. The development of this popular community helped Perl-Mack become one of the top ten builders in the United States. Northglenn also provided Perl-Mack with an introduction to the development and construction of commercial real estate. The next development for the company was Southglenn, a master-planned community of 1,150 homes located in Arapahoe County and Montebello, in the metropolitan area of northeast Denver.

FIGURE 9
Cover of Brochure for Original Northglenn Offering

Northglenn
PERLMACK

The West's most honored homes in America's most perfectly planned community

Your new Perl-Mack home will be worth more tomorrow because it's the **BEST BUY** today

Certainly everyone wants a *Better Life* that includes all of the new home and fine neighborhood features that Perl-Mack provides. But how do you get all this at the same price you'd pay for an ordinary home in an ordinary neighborhood? Check all the features and prices of the home models that interest you—and convince yourself that

Perl-Mack home values defy comparison!

And these same Perl-Mack quality features—years ahead of other builders—provide you with today's **best home buy** and higher resale value in the future. As the region's largest builder—over 6,000 homes completed in 11 years—Perl-Mack has a quality reputation that home buyers respect. This is another reason why through the years Perl-Mack home buyers who have had to move away have consistently sold their homes at a profit.

there is only one **PERLMACK**

DON'T BE CONFUSED BY SIMILAR NAMES — DON'T SETTLE FOR 2ND BEST!

Perl-Mack’s commercial endeavors included the Northglenn Regional Shopping Center in 1968 and the Southglenn Regional Shopping Center in 1974. The company continued to develop properties until the early 1980s. While Perl-Mack dissolved in 1983, Jordon Perlmutter and his son continued to develop commercial property in the western United States.

Based on this information, only one of the developers associated with the US 36 corridor subdivisions appeared to be particularly significant in the Denver area: Perl Mack, the developers of Perl Mack Manor. Perl Mack Manor, Perl-Mack’s extremely successful maiden voyage into large scale housing development, was clearly significant to Perl Mack as a company and to its principals. However, when compared against other major projects of the company, such the Northglenn and Southglenn developments, it is clear that Perl Mack Manor does not “best represent their contributions to significant local or metropolitan patterns of suburbanization.” For example, the Perl Mack Manor development is comparatively small and confined exclusively to housing, when contrasted with the larger planned communities of Northglenn and Southglenn, which included recreational facilities, shopping areas, and schools. If a best representative of the work of the company from this period were to be selected, it would most likely be Northglenn, which not only represents a more sophisticated and diverse community plan, but also was recognized during this period through a number of awards for its quality of design, planning, or the comfort of its appointment. A windshield survey of the area indicates that the Northglenn development retains sufficient integrity to qualify for listing on the NRHP.

Significance Analysis: Criterion C

Criterion C presents a few alternative bases for NRHP eligibility. To be eligible for NRHP listing under Criterion C, a property or district must possess the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

As described above, a windshield survey of the broad spectrum of residential developments constructed between 1945 and 1965 in the Denver metropolitan area was undertaken in June 2006. The survey information will be used to determine if specific building typologies for single family housing in this period could be defined. The information gathered will also assist in determining if significant patterns of construction for certain classes of housing, such as housing targeted at different types of families or those at different social-economic levels, could be distinguished. Original sales advertisements and other sales data regarding the evaluated subdivisions indicates the primary buyer for whom these homes were built was of low- to moderate- income, and was frequently a first time homebuyer. Many developers constructed homes during this period in the Denver metropolitan area targeted at groups with similar income levels. While many of the homes do appear to share some basic similarities, such as square footage and a general rectilinear form, no distinct patterns or typologies could be discerned beyond those associated with the FHA design guidelines (discussed above under Criterion A).

Research indicates that the housing designs in the ten subdivisions evaluated were most likely the work of their developers and builders. Therefore, none qualify for NRHP as the work of significant architects or designers. The designs of the buildings and subdivisions themselves are relatively prosaic and somewhat ungainly, with squat, blocky forms and a minimum of detail or stylish expression, and therefore do not possess high artistic values. While the subdivisions (or their individual filings) do in some cases appear to be visually “distinguishable,” in that they possess common stylistic features, building materials, and/or forms, they are not collectively “significant” under any criterion.

Therefore, none of these areas would be considered eligible for listing on the NRHP under Criterion C. More detailed information about each of the ten subdivisions and their eligibility determinations can be found on the site forms in Appendix B.

