AURORA LANDMARK PROPERTIES

NOMINATION FORM

City of Aurora
Historic Preservation Commission

SECTION A: SITE INFORMATION AND DESCRIPTION

1. *Name of Nominated Site*

Historic Name: **Stanley Aviation**

Current Name: **Stanley Marketplace**

2. *Address of Property*

Street Address: **2501 Dallas St., Aurora**

County: **Adams** Zip Code: **80010**

3. *Geographic Description*

P.M.: **6** Township: **3S** Range: **67W**

Center of the NE ¼ of **N E** ¼ of **S E** ¼ of **S E** ¼ of Section: **34**

UTM: Zone **13N** UTM East: **510492** UTM North: **4400435**

Quad Map: **Commerce City** Year: **2013** Map Scale: **7.5' x 15'**

Lot(s): **LOTS 15 to 43 INC** Block: **BLK 10 S 17 FT LOT 8 ALL LOTS 9 to 39 INC and LOT 40 EXC the N 8 Ft THEROF BLK 11 ALSO E2 Chester St ADJ BLK 11 LOTS 10 to 39 AND LOTS 9 and 40 EXC the N 8 FT of BLK 12 and ALL BLKS 13, 14 and VAC STS BLK 12 and ALL BLKS 13, 14, 15**

Addition: N**ew England Heights** Year of Addition: **1889**

Boundary Description: **The Stanley Aviation Building is bound to the north by E. 26 Avenue, to the south by E. 23 Avenue, to the west by Westerly Creek and to the east by N. Dallas Street.**

4. *Legislative Information*

Aurora Ward #: **1** Colorado House District: **30** Colorado Senate District: **25**

5. *Site Owner*

Current:
Name: **Flightline Real Estate, LLC**
Address: **8067 E. 24th Ave**. Phone: **303-589-6915**
City: **Denver** State: **CO** Zip: **80238**

Historic:
Name(s): **Stanley Aviation, Robert M. Stanley**
Source(s) of information: **Architectural Inventory, Colorado Cultural Resource Survey, site # 5AM.3233, and Adams County Assessor Records**

6. *Site Classification*

[X] building(s) [ ] district [X] site [ ] structure [ ] object [ ] area

7. *Site Condition*

[ ] excellent [X] good [ ] fair [ ] deteriorated [ ] ruins

8. *Site Location*

[X] original location [ ] moved (date of move _____)

9. *Site Use*

Historic: **Air Related Manufacturing Facility, Industrial Storage**

Current: **Proposed: Urban Market**

SECTION B: DESIGN AND CONSTRUCTION INFORMATION

10. *Physical and Site Description:*

The site that is now 2501 N. Dallas Street was first purchased out of public lands by James Clelland on June 5, 1871, under the Morrill Land Grant Act. The Act granted sections of public land to states and territories and authorized those states and territories to sell the land, using the proceeds to establish agricultural colleges. It is not clear when Clelland sold his property, but the 160 acres that he purchased in 1871 eventually became part of the New England subdivision of the Town of Fletcher (later Aurora) in 1891. This portion of the subdivision, though platted in 1889, was not developed until after the Second World War.

Construction of the complex began in early 1954, with the Phipps Construction Company's initial focus on the main manufacturing building. By the summer of 1954, the steel frame had been completed and concrete block walls were in progress. Upon completion of the main manufacturing facility in August, Stanley Aviation began constructing other structures and landscape features associated with the site. Periodic additions to the building, and the outbuilding stock, appeared to continue until 1996, with minor, interior and utility modifications continuing into the 2000s.

By November of 1954, a gatehouse was completed. In 1957, Stanley Aviation made a major expansion of the main manufacturing building. An addition onto the south elevation of the building doubled its size to approximately 100,000 square feet. In 1961, the company made another addition to the main factory building, and installed a neon sign. In 1967, a set of plastic lettering with the company name was added to the south side of the building. In 1971, a loading dock was added to the west side of the building. In 1979, it appears a significant re-roofing project replaced much of the existing roof with poured concrete and gravel. More details may be available from files currently in the care of the developer. In 1995, the company added a 500-gallon propane tank near the south side of the main building, northeast of the garage.