FIGURE 10
Based on Advertisements such as this, it appears that the US 36 subdivisions were developed for low to moderate income homebuyers



Conclusion

This document summarized the research, survey work, and analysis necessary to complete the evaluation of the eligibility of several Post World War II residential developments abutting the highway corridor in the City of Westminster, CO, for listing on the NRHP. This supplement is necessary because a comprehensive evaluation of these areas was not included in the previous report, *U.S. Highway 36 Environmental Impact Statement: Results of a Historic Architectural Survey of the Highway and Railroad Corridors; Adams, Boulder, Broomfield, Denver, and Jefferson Counties, Colorado* (Feldman and Mutaw, 2005) .

Following are the ten subdivisions evaluated in this report:

- Appleblossom Lane
- Fairview
- Les Lea Manor
- Perl Mack Manor
- Rangeview Acres
- Shaw Heights
- Skyline Vista
- Valley Vista
- Western Hills
- Westminster Hills

In the course of this survey and evaluation, no individual structures, sites, or historic districts in these areas were found to be eligible for the NRHP. In compliance with 36 CFR §800.4, FHWA and CDOT seek concurrence from SHPO with these preliminary findings for the purpose of being recorded in the EIS, in accordance with 36 CFR 800.8(a).

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Appendix A

Representative Planned Communities and Tract Homes in the Denver Metro Area, 1945-1965

The following is a representative sample of various planned developments in the Denver area in the Post World War II era. Research and windshield surveys revealed that the US 36 corridor subdivisions discussed in this report were strongly similar to other subdivisions in general design and layout, and in level of historic integrity. This list is intended to reflect the vast spectrum of intact developments of this time period in the metro area. This representative sample does not address NRHP eligibility or potential eligibility of these or other developments.

Applewood Ranchettes (1955). Ranch-style homes with ponds, orchards, and bridle paths, on one-half an acre and larger sites. The residential development stretched for several hundred acres up the sides of Table Mountain, near W. 23rd Ave. and Youngfield St. The cost of the homes ranged from \$18,000 to \$35,000. The custom built homes provided 1400 square feet of living space. This subdivision was a joint venture for the Bunger Brothers and Gertrude J. Gould. Myron T. Bunger was a former U. S. Civil Service and bureau official, his brother Mills Bunger was the father of the Colorado-Big Thompson project while Mills was with the reclamation bureau. Gertrude J. Gould was a Lakewood Realtor and former Area Personnel Director for the U.S. Engineers and the War Department at Fort Logan. Myron Bunger developed another subdivision named Applewood Mesa in Applewood Valley. Applewood Mesa was formerly known as South Table Mountain (*Denver Post 13 May 1955, 7B*) (*Denver Post 18 Nov 1962, p.*).

Applewood Ridge (north slope of Applewood Mesa formerly South Table Mountain in Jefferson County, 1962). Contemporary-style homes with chalet-type architecture and a steep shake shingle roof. These homes were two levels with 2100 feet of living space, three bedrooms and two baths. The houses had two-car covered carports with a planter between the two parking spaces and an open stairway that led up to the living room. The living room had floor-to-ceiling windows placed to capture the view of the mountains by day and the surrounding cities by night. The homes, priced at about \$29,000, were built by C. E. Kentz Construction Company. The Lakewood Company specialized in building custom homes on the steep hills surrounding Denver (*Denver Post 26 Aug 1962, p.1D*).

Bow Mar South (1959). A \$5 million subdivision developed by Denver Realty Associates. The subdivision, which was located midway between the new Pinehurst Country Club and the Columbine Country Club, had 160 homes that circled the two Tulle Lakes. The homes were priced from \$27,500 to \$60,000. Each home had at least 1500 square feet of living space and was located on a half-acre to 1 ½ acre tract of land. All electrical and telephone lines were underground. Streets were blacktopped and all utilities were installed by the developers. Bow Mar featured a 5-acre community recreation area with a swimming beach between the two lakes (*Rocky Mountain News 6 Sept 1959, p. 14*).

Broomfield Heights (1955). The area that would become known as Broomfield Heights was located north of “Old Broomfield” and included the Zang Ranch property. The land was originally owned by the Adolph J. Zang Investment Company. In January 1955, the owners of the Turnpike Land Company disclosed their plans for a “city by the turnpike.” The company brought in investors and bankers to help make the plans for the new development. The plan was to build about 2,000 homes on 600 acres in the first stage of development. The first phase or First Filing located south of Midway Boulevard would have 954 houses with a cost of \$12,000 each. The second phase would contain 846 homes. The developers spent nearly \$3 million in water, sewage, lights, streets and planning before a single house was built. The name “Broomfield Heights” was announced on May 8, 1955 in the Boulder *Daily Camera*.

The first completed homes in Broomfield Heights went on the market in August 1955. About 25,000 people showed up for the opening of the first eighteen houses. There were forty more homes under construction at the time, although 6,000 lots in total had been designated for building. Each home in Broomfield Heights featured a garbage disposal. Only three other cities in the country required garbage disposals in all new residences.

The first family moved into their new Broomfield Heights brick house in September 1955. In October 1955 when the second family moved in, 117 homes were under construction. By December 1955, Aspen, the first new cottage school, opened with thirty-two students.

There were 75 families living in the community by 1956, when the first civic association was formed. The population in Broomfield continued to increase during the mid to late 1950s. There were 163 families in the community by August 1956 and 218 by November of that same year. By 1960, there were about 4,089 people living in Broomfield. In August 1961, a second attempt to incorporate was approved by the residents and the area was named “Broomfield.”

Cherry Hills Village (1945.) A rural area outside Denver was developed into a master-planned community, which would have only one family to every two and a half acres of land. Curved roads, village greens, and landscaped paths were planned for the project. In 1950, 15 new homes were under construction in areas bounded by Hampden and Bellview, and Clarkson and Dahlia and Holly. Land was selling at \$3,500 per acre. In 1953, the population of Cherry Hills Village was between 1,000 and 1,250 persons. At that time, there were 250 homes in the small community planned by S. R. De Boer & Co., city planners (*Cervi's Journal*, 22 Jun 1950, p.1) (*The Denver Post*, 2 Aug 1953, p.19A).

City View Heights (south of Thornton, 1955). The project, by the City View Heights Co., was a \$5 million, 530-home planned development on a tract of land 2,600 by 2,600 feet at E. 88th Ave. and Washington St., south of Thornton. The project was a collaboration between three Denver businessmen and a New York builder – Fred Maier, a Denver realty businessman (president); Adolph Kaufman, head of Kaufman’s men’s shop, (executive vice president); Herman Shelden, New York builder (assistant vice president); and Jack H. Lopata, president of Morton’s dress shop (secretary-treasurer).

The plan for the community included a 13-acre shopping center, a bank, a restaurant, a movie theater, and stores. Water would come from two reservoirs located a few miles from the site. City View Heights featured tri-level homes of three or four types, built with brick and each with three bedrooms. Grounds were landscaped and paved streets were laid out in a circular design (*The Denver Post* 4 May 1955, p. 2) (*The Denver Post*, 3 Nov. 1957, p. 16C).

Homes had large kitchens with birch cabinets, Formica countertops, garbage disposals, wood-paneled eating areas, and closets in each of the three bedrooms. The "View Master" models featured basements with a bar and paneled walls. Sliding glass doors provided access to the patio on the second floor. Each home offered a view of the mountains to the west and the Denver skyline to the south. The homes ranged in price from \$10,950 to \$14,450. Down payments were \$450, with monthly payments as low as \$83 a month for FHA-insured 30-year loans (*The Denver Post*, 4 May 1955 2) (*The Denver Post* 3 Nov 1955, p. 27C).

Harvey Heights (1954). Two hundred contemporary designed homes by builder Lou Carey, were located 14 minutes from Red Rock Park, near the mountains. These homes sold for \$12,000 to \$15,000. The overall project ranged in price from \$2,400,000 to \$3 million. Referred to as the "Holiday Houses," the first two homes were built at 1905 Utica St. and were opened to the public on June 27, 1954. The project included two, three-bedroom brick veneer models with low pitched roofs, and living rooms containing huge window-wall sections. Some exhibited exposed rafters. They also included basements, patios, fireplaces, and built-in stoves and ovens. These homes were approved for 30-year GI mortgages and 25-year FHA loans (*The Denver Post*, 16 Jun 1954, P.45).

Hoffman Heights (1952). The master-planned subdivision of Hoffman Heights was located east of Denver, and is now part of Aurora. The project was described as a "new city" with plans for an estimated 5,000 homes, a civic center, a shopping center, schools, playgrounds, and parks. The houses were one-story, cottage type homes of brick construction. The brick was to be a new type made by the F&S Company. The homes would not include basements but provided plenty of space for utility-storage room facilities and had either garages or carports. The floors were concrete with asphalt tile coverings.