Original Structure: **1954** Additions or Alternations: **1957, 1961, 1971, and 1995**

Source(s) of information: **Architectural Inventory, Colorado Cultural Resource Survey, Aurora History Museum Archives, Aurora Advocate, 1953-1954.**

11. *Architect, Builder, Engineer, Artist, or Designer*

Name: **Jared B. Morse, Architect** Location**: Denver**

Source of information: **Original Construction Drawings dated 3/15/1954**

12. *Architectural Style/Engineering Type*

Type/Style: **Industrial/International**

Source of information: **Architectural Inventory, Colorado Cultural Resource Survey**

SECTION C: SITE SIGNIFICANCE

13. *Significance of Property*

Nomination Criteria:

[**X**] 1. The Property (District) Exemplifies or Reflects the Broad Cultural, Political, Economic, or Social History of the Nation, State, or Community.

[**X**] 2. The Property (District) Is Identified With a Historic Person or Historic Group Significant To National, State, or Local History.

[**X**] 3. The Property (District) Embodies Distinguishing Characteristics of an Architectural Type Inherently Valuable to the Study of a Period, Style, Method of Construction, or Indigenous Materials or Craftsmanship.

[ ] 4. The Property (District) Is Representative as the Work of a Master Builder or Architect.

[ ] 5. The Property (District) Contains the Possibility of Important Archaeological Discoveries in Prehistory or History.

[ ] 6. The District Consists of a Definite Area That, Due To Its Unique Location or Singular Characteristics, Represents Established and Familiar Visual Features of the Neighborhood, Community, or City

14. *Period of Significance*

Period of Significance: **1954-1990**

15. *Significance Statement*

The Stanley Aviation Building is eligible for local landmark designation under Criterion No. 1 for its role in Aurora's military history as well as its National contribution to Cold War technology and engineering advancement. Since its inception in 1954, Stanley Aviation became renowned for its ejection seat technology and contributions to American aviation and aerospace for flexible fueling solutions. The Aurora Colorado manufacturing facility employed thousands of employees from 1954-2008. The building is also eligible for local landmark designation under Criterion No. 3 as an industrial example of the International architectural style.

Historic Background:

Robert M. Stanley was a ground breaking engineer and test pilot. Stanley was the first American to fly a jet aircraft, in a test flight for Bell Aircraft on October 2, 1942. Lauded as a pioneer in jet aircraft manufacturing, Bob established Stanley Aviation in 1948 in Buffalo, New York. However, the facility in Buffalo was of limited size and employed only 100 employees, and when the firm was awarded a military, super-sonic, ejection seat contract, Stanley recognized the need for a larger manufacturing center for the company.[1]

Figure 1. Pilot, engineer, & inventor, Robert M. Stanley. Courtesy of Stanley Aviation Archives.

Several factors led the choice of Aurora as the site for the new facility: boosterism of City officials and the proximity of existing military bases. Aurora boasted two United States Air Force (USAF) facilities: Lowry and Buckley Air Force Bases. Lowry Air Force Base housed training facilities for pilots and aerial photography, as well as being the site of the first, temporary Air Force Academy while the campus in Colorado Springs was under construction.[2] These high-profile training centers made Aurora a prime location in which the aerospace manufacturing firm to establish itself.

Stanley Aviation's decision to locate its manufacturing plant in northwest Aurora came as part of a significant growth in the area following the Second World War. Beginning in the late-

1940s, many early Aurora subdivisions experienced a significant degree of suburban infill. Small-scale, local developers filled empty lots in-between 1890s Victorian-style homes and 1920s bungalows with modest Ranch and Minimal Traditional type residences. Northwest Aurora also witnessed a significant amount of commercial infill along both the Colfax and Montview corridors.[3] The Stanley Aviation plant became one of the few truly industrial properties in the city in the post-war era.