Sam Hoffman's company built a \$1,500,000 shopping center at Hoffman Heights. The ultra-modern shopping center planned for Hoffman Heights accommodated 54 stores and covered 19 acres of land. The parking lot had a capacity to hold 2,000 vehicles (*The Denver Post*, 24 Dec. 1952, 8) (*The Denver Post*, 1 Oct 1953, p. 1).

Harvey Park (1954). This subdivision was an \$8,750,000 home construction project developed by the K. C. Ensor Construction Company. Ensor was the president of the Turnpike Land Construction Company, which constructed the Denver-Boulder Turnpike and the Broomfield Heights subdivision, now known as Broomfield. By September of 1954, 102 homes were already under construction on the 140-acre building site. The subdivision was planned to accommodate 550 homes. There were five different model plans for the project with homes ranging from \$12,900 to \$16,750. These were designed as three-level homes, intermingled bungalow-full basement plan houses. The houses were two-, three-, and four-bedroom homes with several closets (some having as many as 13 closets). Some homes were full brick construction with furred and plaster walls, all copper plumbing, and two baths. The area for the subdivision extends from W. Jewell Ave. south to W. Yale Ave. and from S. Winona Ct. west to S. Sheridan Blvd. The area, which was newly annexed in 1954 by the city of Denver, also included sites for schools and parks (*The Denver Post*, 9 Sept. 1954, p.1).

Hillside Addition (1955). A \$25 million housing project by Hutchinson Homes included 2,200 homes, schools, parks, and a business district in Southwest Denver. The development site was on a sloping ridge west of Loretto Heights, and was known as the Hillside Addition to Harvey

Park. Three models homes were constructed near the 2800 block of South Sheridan Blvd., on a 600-acre site that had been annexed by Denver in 1955. Prices ranged from \$11,750 to \$14,950.

The homes, which were constructed of brick veneer, offered two and three bedrooms, full basements, with thirteen different elevations and three floor plans. Lots measured from 75 feet to 110 feet by 175 feet with a full city lot between the homes. City services and utilities including water, sewage, and gas mains, were provided. Hutchinson Homes planned to build 600 to 850 homes per year with plans for the shopping center, school, and park to be constructed along Bear Creek at the foot of the ridge. The new development represented half as many homes as Ted Hutchinson (Hutchinson Homes founder) had constructed in Denver throughout his 25-year building career. He took that as an indication that Denver's rapid rate of growth would continue unabated, and that the overall economic expansion of the Denver area was solid, dependable, and healthy (*The Denver Post*, 15 May 1955, 32A).

North Arvada Park (1955). A 350-home subdivision in Arvada by Jack Hoy. Hoy, an Arvada contractor, also operated the Hoy Construction Co. The \$6,750,000 project was constructed on a 100-acre site in north Arvada including a \$550,000 shopping center on 17 ½ acres of the site. Homes were two, three, and four bedrooms made of brick, some with two and three bathrooms. Eight distinct floors plans were offered with 24 different styles ranging in price from \$13,500 to \$25,000. North Arvada Park was located at W. 6th Ave. and Wadsworth Blvd. Homes were a medley of bi-level, garden-level, rambler, and contemporary designs. FHA and VA approved loans were available (*The Denver Post*, 25 Aug 1955, p. 41).

Northglenn (1955). Northglenn opened in the summer of 1959. The developer of Northglenn, Perl-Mack, stated that their goal was to design a subdivision that included all the necessities an owner would need. This project developed 2,000 acres of land into a master-planned community that included 6,000 single family homes, apartments, churches, schools, fire and police departments, as well as industrial and commercial sites. Homes ranged in price from \$11,600 to \$30,000.

Between 1960 and 1963, the Northglenn development received seven awards and was recognized in national magazines. *Life Magazine* and *The National Association of Home Builders Journal* noted Northglenn as the best-planned community in America. The development of this popular community helped Perl-Mack to become one of the top ten builders in the United States. Northglenn provided Perl-Mack with an introduction to the development and construction of commercial real estate.