Stanley Aviation's establishment at 2501 N. Dallas occurred during a period of redevelopment within New England Heights. Until 1953, the City of Aurora managed the site north of Clinton Street and 25th Avenue as the City's landfill. However, complaints from the newly constructed neighborhoods south of the site prompted the City to relocate the landfill. At the same time, the Stanley Aviation Corporation began looking at the site for a potential manufacturing facility.[4] They signed a tentative agreement with the City in the summer of 1953 with the intent to begin construction by January of 1954.[5] In December, Aurora's City Council granted the company an extension on the agreement.[6]

Figure 2. Arial photo of Stanley Aviation, mid-late 1950's. Courtesy of Stanley Aviation Archives.

The Aurora location was Stanley Aviation's first major manufacturing plant. The firm broke ground on the Aurora plant in February of 1954, initially a 50,000 square-foot facility, costing $500,000. Stanley Aviation selected Gerald H. Phipps Construction Company to complete the plant, with the intent to move the firm's top personnel to the Aurora plant, in hopes of opening the facility on August 15th.[7] By early April, Phipps Construction completed the steel frame of the main building, laying concrete block for the walls later that month, and putting in the large, sliding doors by early May.[8] By June, the company began accepting applications, intending to employ 250 people by the end of the year. Along with other components, the company expected to manufacture ejector seats for the U.S. Air Force's B-47 and B-52 bomber planes.[9] By August 1954, the plant had begun production and employed over 500 people by the end of its second year.[10]

Stanley Aviation became a force in northwest Aurora's economic development, as well as a staple of the Air Force's Cold War deployment around the world. The Stanley plant primarily manufactured ejector seats for various USAF planes, including downward ejector seats for the B-47, B-52, and F-104 planes, and upward ejector seats for the YB-47, FJ-2, and Ryan VTO planes. The plant also manufactured tail gunner seats for the B-52, escape capsules for supersonic aircraft, automatic gas-operated safety belts, canopy jettisoning systems for fighter jets, entrance ladder assemblies for the B-47. The high demand for their products by the Air Force motivated Robert Stanley to plan an expansion for his Aurora plant to a 100,000 square-foot facility that would employ several hundred more workers. By 1956, the company began recruiting skilled laborers, tool designers, and engineers from the region to enhance the Aurora plant's operations. Stanley Aviation became a well-known aerospace engineering firm, drawing engineers from around the country to the Aurora facility, including professionals who previously helped design some of the United States' best known military and civilian aircraft, such as the DC-2 and the P-51 Mustang.[11]

Stanley Aviation was a leader in aerospace manufacturing throughout its history in Aurora, even after Robert Stanley's death in 1977. In 1981, Flight Refueling Holdings Ltd., renamed Cobham PLC in 1997, acquired the company. In 2000, the firm secured a $100 million contract with Boeing to produce tube and duct assemblies for the Air Force's C-17 Globemaster III cargo planes. The assemblies would increase the range of the cargo planes by supporting an extended range fuel tank. In 1999, Stanley also became one of Boeing's suppliers for the Joint Strike Fighter project for the U.S. Air Force, which is now the F-35 currently in advanced production.[12] In 2005, Eaton Corporation acquired Stanley Aviation and downsized the facility in Aurora by fifty percent from approximately 230 employees to 108.[13] By the summer of 2014, residents of the Denver-Aurora Stapleton

neighborhood acquired the former manufacturing site with plans to redevelop it into a joint, mixed-use urban environment.

Architectural Significance:

The Stanley Aviation building is eligible for local landmark designation as an industrial example of the International architectural style. With origins in Europe during the 1920's, this aesthetic approach made its way to North America in the 1930-s. The phrase "International Style" was first used at a 1932 exhibition by Americans Henry Hitchcock and Phillip Johnson, *Modern Architecture - International Exhibition* at the Modern Museum of Art, as a term meant to describe and encompass the modern architecture of the early 20th century.

International Style buildings are rectilinear and streamlined, with light taut surfaces stripped of applied ornamentation and decoration. Interior spaces are open. Materials include glass, steel and less visible reinforced concrete. With the accelerated growth of urban areas, particularly after WWII, the International Style provided an easily achievable style for large-scale urban development projects.

Throughout its history, the main Stanley Aviation manufacturing building experienced many additions and alterations, which have achieved their own significance over time. For example, the large neon signs, added in the 1960-s, have become an iconic feature of the building.

Architectural Description:

The Stanley Aviation Building is a large two story industrial building with over 100,000 square feet of space. The architecture is decidedly modern, reflecting an industrial interpretation of International Style. The footprint of the building is almost square, with external walls of either concrete block or corrugated steel. The roof is flat, with asphalt and gravel covering much of the roof. The primary entrance was historically on the north elevation, facing the Stapleton Airfield. The primary work entrance is at the southeast corner of the building, which enters via a large doorway, directly onto the former shop floor. Throughout the building, there are roof-top utility plants, as well as vents along the elevations. Windows are generally long strips of fixed steel ribbon windows along the second story.

Since its completion in 1954, the Stanley Aviation Building has made an impact on the local landscape. As built, it was sleek, modern, and innovative. Notable features include the streamlined appearance of the original primary (north) façade with its ribbon of steel windows, and the enormous red hangar doors of the west façade.

Over time, Stanley Aviation had made several additions to the building, some of which have also become iconic features, such as the large distinctive Stanley signs on the north and south elevations. The Stanley Aviation building has also become associated with and recognized for its distinctive paint treatment: an industrial grey base with a 16" red stripe.

Stanley Aviation Complex Site:

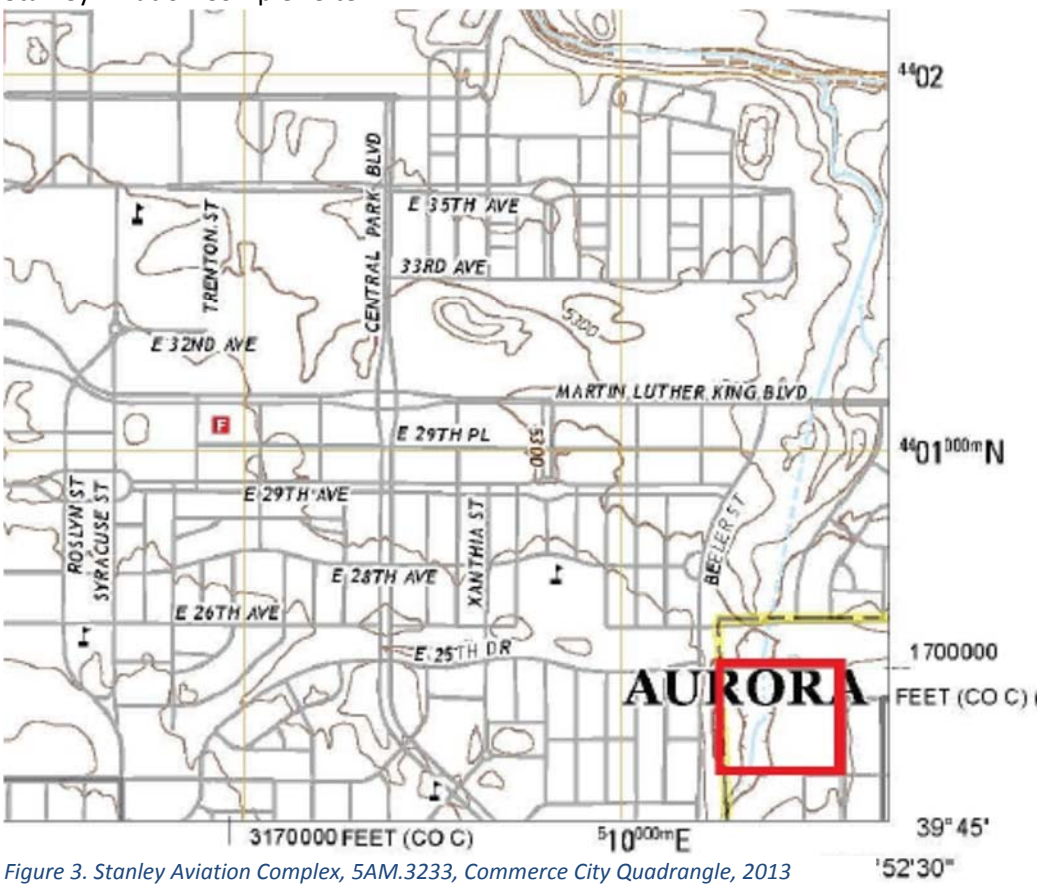

Figure 3. Stanley Aviation Complex, 5AM.3233, Commerce City Quadrangle, 2013

Figure 4. Stanley Aviation Manufacturing Building, 2501 N. Dallas St., Aurora CO. Google Maps.

Figure 3. North Elevation looking southwest. All elevation photographs courtesy of AHSPO 8/12/2014.

North Elevation:

The north elevation has a single ribbon of steel windows along the top elevation running nearly the full length of the building (around 300 of the 350 feet). There are periodically-spaced fixed pane windows along the first floor. Walls are mostly concrete block; a painted red stripe extends around the entire building, visually dividing the first and second stories. Near the center of the elevation is the visitor entrance leading to corporate office space, with a cantilevered, flat porch roof, and a short ribbon of full-height (8-10 feet) steel-frame windows. This entrance also features stone veneers. Near the northwest corner is a large, steel sign in cursive and serif font with the company logo, reading "Stanley Aviation."

Figure 4. Northwest corner looking southeast.

As the Stanley Marketplace:

The north elevation will gain one main and three secondary entrances located at the northwest corner, providing access to the Montessori school to be housed within. The north elevation will also gain four windows on the first story, also toward the northwest corner.

Figure 5. The Stanley Marketplace, North Elevation looking southwest. All elevation renderings courtesy of Flightline, LLC.

Figure 7. West Elevation hangar doors.

Figure 6. Southwest corner facing northeast.

West Elevation:

On the west elevation, concrete block walls extend from the northwest corner, leading into hangar space on the northwest façade. The windows on this corner are on the second story, and are fixed, steel windows. The hangar bay covers most of the center of this elevation, with a set of three large, three story hangars that open into a large hangar space on the interior. The red-painted hanger doors slide outward, with two three-by-six window panes on each door panel. South of the hangar doors, a large shed roof addition extends to the west. The southern portion of the west elevation is concrete block wall with several utility entrances, as well as two garage doors for loading and vehicle entry.

Figure 8. The Stanley Marketplace, West Elevation facing southeast.

Figure 9. The Stanley Marketplace, West Elevation facing northeast.

As the Stanley Marketplace:

The west elevation will gain two entrances, one at the northwest corner and another south of the one story shed roof addition. This elevation will also gain four new windows all south of the Hangar doors, two of which correspond to ghost evidence of previously existing wall openings.

Figure 10. South Elevation.

South Elevation:

The south elevation includes two sections. The main section is concrete block wall, with a garage door and personnel doorway on the first story, near the center of the elevation. The second story includes a continuous set of ribbon windows, with a large Stanley Aviation sign identical in iconography and lettering as the sign on the northwest corner. There is a large open courtyard and work entry space where the building's southeast corner would be. The elevations fronting this courtyard consist of concrete block walls, with entrances and a large, work floor entry facing south. A short set of ribbon windows on the second story facing south into the courtyard. There is also a series of shed roof additions to the building in the northwest corner of the courtyard.