Perl-Mack Manor (Westminster, 1955). In 1955, Perl-Mack began development of a subdivision in Westminster that would be named Perl-Mack Manor. This subdivision would be built over a period of four years and have 2,300 homes. The first filings had only two building styles but by 1958, there were five models from which to choose. Homes ranged in price from \$11,600 for a two-bedroom, to \$15,250 for a three-bedroom, two bath home. The first homes were built between 68th Avenue and US 36, and between Zuni Street and Pecos Street. Other homes in the subdivision were located between 72nd Avenue and US36 and between Pecos Street and Huron Street.

Southglenn Homes (Arapahoe County, 1965). This large housing development is located in Southern Arapahoe County. The project was developed by Saul and Sam Primack, developers of Perl-Mack, Northglenn, and other subdivisions in Adams County, in partnership with Jordan

Perlmutter, and in association with Almore Builders. The development contained 1,150 homes on 630 acres of land. The land for Southglenn was bordered by Euclid Ave. on the north, Ramo-Woolridge on the south, Primrose Ct. on the west, and S. University Blvd. on the east. Southglenn opened in 1965 with a showing of nine model homes. The \$12 million insured value community included a country club with a golf course and a swimming pool. The newly built Arapahoe High School was situated within walking distance of the homes (*The Denver Post*, 17 Jan 1965, p.37).

Southmoor Park (1962). A \$5 million home subdivision located inside the Denver city limits on a hilltop east of Thomas Jefferson High School, at Happy Canyon Rd. and S. Ivy Way. Garrett-Broomfield & Co., a Denver-based company that developed Crestmoor Park, Belcaro Park, and Cherry Hills Park, also developed Southmoor Park. The luxury subdivision would have 168 single family residences and be bounded by E. Hampden and the Valley Highway. The hilltop location was 35 stories higher than the state Capitol steps. The first homes constructed were priced from \$38,000 to \$58,000 or more; some sites were available for homes priced from \$25,000 to \$30,000. Southmoor adjoined Belmont Heights, Cherry Point, and Mansfield Heights. The annexation of the subdivision made the type of top bracket project like Southmoor possible. Architectural control in the subdivision was accomplished through deed restrictions and the formation of a homeowners association. Two-car garages were a minimum requirement on each of the one-third acre home sites (*The Sunday Denver Post*, 2 Sept. 1962, p. 12A).

Thornton (North of Denver, 1952). A master-planned city with one-story brick, cottage-type homes, with ample utility-storage room facilities. Homes did not have basements but did have carports or garages. Floors were concrete with asphalt tile coverings.

Western Hills (1955). This development was located north of Denver and was planned to have 6,000 homes over a 1,218 acre tract of land. Western Hills was located north of the Denver-Boulder Turnpike at the junction with the Valley Highway, or about at 74th Avenue and N. Broadway in Adams County. Partners in the development were William K. Barr, president of Barr Lumber Co; Floyd Prouty, president of Pike Realty Co.; and Algernon Blair Inc. Builders. The homes were of frame construction with 51 different exteriors, two and three bedrooms, with bungalow and contemporary styling. Prices were \$12,000 and less. The plan for the community designated 66 acres for schools and parks, 55 acres for a shopping center, and 14 acres for apartments (*The Denver Post*, 13 Mar 1955 4AA).

Significant Developers in the Denver Metro Area, 1940-1965

In some cases, information on the location, design, and details of a large scale development could be gleaned from contemporary advertisements, but no information about the developer or designer of the development was found. Often, information about a significant local developer was discovered through research, but little or no archival information about that developer's projects could be found. Therefore, the number of planned communities by one developer described below should not be taken as an indication of the percentage of the Denver housing market that developer was responsible for building, nor should the amount of information listed about an individual developer be taken as an indication of his relative importance in the Denver market. It should also be noted that this list does not include prolific builders or construction companies that seem to have limited themselves to building homes in areas developed by other companies or entrepreneurs.

D.C. Burns Realty

The company was originally founded in 1899 by Daniel Cochran Burns, a lawyer, lender, and budding philanthropist. He began building \$1,500 to \$5,000 homes for the working class. He built and sold the houses at 10% down with low monthly terms. Burns was an early pioneer in sub-division style residential living. His firm specialized in sub-divided property for development before the Great Depression. The first low-cost homes constructed by Burns were located in what was then called the Barnum tract. They were built on property subdivided by PT Barnum, the famous showman and circus owner. Many of Burns' more upscale structures remain Denver landmarks, including the Greystone at Delaware and 14th. Some of his early subdivisions were the Burns Hill Addition, Burns Sunset Heights, Burnsdale, and Burns Montclair.

In 1939, when D.C. Burns died, his nephew, Franklin L. Burns, became vice president of the firm. Later Franklin Burns would become president of the company at the age of 28. Fifty years from the turn of the century, the company had sold more than 5,000 homes, 1,000 of which had been built by the firm. The homes had no indoor plumbing and offered a privy outback. During the next century, Burns Realty would be one of the first companies to offer FHA-financed homes. The firm built homes for the enlisted men and women who were stationed at Lowry Air Force Base and Fitzsimons Army hospital.

Franklin Burns continued to lead Denver's subdivision movement, with plans for Burns Brentwood. Prior to the development of that subdivision, the concept of buying a large farm, putting in utility mains and streets, and securing city annexation was not common. Franklin Burns continued to develop subdivisions in Denver such as Burns Brentwood. Other subdivisions developed by Burns Realty were Gunnison Heights, Cherry Hills Vista, and Burns Aurora.

A former veteran himself, Franklin Burns was sympathetic to the desire of servicemen to own affordable homes. After World War II, he designed and patented the "Handyman House"; Burns Construction offered the framed house, added indoor plumbing, and sold them to GIs who could finish the work themselves. Veterans who were not handymen enjoyed the comforts of living in Brentwood where about 300 of them had purchased homes. In 1949, Burns built over 500 homes, which was more than any other builder in the state of Colorado. To commemorate the company's 50th anniversary, Burns Realty began offering home construction warranties. The

D.C. Burns Realty and Trust Company Warranty, was a pledge to the buyer that the company would stand behind their Burns Better-Built Bungalows.

Franklin Burns became the first home builder to be inducted into the National Home Builders Hall of Fame in 1977. He was recognized for his achievements in the industry during the 1940s. Memorials to Burns, national acclaim, and recognition for his many accomplishments are on display at the National Housing Center in Washington, D.C.

D.C. Burns Realty and Trust Company has developed more than 14,000 residential and commercial projects valued at more than \$129 million. Burns' developments include Green Mountain Plaza, the Boettcher School for the Handicapped, Southern Hills, and Cherry Hills Vista. Burns Realty also has other sites in Utah, Nevada, and Puerto Rico (*Mile High City, pp. 206-209*).

K.C. Ensor

In 1932, Ensor built his first home for sale and established K.C. Ensor Construction Company. Ensor was the president of the Turnpike Land Construction Company, which constructed the Denver-Boulder Turnpike (now US 36) and the Broomfield Heights subdivision, now known as Broomfield.

In 1950, Ensor began construction of 200 homes in Mar Lee Manor and developed College View Shopping Center. In 1954, along with developers Franklin Burns and Ted Hutchinson, Ensor developed Harvey Park, an area in southwest Denver bounded on the west by Sheridan Boulevard, West Jewell on the north, South Lowell Boulevard on the east, and Highway 285 on the south. This development would eventually grow to 4,200 homes.

Frederics Brothers

The Frederics Brothers were originally from Pittsburgh. They arrived in Denver in 1945, after leaving the military. Michael T. Frederics, the eldest brother, was 38 years old at the time; the next brother, Nicholas, was 35 years old, and the youngest, Steven W., was 34.

The brothers initially began their real estate careers in residential building. Frederics Brothers Construction Company built 5,000 homes between 1945 and 1955 and developed the areas of Green Acres, Fair View, and Parkview in Southwest Denver. They also constructed homes in the Florida Acres, Haines, and Starkloff subdivisions in Jefferson County. Michael T. Frederics, along with his brother Steven, owned Park View Builders Inc. and Green Meadows Land Co. It was through these entities that the trio was able to finance some of their own ventures.

The Frederics eventually expanded their business to service station construction. In 1956, they began making plans for developing shopping centers and apartment buildings. The brothers purchased 56 acres of land located west of 2100 S. Sheridan Blvd. The Green Meadows Shopping Center, a \$4 million project, would be built on 20 acres at 2195 S. Sheridan Blvd. The plans included 23 stores, an office building, and a medical building. Another proposed part of the complex was a 40,000 square foot building that would be leased to a supermarket. The remaining acres were designated for residential living, with plans for 144 homes and smaller apartment buildings (*Cervi's Journal 30 Apr 1958, p. 1*).