Figure 11. Southeast corner, view of courtyard area, facing northwest.


Figure 12. Stanley Marketplace, South Elevation.


Figure 13. Stanley Marketplace, South Elevation, view of courtyard area.

As the Stanley Marketplace:

The main section of the south elevation will gain one new centrally located entrance, flanked by windows extending to the second story. A bank of new windows will be located west of the new entrance; four new window will be located east of the new entrance, one of which corresponds with an existing doorway. The south elevation in the courtyard area will gain three new entrances with adjacent windows, all of which correspond to evidence of previous wall openings. A new window extending to the second floor will be located in the northwest corner of the courtyard.

Figure 14. East Elevation, view of northeast block.

East Elevation:

The east elevation is also separated into two separate sections. The northeast block consists mostly of concrete block walls, with four entry ways and several vent features along its length. A third story addition that breaks the normal two-story roof line includes a set of steel ribbon windows running its full length. The portion of the east elevation that defines the courtyard area consists of both concrete block and corrugated metal. This area is largely obscured by a number of outbuildings and sheds.

Figure 15. Stanley Marketplace, East Elevation, view of northeast corner.

Figure 16. Stanley Marketplace, view of courtyard.

As the Stanley Marketplace:

The east elevation gains one entry in the courtyard area, and two along the northeast block. This courtyard area gains five windows on the first story, two of which correspond to evidence of prior openings, and four windows on the second story. The northeast block of the east elevation will gain four ribbons of windows on the first story, and one ribbon window on the second story at the north corner.

Historic Integrity:

The main Stanley Aviation manufacturing building retains sufficient integrity in materials, design, workmanship, location, setting, feeling, and association to support its eligibility for listing in the National Register of Historic Places. The primary features of the building as finished by 1957 remain intact to a sufficient degree to warrant a finding of integrity. Like many facilities of its type, it has been modified heavily throughout its use between 1954 and 2009. However, many of these alterations gain significance over time.

The rehabilitation of the Stanley Aviation building into the Stanley Marketplace is respectful of the Secretary of Interiors Standards for Rehabilitation.[14] The industrial home of the pioneering Stanley Corporation, was once central in the lives of employees, their families and neighbors and an economic force in Northwest Aurora. As the Stanley Marketplace, this is an innovative space which houses a creative blend of retail, dining, educational and recreational enterprises which provide opportunities for enhanced lifestyle and economic growth while honoring the past. The historic interior featured vast open hangar and factory floor spaces which will be largely retained in the Stanley Marketplace.

As part of the rehabilitation project, each elevation of the Stanley Aviation manufacturing building will experience some change. One area of significant alteration is the south elevation with adjacent courtyard. Historically, this elevation was at the back of the building and featured access to manufacturing and warehouse space. The majority of proposed new windows on this elevation correspond to evidence of previously existing openings.

The original main façade to the Stanley Aviation building was the north façade, which faced the Stapleton Airport. Streamlined in design with its iconic Stanley sign visible from the runway, the north elevation featured parking and a sleek modern entrance to the corporate offices. This historic primary elevation of the Stanley Aviation building experiences the least change through rehabilitation into the Stanley Marketplace.

The iconic features of the Stanley Aviation building include the signs on the north and south elevations, the hangar doors on the west elevation, the second story and clerestory ribbon windows, and the historic paint treatment of industrial grey with red stripe. These features are valued, and will be retained and protected. As the Stanley Marketplace, this building retains sufficient integrity in materials, design, workmanship, location, setting, feeling, and association to reflect its history and period of significance.

16. *Bibliography*

1. Stanley Aviation Archives.
2. Aurora History Museum Archives
3. Aurora History Museum Archives
4. Aurora Advocate, March 26, 1953, p1
5. Aurora Advocate, July 16, 1953, pp1, 3
6. Aurora Advocate, Dec. 17, 1953
7. Aurora Advocate, Feb. 11, 1954
8. Aurora Advocate, April 1, April 22, and May 13, 1954
9. Aurora Advocate, June 24, 1954
10. Aurora Advocate, Aug. 5, 1954
11. Aurora Advocate, Sept. 12, 1957, p26
12. Paula Aven, "Stanley Aviation signs $100M deal," Denver Business Journal, April 30, 2000
13. Kelly Yamanouchi, "Eaton Corp.'s plans to cut 140 aerospace jobs," Denver Post, April 13, 2006
14. National Park Serviced website; available at www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm

17. *Nomination Preparer*

Name: Chris Haugen Date: 03/15/2015
Organization: White Construction
Address: 18 S Wilcox St Suite 100 Phone: 720-274-4741
City: Castle Rock State: CO Zip: 80104

Name: Liz Boyer Date: 3/15/2015
Organization: Aurora Historic Sites and Preservation
Address: 15051 E Alameda Pkwy Phone: 303-739-6661
City: Aurora State: CO Zip: 80010

FLIGHTLINE

February 5, 2015

Historic Preservation Commission
C/O Aurora History Museum
15051 East Alameda Parkway
Aurora, Co 80012

To the members of the Historic Preservation Commission:

As the property owner of 2501 N. Dallas Street Aurora, CO 80010, I support the nomination of the Stanley Aviation building as an Aurora Historic Landmark. This building was built in 1954 by Bob Stanley, a man with an incredibly innovative and entrepreneurial spirit. He created economy and culture in the surrounding neighborhood and beyond. We plan on continuing those efforts through the creation of Stanley Marketplace – dedicated to being a family friendly, community destination, paying homage to what was while welcoming what is to come.

Thank you very much for your interest and cooperation.

Sincerely,

Mark Shaker
Founding Partner
Stanley Marketplace

ROBERT M. STANLEY
65 SOUTHMOOR DRIVE
DENVER, COLORADO 80220

10 February 2015
99 Adobe Ridge Road
Ridgway, CO 81432

Historic Preservation Commission
c/o Aurora History Museum
15051 East Alameda Parkway
Aurora, CO 80012

To: the Members of the Historic Preservation Commission

As the daughter of the founding President of Stanley Aviation Corporation, located at 2501 Dallas Street in Aurora, I strongly support the nomination of the Stanley Marketplace as an Aurora Historic Landmark. This building ("the plant") was built in 1954, and the site still contributes to the history and economy of Aurora (not to mention aviation).

Thank you for your consideration of this request.

Sincerely,

Karin Stanley

P.S. I had no idea how Dad's personal letterhead might come in handy some day.

February 11, 2015

Historic Preservation Commission
C/O Aurora History Museum
15051 East Alameda Parkway
Aurora, Co. 80012

To the members of the Historic Preservation Commission:

As the property owner of 2065 Florence Street, Aurora, CO 80010, I support the nomination of the Stanley Aviation building at 2501 Dallas Street as an Aurora Historic Landmark. This building was built in 1954, the same year my house was built. I moved to my home in 1961 and Stanley Aviation became a part of our life as every day we could hear the engines and machinery starting up at 5:30 a.m. – so we never needed an alarm clock at our house, we just depended upon Stanley to keep us on time.

Stanley Aviation brought fame to Aurora by running a first-class business that manufactured something no one else did and that was downward and upward ejection seats and ejection capsules. Later on aircraft fuel systems and components were developed and sold from that location. Then engine handling equipment, aircraft tow bars, metal fabrication, coupling devices and electronic controlled lift trailers were developed. All of this done in my backyard (only 6 blocks away) and very few people even knew this was going on in Aurora.

It really takes about 3 pages to detail the history of this fascinating company and Mr. Stanley, himself, was a true piece of aviation history that we should be proud to say he was a part of Aurora.

I had the opportunity as an Aurora City Councilmember to be invited to several events at that facility and found they had hundreds of employees, most at the blue-collar level, who were well-paid and loved working there. I was told by employees that it was the best job they ever had. The place was totally spotless because of the specialized equipment they made that had to be constructed in a dust-free atmosphere.