F&S Construction

Sam Hoffman of F & S (Father & Son) Construction, helped reshape Denver's suburbs. Hoffman, a Russian immigrant, was the president of one of the largest development companies in the nation, building moderately-priced homes in the early 1950s. His company had construction projects in cities across the nation, including Tucson and Phoenix, Arizona; Pueblo, Colorado; San Diego, California; and Cleveland, Ohio. His company built the master-planned subdivision of Hoffman Heights, east of Denver, which is now part of Aurora. The project was described as a "new city" with plans for an estimated 5,000 homes, a civic center, a shopping center, schools, playgrounds, and parks. The houses were one-story, cottage type homes, of brick construction. The brick was to be a new type made by the F&S Construction. The homes did not include basements but provided plenty of space for utility-storage room facilities and had either garages or carports. The floors of the houses were concrete with asphalt tile coverings.

Hoffman's company built a \$1,500,000 shopping center at Hoffman Heights and a \$1,500,000 additional project to the Englewood Park-N-Shop center at 3300 S. Broadway. The ultra-modern shopping center planned for Hoffman Heights accommodated 54 stores and covered 19 acres of land. The parking lot had capacity for 2,000 vehicles.

A three-story addition to the Englewood center was located at the corner of S. Broadway and Greenwood Ave. The expansion to the center provided space for businesses such as the First National Bank of Englewood, a Joslin's department store, and an F.W. Woolworth Co. store. The new Englewood bank occupied 22,500 square feet of space on the first three floors. The large parking lot, located on the west side of the building, extended to Acoma St. (*The Denver Post*, 1 Oct 1953).

Hoffman's company initiated the development of the city now known as Thornton, north of Denver. F&S Construction master-planned many aspects of the city, which included a civic center, a shopping center, schools, playgrounds, parks, and homes. Victoria Heights, a subdivision located north of Thornton, was also a project of the company.

F&S Construction faced negative publicity and was the focus of a congressional investigation by a House Veterans subcommittee in 1952. Some homeowners in both Hoffman Heights and the Thornton area complained that their homes had been poorly built or inferior materials had been used in the construction (*The Denver Post* 8 Sept. 1952).

In October 1959, for reasons that were not clearly determined, Sam Hoffman killed himself and his wife of 36 years at their home in Phoenix, Arizona. It is not clear whether the negative publicity surrounding his construction company was to blame (*Rocky Mountain News* 14 Oct. 1959, p.5).

Ted Hutchinson, Hutchinson Homes

Ted Hutchinson, a native of Colorado, was Denver's biggest home builder in 1953. Hutchinson was renowned as a builder, directing a 350-man construction team that operated through the many corporations that he established. These corporations included sub-contracting and construction businesses. In 1935, Hutchinson built his first house, although it would be another ten years before he engaged in massive residential building. In 1946, he started to build apartment homes and then small housing projects in Aurora, east of Denver, and in Brentwood. In 1949, Hutchinson purchased 540 acres of land one mile south of the southeastern edge of

residential Denver. The development, known as University Hills, consisted of 2,200 homes and was completed in 1953. Other Hutchinson Homes developments were Sharon Park and Harvey Park. Harvey Park was located on South Sheridan Blvd., in the rolling hills west of Loretto Heights College. The subdivision provided homes with a mountain view and accommodated 500 families. In 1955, Hutchinson Homes began construction on a new project. The \$25 million development, known as the Hillside Addition to Harvey Park, included 2,200 homes, schools, parks, and a business district. The site for Hillside Addition was on the sloping ridge west of Loretto Heights (*The Denver Post*, 15 May 1955, 23A).

Melody Homes

Melody Homes, built around Colorado's Front Range, was founded in 1953 in Boulder, Colorado. The company was originally established to build starter homes for veterans returning home from the Korean War and other first-time home buyers. The first Melody homes were constructed in Martin Acres in Boulder. The model was about 1,100 square feet and sold for about \$12,995. In the 1950s, one out of every five homes built in Boulder was a Melody Home.

Melody Homes contributed to the growth and development of neighborhoods in the suburbs of Arvada, Aurora, Colorado Springs, Fort Collins, Longmont, Brighton, Thornton, and Westminster. Melody homes can also be found in Arapahoe, Douglas, and Jefferson Counties. Melody Homes constructed about 15,000 starter and move-up homes along the Front Range (*Mile High City*, pp. 238-239).

Perl-Mack/Jordan Perlmutter

See information about Perl-Mack in the body of the report.

Appendix B