The Stanley Aviation building should be recognized as an Aurora Historic Landmark so that more people will learn of the value that this business brought to our community.

Thank you for your consideration.

Nadine Caldwell
2065 Florence Street
Aurora, Co. 80010 303-364-2859

Northwest Aurora Neighborhood Organization (NANO)
P. O. Box 31309
Aurora, CO 80041

February 11, 2015

Historic Preservation Commission
c/o: Aurora History Museum
15051 E. Alameda Parkway
Aurora, CO 80012

To the Members of the Historic Preservation Commission:

We understand that the Stanley Aviation building at 2501 Dallas Street is being nominated as an Aurora Historical Landmark. On behalf of the Northwest Aurora Neighborhood Organization (NANO), we wish to express our strong support for this nomination as it makes its way before the Historic Preservation Commission.

As the Stanley Aviation building is being transformed into a unique urban marketplace, it is important to remember its unique history in northwest Aurora of innovation and invention, as well as providing numerous jobs in an iconic building that housed a factory that manufactured aviation parts.

It has been a part of northwest Aurora for over 50 years and is remembered and treasured by many citizens that have lived in our neighborhood. Its story should be told and preserved for many years to come.

Thank you for considering this property as an Aurora Historic Landmark.

Sincerely,

Theresa Campbell Caron, NANO Co-President

Betsy Keyes, NANO Co-President

Karen L. Schwieder
2373 Nome Street
Aurora, CO 80010
Cell: 720-351-2373
kschwieder@comcast.net

February 14, 2015

Historic Preservation Commission
c/o Aurora History Museum
15051 East Alameda Parkway
Aurora, CO 80012

To the members of the Historic Preservation Commission

As the property owner at 2373 Nome Street, Aurora, Colorado 80010 since September of 1968, I support the nomination of Stanley Aviation/Stanley Marketplace as a Historic Landmark for Aurora. I believe Stanley Aviation was built in 1954 and manufactured ejection seats for airplanes. Stanley Aviation was an integral part of Aurora for many decades and is totally worthy of this nomination. It would warm my heart if Stanley Aviation continued to be a part of Aurora ***forever*** and always be recognized as a Historic Landmark.

Best regards,

Karen Schwieder

Karen Schwieder
Secretary on the Board of
Northwest Aurora
Neighborhood Organization

17 February 2015

Historic Preservation Commission
C/O Aurora History Museum
15051 East Alameda Parkway
Aurora, Co 80012

Dear members of the Historic Preservation Commission,

Stapleton United Neighbors (SUN) strongly supports the application to the City of Aurora for the Stanley Aviation building to be designated as having Landmark status.

Built on the grounds of the former Stapleton airport in Denver, the Stapleton community was founded with high environmental standards, a wide variety of housing and a commitment to sustainability, diversity, and community involvement. SUN is the neighborhood association registered with the City of Denver for the Stapleton area. To stay connected with community preferences and values, SUN administers surveys through its vast online network multiple times a year. Through survey responses, many residents of the Stapleton Community have expressed to SUN a strong desire for unique, locally owned amenities nearby.

Nearly half a mile of land along the periphery of the Stapleton development borders the Stanley Aviation property and will be directly affected by this redevelopment. SUN has had open communication with the developers of Stanley Aviation, and the developers have made great efforts to involve their neighbors to the north and west. The inclusive and community-building mission of the Stanley Aviation Redevelopment fits well with SUN's outreach goal to "Foster the sense of community that exists between Stapleton Residents and to connect Stapleton with the surrounding neighborhoods in Denver and Aurora". Designating the Stanley building with Landmark status would provide a historical anchor for the region, and fill the desire for a more unique amenity near north east Denver.

With best regards,

Mark Mehringer
President, Board of Directors, Stapleton United Neighbors